



SAM SPEAKS

OFFICIAL PUBLICATION OF THE

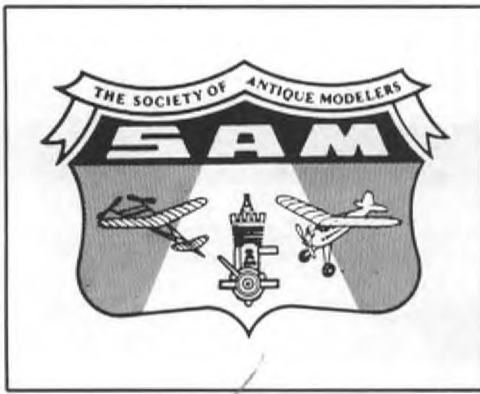
SOCIETY OF ANTIQUE MODELERS

DEDICATED TO OLD TIME MODELERS EVERYWHERE

May ♦ June 1991

Number 100





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COVER

Clockwise: Dinky \$ Demon by David Baker. Wade Wiley & Larry Clark with a Simplex. Ralph Turner and Mike Granieri with MG-2. Richard Drake displays his extensive Pollywog collection. C.J. Jordan's Scram. Kenneth Hopkins Hop-A-Long.

SAM SPEAKS

Editor

Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455

Production Director

Jim Adams

Society of Antique Modelers Officers

President

Jim Adams
2538 N. Spurgeon
Santa Ana, CA 92706

Eastern VP

Mike Granieri
3 Dryden Rd. Box 78
Pottersville, NJ 07979

Rocky Mountain VP

Art Grosheider
2045 St. Paul
Denver, CO 80210

Midwest VP

Bob Larsh
45 S. Whitcomb Ave.
Indianapolis, IN 46241

Western VP

Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455

F/F Coordinator

Abe Gallas
28 Rustling Wind
Irvine, CA 92715

R/C Coordinator

"Woody" Woodman
233 Longview Dr
Bayville, NJ 08721

Secretary/ Treasurer

Bob Dodds
209 Summerside Place
Encinitas, CA 92024

VIEWS FROM THE PRESIDENT'S DESK.

By Jim Adams

If you have read the opening article in the new SAM 35 yearbook entitled "lost cause" you may have seen the challenge that the year books' editor, Peter Michel has tossed at our feet. He has suggested that it is time that SAM USA, the founding organization, get it's act together and produce their own yearbook series. I know that the challenge is well intentioned, because Peter and I have discussed our mutual concern that it is time that we recorded the stories of many of the modeling "greats" of our time.

I think that by putting the question right out in front of everyone that Peter thought that he might stir some of the American and Canadian modelers into action and that SAM's editor would receive great stacks of articles from would be model history scribes. The article, unfortunately, has not reached a great number of North American modelers. I have mentioned it here in the hopes that modelers that share our concern and have access to famous old time modelers will try their writing skills and interview our famous modelers.

Some might argue that with the rich documentation of world modeling by Frank Zaic that we don't need further recording of history. Admittedly, if you have a collection of Frank's books, starting with his reprints of the Boy's Life magazines (1927-1928), and his own year books from 1934, 1935-36, 1937, 1938, the Model Glider Design in 1944, The National Model Airplane meet in Pictures in 1939, the post war books in 1951-52, 1953, 1957-58, 1959-61, 1964-65, and the almost a year book that was printed by the NFFS containing material that was to have been in the 1968 year book, you have perhaps the most complete history of model airplanes ever recorded. These year books by Frank Zaic contain recounts of model aviation each year "as it happened". True the articles are not recaps of the happenings of the average modeler at impromptu flying sessions through the years but instead are indelible recordings of the model designs that made competition history.

Perhaps there is a need to record the personal happenings of modelers great and small during the growing period of model airplanes in the U.S. and Canada, but again,

modelers will argue "We have the model magazines published during the growing years to document competition activities and the fun times of individuals". But, what of the million and one stories about the "good old days" that are told and re-told at model meetings and flying field gatherings. I leave it to you, do we need to further record the stories of modeling in this part of the world? If so, how many volunteer editors have we to gather this great untold history of modeling?

SAM HALL OF FAME FOR 1991.

Beginning in 1989 at the Jean Nevada SAM Champs, SAM has announced a yearly selection of ten famous modelers that we feel qualify for recognition for their contributions to model aviation.

It has been our practice to name old time modelers from the various different areas of participation in model aviation. These areas are defined as: model design, model competition, writer or publicist, hobby supporter, engine designer, and leader in the SAM movement.

The committee, headed by Jim Adams, SAM President has just made this list available. The names were chosen from a long list of nominations submitted by the SAM membership. The list for 1991 is as follows:

Jim Bohash
Johnny Brodbeck
Vic Cunningham
Dick McCoy
Claude McCullough
J.G. "Bud" McNorgan, 1st SAM Director
Tim Dannels, SAM Publicist
Mickey DeAngelis
George Perryman
Jerry Stoloff

These selectees will be recognized with the presentation of awards and life memberships in SAM immediately following the SAM business meeting on Oct. 9, 1991 at the Nevada Landing Hotel, located in Jean, Nevada. The time of the presentation will be 8:30 P.M.

IMPORTANT NOTICE: SAM CHAMPS CHANGES!

The SAM Champs flying and activities schedule has been moved a day earlier for most of the SAM Champs activities. After consulting with his committee, SAM Champs Manager Mike Fields has announced that the last days flying and the banquet are being backed up from Friday to Thursday, which bumps most of the other events back a day also. This decision was necessary because the headquarters motel and other nearby motels have booked other conventions following ours, and were unable to accommodate enough of us for Friday night after the banquet. You will find the new schedule as a "tear out" sheet in this month's centerfold section opposite the rules ballot. It is designed to be removed and taken along to the Champs.

Also, R/C Director Ed Hamler would like it known that **all 79** new R/C frequencies will be allowed as per the chart on the flip side of the new 'Champs schedule. Any previous information concerning fewer frequencies is superseded by this announcement. Other than flight station separation, there will be no special accommodations for old wide band receivers, which are therefore not recommended.

If you plan to attend the SAM Champs, even as a spectator, you should send for an entry packet; which will include the complete flying and social events schedule, plus special events information on the MECA Collecto, the Northrop Flying Wing Event, Wakefield competition, etc. Send a business size SASE to any of the four addresses listed on page 12 of SAM Speaks issue #99.

MECA GRAND NATIONAL COLLECTO AT SAM CHAMPS.

The new Model Engine Collectors Association (MECA) National Coordinator, Dick Dwyer has announced that the Sunday October 6 collecto will be given the status of a Grand National collectogether, or "Grando". All sellers are encouraged to make sure they have a table reserved, by returning the registration slip from the SAM Champs entry packet to Dick, with a check for the appropriate amount. Sellers' tables are \$10 each, for card carrying

MECA members, \$23 (first table) for non members. Extra tables are \$10 each, or \$5 for 1/2 table. If your plans are for the collecto only, you can send an SASE to Dick directly to get a copy of the MECA flyer and registration slip.

Dick Dwyer
1837 Flood Drive
San Jose, CA 95124-1772

25TH ANNUAL NORTHROP FLYING WING CONTEST.

Contest Director Carl Hatrak has announced the "Silver Anniversary" of the Northrop Flying wing contest to be flown Monday October 7 in conjunction with the SAM Champs. Four events are featured, all free flight. \$4 entry fee per event.

- 1) Rubber powered
- 2) Glider (164' towline)
- 3) Scale- any power (20 sec. official)
- 4) Gas- 25 sec. engine run, or Electric- 35 sec. motor run.

The event is AMA sanctioned and requires AMA membership.

The event is sponsored by **Model Builder Magazine**, Bill Northrop, Publisher.

If you haven't sent for the SAM Champs entry packet, you can send a SASE to Carl for a flyer on this event if you're quick:

Carl Hatrak
3825 W. 144 St.
Hawthorne, CA 90250



A "Bobtail Contender" by Bill Cohen, Paso Robles, CA. Plans were in 1941 Airtrails.

FINAL RULES COMMENTS FROM THE MEMBERSHIP:

More from Jim Kynco of Oroville, CA:

I was amazed that only one person (Don Bekins) picked up on (R/C) prop's 8/11/12 loopholes. There are three:

1) Aircraft would be 20% lighter, approx. 8 oz. wing loading instead of the now 10 oz. loading. Even though the engine is larger.

2) The aircraft could be 20% smaller in competition, due to the 80% rule, with the same power output.

3) Build a flying wing, you get 1/3 overall wing area reduction, by way of elevons, minus a 20% wing area reduction, by way of the 80% rule, & to top it all off, you receive a bonus, of building your new craft at a 20% lighter SAM legal aircraft.

The advantages were not mentioned by any of the two authors. I am really surprised that the members have not picked up on this oversight, for built in loopholes! It's a sad problem, because the new 4 cycle engines are powerful, quiet, and perform well. **But** the 3 advantages could ruin the entire engine and aircraft competition as we know it today. Please think about the 3 reasons not to vote for 8/11/12 put forth. Jim Kynco, SAM 30.

Ed note: We don't like to comment on readers' feelings about the rules, but Jim's letter has an apparent factual inaccuracy, plus another statement which might be misinterpreted, if not clarified:

*1) The required minimum wing loading of 10 oz./ sq. ft. would not be changed by any of the three proposals. Two of the proposals **would allow** some four stroke powered aircraft to be built smaller (and lighter), which of course is their obvious intent.*

2) Any advantages or disadvantages flying wings may enjoy have no relationship to any current proposal. All rulings with respect to flying wings are in place already, and apply uniformly to all engines, not just four cycles. (Refer to SAM Speaks #95, Pg. 5) RLA

Next we hear from Parker Abbot, of Santa Rosa, CA:

Prop. #R/C1. We really don't need static judging in this event. This is the sure way to kill this event or limit it in such a way that it will die from little use.

Prop. R/C #2. We don't need alcohol in our fuel. We don't need to advance the state of the art. Read the preamble, and leave it like it is...with oil and gas.

Prop. R/C 7. Reduce the LER engine run time. Good idea. My Ohlsson 60 hauls my Clipper out of sight in 45 seconds. I can't see it at that altitude. We don't need all that engine time that causes many maxes and resultant flyoffs.

Prop #RCE1. - About electrics. This shouldn't even be discussed. Here we are about to vote on rules concerning OT electrics and no one ever decided if the SAM membership even wants electrics. Art Grosheider hit it right on the head. There **never** were any electrics in the old days. Electrics and old timers are a disassociation of terms. We are trying to keep SAM together in the flavor of the old days...build and fly for fun...not with these detailed rules proposed. This kind of stuff will kill the SAM movement faster than you can wink. Parker R. Abbot.

WHERE ARE THE JUNIORS? PROBLEM SOLVED!

By Dave Gilbert

Here is a proposal that should solve a nagging problem with the stroke of a pen, and it doesn't cost a thing. The problem: It's the age old question of where are all the juniors? This is really just an administrative matter that can be corrected by defining a SAM unique set of member grades as follows:

<u>MEMBER GRADE</u>	<u>AGE REQUIREMENT</u>
Antique	over 70
Old Timer	60 to 70
Senior	50 to 60
Junior	under 50

So you see, the Juniors were there all the time. It is just a matter of counting them right.

THE BIG SAM CHAMPS FUEL MIXUP:

By Bob Angel

Warning: If you like to cling to the familiar but often dull world of pure reality, or if you didn't care for the "Drifting Balloon" puzzle a couple of issues ago, you'd better pass up this puzzling little tale.

To set the scene; it's October 1991, at Jean Nevada, the last flying day of the 1991 SAM Champs. My good flying buddy, "The Professor" is tied for the overall R/C Championship with a fellow from Texas who has just completed his final flight by winning the 19 man (plus 1 lady) flyoff in Pure Antique.

"The Prof" isn't a real Professor. We nicknamed him that because of his methodical approach to everything. He'll be flying the recently discovered and newly SAM approved "Lanzo Pursuit Plane", a design well ahead of it's time. The Pursuit is scaled up 11.7% and powered by possibly the world's hottest ABC schnuerle engine. The "Prof" is in a 17 person flyoff in regular Antique, and needs to finish in the top 5 to win the R/C Championship.

The Professor has avoided the great nitromethane shortage of 1991, refusing to pay the artificially inflated prices. Instead, he has slightly raised the compression on his engine, and re-lapped the ABC setup to run perfectly on 30% nitro instead of the usual 50%. He now blends his remaining supply of 50% mix with lower nitro fuel to get the 30% he needs. It has to be "right on" he claims. At 35% or more nitro, the ABC would overheat slightly, and he'd lose some compression and some R.P.M. But 25% or less would run too cool and the engine would run tight and draggy. I've agreed to help him in the flyoff, and here he comes now:

"I've got a slight problem." said The Professor, "A fellow got a nasty cut from a carbon fibre prop and I loaned them my van to take him to the emergency room. I got all my things out except my pre-mixed 30% fuel before they drove away."

Just then an announcement came over the loudspeaker: "The remaining pilots have just two minutes to get to the flight line for the Antique flyoff, or you're

out of it." The Professor said: "Here's a gallon of 50% nitro, another of 10%, and the glass beaker I mix my fuel in. You measure out a batch of 30%, while I get my plane and flight box." "Wait a minute!", I protested, "How do I figure this? I can't just average nitro percentages! I need a calculator - maybe a computer! And something to measure ounces with! This beaker is just a plain cylinder with one black line near the top. I need hoses, funnels, pumps. Shouldn't we have an environmental permit? Do you have anything for my nerves?" "You have everything you need." said the Professor as he walked away, "Just settle down and pour me a 30% mix up to the line on the beaker."

What did I do? Well if you must have the truth, what I really did was get rescued by the Texan standing behind me. He said he was waiting to see the professor either beat him, or lose to him fair and square, so he told me how to mix the fuel. See page 21 for his explanation.



Sal Taibi with his newly approved 6 ft. size Brooklyn Dodger. Red, white, and blue colors. The Orwick 64 power is turning a 14-6 prop. Plans and kits available, see page 18.

1991 SAM MEMBERSHIP RENEWALS DUE

-Bob Dodds, Secretary/Treasury

If you have not already sent in your dues for this year, they are due now for January thru December 1991. Dues are \$15.00 per calendar year. You may pay up to three years in advance or buy a Life membership for \$150. (Your expiration date will be printed on your SAM Speaks label if you have or are going to pay for 2 years or more.)

Life members are authorized to put an "L" after their SAM number, i.e. 217L. All paid-up members will receive our bimonthly newsletter, SAM Speaks.

All new members will also receive a SAM decal and a copy of the SAM Rule Book. Decals are .50 cents each, large or small. (Large 4 x 2 1/2, small 2 x 1 1/4) SAM patches are \$2 each.

Rule books are \$1 each.

SAM Membership and Renewal Application

Subscription rates include annual fee of \$1.⁰⁰ in the Society of Antique Modelers. The balance of the fee in each category is for subscription to SAM SPEAKS, the official publication of the Society of Antique Modelers. Subscriptions are not available without membership.

Membership fees and subscription rates (1,2, & 3 yr.)

Residents of Canada, Foreign countries, and the U.S.

- 1 yr. \$15.00 (\$1.00 membership plus \$14.00 subscription)
- 2 yr. \$27.00 (\$2.00 membership plus \$25.00 subscription)
- 3 yr. \$40.00 (\$3.00 membership plus \$37.00 subscription)

Subscriptions are not available without membership.

Fees are due on January 1 of the coming year.

- New member
- Renewal
- Address change

Current expiration date: _____

Name AMA #

Address

City, State Zip

Signed

Note: Full membership in SAM requires membership in the Academy of Model Aeronautics or equivalent national organization. Be sure to put your SAM # on your membership renewal check.

Make checks payable to the Society of Antique Modelers

Send to: **Bob Dodds**
209 Summerside Lane, Encinitas, CA 92024

ANNOUNCING the S.A.M. LIBRARY

S.A.M. was given most of Chet Lanzo's original model drawings, plus other donations, and has established a plan service with these drawings. Here are the names, sizes, and prices for the drawings available at this time.

MODEL.....PRICE

LANZO RC-1 (Antique cabin gas)
84" span, 1 sheet\$7.50

RACER 12 ft. Antique gas R/C
2 sheets 36" x 74"\$12.50

BOMBER (Antique gas pylon) 96" span
2 sheets 34" x 48"\$10.00

CLASSIC 1938-1939 rubber cabin &
Wakefield, 1 sheet 25" x 56"\$7.50

DUPLEX 1936 rubber cabin & stick
2 sheets 18" x 48"\$7.50

RECORD HOLDER 1940, 300 sq. in.
rubber stick\$7.50

1940 RUBBER CABIN
300 sq. in.\$7.50

1933 RUBBER CABIN
30" span\$5.00

RACER, 1/2 size, 72" span
2 sheets 22" x 38"\$7.5

BOMBER, 1/2 size, 48" span
2 sheets 20" x 28"\$6.50

80" span BOMBER
2 sheets 30" x 48"\$9.00
(legal for SAM R/C events)

YELLOW BIRD, 30" rubber
Garafallow\$5.00

BABY BIRD, 37" span, Class A (Bomber)
2 sheets 16" x 23"\$6.00

BIG OLD PLANE, McLaughlan. Pylon old
timer, 1940.76" span, 2 sheets+
instructions.....\$10

To order these plans, Send your check made-out to SAM and list the plans you want. Send your order to: *All Plans are sent post-paid. SEND TO: JIM ADAMS*

2538 N. SPURGEON
SANTA ANA, CA 92706

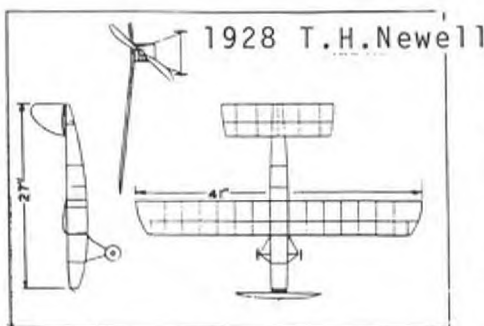
the WAKEFIELD ★ STORY

by Gerald Ritz

A new era in aeromodeling development was opened in 1927 when Sir Charles Wakefield (later Lord Wakefield) presented to the Society Of Model Aircraft Engineers a very handsome cup and prize money sufficient for three years for an international competition for rubber driven models.

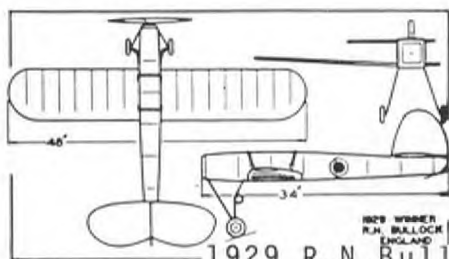
The cup was designed and executed in sterling by one of the most famous English silversmiths of the day and is recognized the world over as the foremost trophy of aeromodeling.

The Society, under the impetus of Mr A. F. Houlberg, Doc A. P. Thurston, and other stalwarts, produced the Wakefield formula which has been the backbone of the Wakefield model ever since. This encompassed the annual competition of teams from each country, with contest held in the country which held the cup. These competitions have proven to be a great stimulus to many nations for competitive model building thru the glowing reports of their observers. In the early days the competition was between Great Britain and the United States, but now between ten and twenty nations compete annually for the trophy.



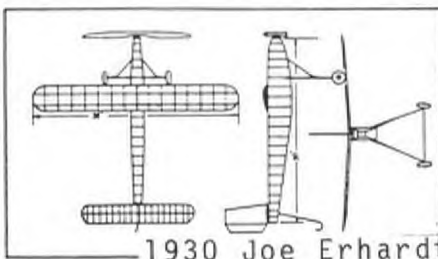
1928 T.H. Newell

The first Wakefield competition, held in 1928, was won by T. H. Newell of England with a best of three flights of 52.6 seconds. Newell's model had the framework constructed of spruce, the propeller was carved from walnut, and the ribs were fretted out of 1/16" plywood. Total weight was 8 ounces, with 2 ounces of this being rubber. A horizontal three gear arrangement was used in the nose, with three motors of four strands of 1/4" flat rubber 36" long. He put 1000 turns in each motor (nowadays with better rubber and stretch winding, we put in 2000). The model was a very consistent flyer.



1929 R.N. Bullock

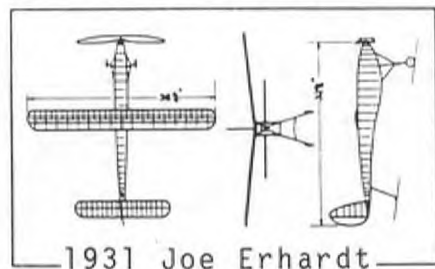
The 1929 competition was won by R. N. Bullock of England with a single flight of 70.4 seconds. Bullock's model was a low wing machine with fuselage longerons of birch, while the fuselage formers were of spring steel wire. The leading and trailing edges of the wing and the tail outlines were also of wire. The whole model was covered with jap silk. He used twin gears in the nose, the two motors being wound in opposite directions to neutralize motor torsion. Total weight was 10 ounces, and the model was rated as a fine all-weather flyer.



1930 Joe Erhardt

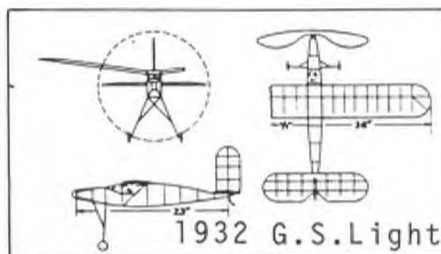
In 1930, the A.M.L.A. and the American Boy Magazine sent the three winners at the American National Model Meet, Ray Thompson, Joe Erhardt, and Bill Chaffee, on a trip to Europe as Grand Prizes. While over there, they took part in the Wakefield competition. This was held on July 19th, on a typical gusty English day at the Halton Aerodrome. On his second flight, Joe Erhardt attained the remarkable time of 2 minutes 35 seconds, which was the winning time, being nearly a minute more than that of the second place man. Joe's model was a light all-balsa model, in contrast to the heavyweight English models built mostly of hardwoods. The wing-span was 32", with a fuselage length of 30". Ten strands of 1/8"x 1/30" rubber drove a 17" propeller. Total weight was 2 1/2 ounces. Joe gave the motor between 1150 and 1200 turns on the winning flight, and the model fairly leaped off the ground, in comparison with the slow and steady climb of the heavy English models.

In 1931, with the U.S.A. hosting the first Wakefield competition, the contest was held on June 30 at Wright Field, Dayton, Ohio, in conjunction with the 4th National Contest under the auspices of the N.A.A. and the A.M.L.A. The American Eliminations were run off first to select the home team. Carl Carlson of Chicago entered a 11 ft., 9 1/2 lb. gas powered model which however crashed shortly after takeoff. In the finals Joe Erhardt, the 1930 champ, made a fine flight of 4 minutes 24.8 seconds for the winning time, which again led the competition by about a minute, and gave him the cup for the second year in a row. Five models were sent over from



1931 Joe Erhardt

England and were proxy flown by the U.S. boys, but couldn't equal the winning time. Joe's model this year was another all balsa model, of 37" wing-span, with a 32" fuselage length. Eight strands of 1/8" flat rubber powered a 17" propeller (the same propeller that was used on the 1930 winner, except that it had been converted to free-wheeling). Joe wound the motor outside of the fuselage, and then drew it through with a long hook, and fastened it into place. This was the lightest weight model ever to win the Wakefield, the following being the weights of the components—Fuselage, .34 oz.; Tail unit, .13 oz.; Propeller unit, .12 oz.; Wing, .19 oz.; Rubber motor, .49 oz.; which totaled up to about 1 1/4 ounces complete.



1932 G.S. Light

In 1932, the U.S.A. won the cup for the third time. The contest was held on Sept. 10th in Atlantic City, N.J., with the Bamberger Aero Club running the

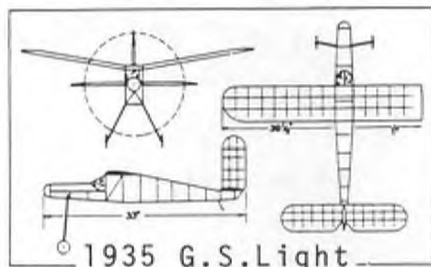
* * *

What is Wakefield? Read the first complete history of this toughest of all competitions written by one who has been an avid follower of the event since the first contest in 1928.



meet. The winning model was built by Gordon Light, of Lebanon, Penn. This model was a high wing cabin job, with a 36" span, and a length of 29". The 17" free wheeling propeller was driven by 8 strands of 1/8" flat rubber, with a motor length of about 25". A removable motor stick was used, and the motor was given 1200 turns on the winning flight of 7 min. 57 sec. O.O.S. With a wing area of 169 sq. inches, and a total weight of 1.8 ounces, this gave the model a wing loading of 1.06 oz. per 100 sq. inches. Max Bassett entered a 5 ft. span gas model, powered by a Brown Jr. motor, in the meet, and did 2 min. 55 seconds for 4th place. Since

Rule changes were adopted for the next years competition, the most important ones being to set a minimum weight of 4 ounces for the model, wing area to be 200 sq. in. and/or—10 sq. in. allowance, times to be the average of three flights, and power limited to rubber motors.



1935 G.S. Light

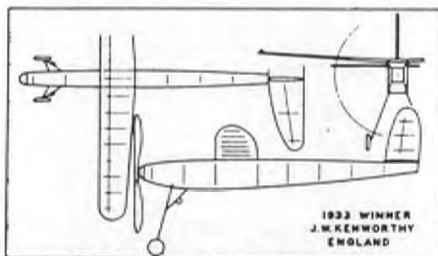
This model was one of the classics of the early Wakefield era. Not only was it a quite nice appearing model with its windowed cabin, etc., but it was one of the most consistent and trouble free models ever built. The design and construction of the model, and Gordons preparation for the contest are typical of the effort needed to win an International meet. Gordon used to make "dry runs" with the model—take it all apart—box it up for shipment—shake the box like mad—then assemble and R.O.G. it right out of the box. The wing span was 39 1/2", with an area of 197 sq. in., and an all up weight of 4.07 ounces. The model had a removable motor stick, as usual, in Gordon's models, and had 20 strands of 1/8" flat driving a 17" free-wheeling propeller. The model hooked a current with only 600 turns on the first flight and soared away vertically after the 7 1/2 minutes of observed time, which was enough to win.



Arne Blomgren receives the Wakefield Cup.

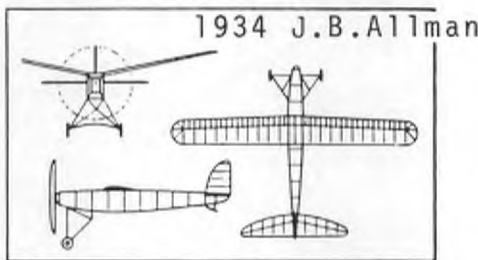
the contest was held in the fall instead of on June 30th as was originally scheduled (and for which the English team had sent their models over to be proxy flown), the S.M.A.E. refused to recognize the win., declared the contest void, and the cup was returned to England by forfeit.

In 1933, with the competition back in England, the cup was won by J. W. Kenworthy of England with a fine flight of 5 min. 21 sec. O.O.S. Kenworthy's model had tapered wings, and was a very cleanly built job, with a total weight of 2.8 ounces. A single motor drove a 14" propeller. Gordon Light's model, which was the only one from the U.S.A., was proxy flown to third place by J. E. Pelly Fry with a flight of 2 min. 23.2 sec. Gordon's model was the same as the '32 job except for the addition of streamlined wheel pants!



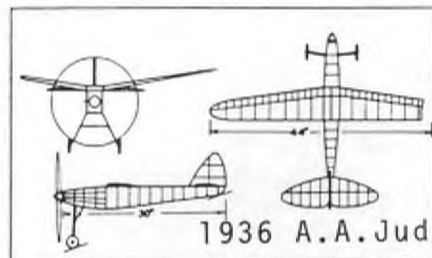
1933 J.W. Kenworthy

The 1934 competition was won by J. B. Allman of Great Britain with flights of 163 seconds, 164 seconds and 8.4 seconds on a gusty English day. This gave him an average of 1 minute 51.8 seconds for the winning time. U.S.A. sent over six models which were flown by proxy. Frank Zaic's model, a beautiful all-balsa planked monocoque job with return gears, came in third. Allman's model was a typical English model in that it was a boxy job with twin geared motors. He also geared up the propeller 3-1, which gave him a long and reliable motor run, and used a variable pitch propeller which lowered the pitch as the power died down. This win by a geared model revived the old argument of "to gear or not to gear."



1934 J.B. Allman

The year 1935 saw the cup come to the U.S.A. once more. This was accomplished by Gordon Light's fine model which made a flight from Fairey's Aerodrome of 2 hours and twenty minutes, being timed O.O.S. at 7 1/2 minutes, thus giving him an average of 2 min. 30 sec. for the winning time. The model was proxy flown by Tommy Ives of England.



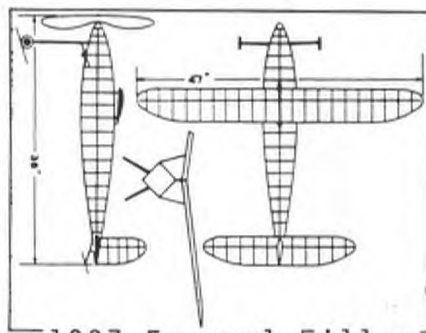
1936 A.A. Judge

In 1936, Great Britain sent a team of six to the United States to the contest which was held at Wayne Airport in Detroit. Their trip was successful in that A. A. Judge of Great Britain won the cup with an average time for three flights of 4 min. 9.9 sec. Judge's model was of quite normal design, but was very well cleaned up, and looked as good as it flew. The fuselage nose was nicely rounded, the wings were tapered to the tips, and the tail surfaces were

WAKEFIELD

of elliptic contour. He used a single motor of six strands of $\frac{1}{4}$ " x $\frac{1}{20}$ " rubber 55" long, in a motor base of about 26". To control the slack, he used a rubber tensioner. The 16" propeller was fitted with a free wheeling unit.

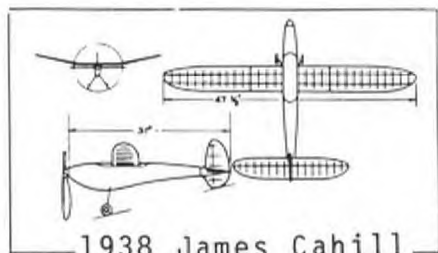
An important rule change at this time was the raising of the minimum weight to 8 ounces to try to minimize the lucky thermal flights.



1937 Emanuel Fillon

The 1937 competition, flown in England at Fairey Aerodrome on August 1st, was won by Emmanuel Fillon of France with an average time of 4 minutes 13.2 seconds. Fillon's model had a diamond section fuselage with a parasol wing, and just made the 8 ounces weight ruling using a 3 ounce motor. The motor was made up of 28 strands of $\frac{1}{8}$ " flat rubber 46" long which took 850 turns. He used a 20" prop on the first flight, but cut it down to 18" for the other flights to get a better climb.

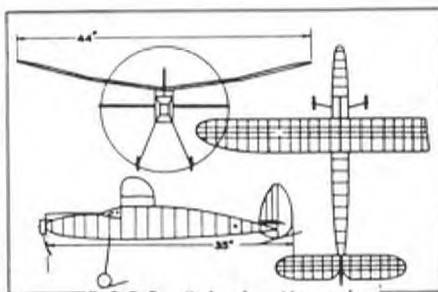
The United States was represented by a three man team, Herbert Fish, Alvie Dague, and Dick Bodle. Frank Zaic, on a modeling tour of Europe, also took part in the meet. Herbert Fish won the Bowden Trophy for gas models while he was over there.



1938 James Cahill

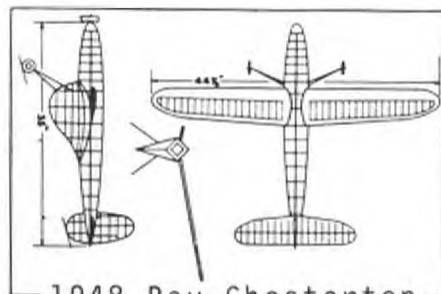
In 1938, with the competition being flown in France at the Caudron Aerodrome, Guyancourt, we again brought home the cup as James Cahill flew his streamlined "Clodhopper" for a flight of nearly 33 minutes to give him a winning average of 10 min. 54 sec. This is another of the classic Wakefield models that has originated in this country. Jim placed on both the Wakefield and Moffett teams in 1937 with one of these models, and then won the Moffett Trophy in the 1937 finals with this

model, but lost it in the process. Because of this, he had no model to enter in the Wakefield finals in England in 1937. However, in 1938 he again made the Wakefield team with a new model, and got the desired result with it in France in the finals. The Clodhopper was a shoulder wing model, with the $47\frac{1}{2}$ " span one-piece wing passing through the top of the fuselage with a thin formed sheet aluminum cover over the center section. Both wing and stab used box spar construction. The fuselage was 32" in overall length, and was of general elliptical cross section with a flattened out top near the wing housing, and with a lower belly near the front which accommodated the short landing gear. The whole fuselage was planked with soft $\frac{1}{16}$ " sheet balsa, which gave it a very slick and streamlined appearance. Motive power was a 49" length of 16-strands of $\frac{1}{4}$ " flat brown rubber driving an 18" single bladed folding propeller of 22" pitch. Motor took about 1200 turns, and while the model appeared to loaf its way up very leisurely, it really got up there, and when the prop folded, you should have seen that glide!



1939 Dick Korda

The 1939 Wakefield, in the U.S. once more, was held near New York City on August 6th, and we retained the cup again as Dick Korda came through with flights of 43 min. 29 sec., 2 min. 29.8 sec., and 1 min. 31.8 sec. for an average time of 15 minutes 50.2 seconds as the winning time. This contest was unique in that the first flight of the day (Korda's) won the contest. Korda's "box" is another one of the models that form the backbone of American aeromodeling. While not exactly a beauty, it certainly has everything else. One of the most widely built models, all over the world, it is simple to construct, strong, light in weight, and a very reliable and consistent performer. The fuselage is rectangular in cross section, with a small cabin on which the wing was mounted, and an overall length of 35". The wing was 44" in span, with polyhedral. The landing gear was made up of two $\frac{1}{16}$ " wire struts with $\frac{1}{4}$ " wheels. The whole model was covered with red jap tissue. Power was supplied by 1200 turns in an 18 strand motor of $\frac{3}{16}$ " flat rubber 47" long, driving a 19" diameter single bladed folding propeller.



1948 Roy Chesterton

With the advent of the war years, this proved to have been the last Wakefield competition for some time to come. We were all saddened to hear of the death of Lord Wakefield in 1941.

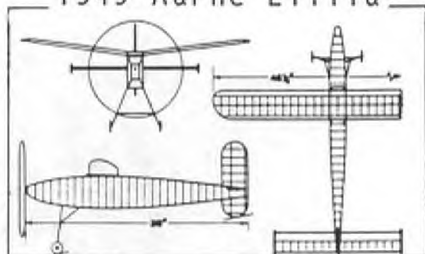
After much correspondence with the English boys, the S.M.A.E. finally approached the A.M.A. with the plan of resuming the Wakefield competition in 1948. It was planned to hold the meet at Cleveland to coincide with the F.A.I. conference which was scheduled for Cleveland with the National Air Races. However, this was changed to Akron, and the meet flown at the Akron Municipal Airport on August 27th.

Roy Chesterton took the cup back to England with his "Jaguar," with three very fine flights of 4 min. 46.5 sec., 6 min. 2.4 sec., and 8 min. 32.9 sec. for an average of 6 minutes 27.3 seconds. Chesterton's model was a beautifully constructed job of very unique design. The fuselage was of diamond cross section with a large forward underfin belly, to which the landing gear was attached. The wing was built in two halves of tapered planform, and was mounted as a midwing. The ship was powered with 14 strands of $\frac{1}{4}$ " x $\frac{1}{24}$ " rubber 48" long, and I personally counted the 1120 winds Chesterton put in the motor in the contest, which is a little over what we generally consider maximum turns. On a query from Carl Goldberg the night before the meet, as we were inspecting the models which had been impounded for the night, yours truly picked the Jaguar to win the meet, largely because of the excellence of the propeller and wing construction, and the fact that Chesterton in winding his motors showed a remarkable winding technique similar to that of our Ed Lidgard. The model flew very well with a steady climb for 90 seconds, and except for the second flight when it stalled after the takeoff, flipped over on its back and had some trouble recovering before it got on its way, it behaved quite consistently.

A major rule change at this time was the imposing of a 5 minute limit on any flights.

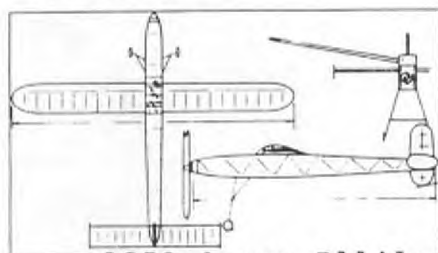
With the 1949 contest in England once again, the U.S. sent over a full team—Andrew Petersen, Robert Hanford, Edward Naudzius, Edward Lidgard, Wil-

1949 Aarne Ellila



liam Fletcher, and Joe Boyle. Frank Zaic accompanied the team as the manager.

The meet was held at the magnificent Cranfield Aerodrome on July 31st. The weather was a typical gusty English day, but this did not stop the contest from being the largest Wakefield to date, with 90 contestants from 19 countries. While it looked for a while as though Fletcher was going to win the meet, he was beaten out by 10 seconds by Aarne Ellila of Finland, who attained an average of 3 min. 33 seconds for the winning time. Ellila was flying a ten year old model with a return gear system, and a total weight of 10¼ ounces. The simple dihedral wing was of 46½" span, and was mounted directly on top of the fuselage. The fuselage was a large boxy affair of rectangular cross section with stationary wire landing gear, with a total length of about 38". Power was provided by the two motors of 14 strands of 3/16" x 1/24" Dunlop rubber, driving a 16" diameter, 21" pitch free wheeling propeller. Comments about Ellila's win were that he really knew his model, which was of prime importance in the rough flying weather, and the fact that he wound in only 1200 turns, while the maximum possible was over 1800. One of the happenings at this meet that the English boys will never forget is that of Ed Lidgard "fizzing" up the gang at the pub after the meet with a soda water fizz bottle.



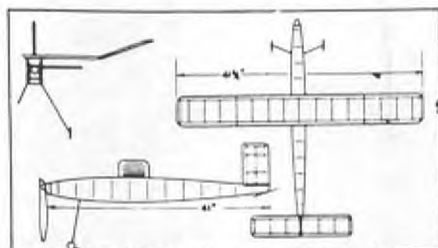
1950 Aarne Ellila

The year 1950 saw Finland holding the meet at the Finnish Gliding School at Jamijarvi. No finances were forthcoming for the U.S. team, so models only were sent over to be proxy flown. The U.S. team who sent models over were L. Salisbury, R. G. Schmitt, F. Takagi, W. Mickelsen, and A. Leitwich. The contest was flown under non-thermal conditions just before and after midnight Saturday July 22 and Sunday July 23rd, by the light of the midnight

Continued

sun. Ellila of Finland again showed the aeromodeling world that he had what it takes as he repeated his win with a three flight average of 4 min. 4 sec. An interesting point to note is that Ellila's second flight of 4 min. 31.5 sec. was the highest time of the meet, since there was not a single maximum flight. Ellila's ship was a new one this time, but quite similar to his 1949 ship in that he still used a double motor with return gears, a box fuselage, single dihedral wings, etc. The model was cleaned up and lightened quite a bit, with the plane weighing 3.88 ounces and the rubber 5.11 ounces for a total of just about 9 ounces. The motor was made up of 14 strands of ¼" Dunlop 32¼" long, driving a 17¾" diam. propeller of 24½" pitch. The motor was given 1200 turns which gave a motor run of about 2 minutes. A small turbulator strip was used on the leading edge of the wing which was claimed to improve stability.

Finland hosted the Wakefield competition again in 1951, at the same location in Jamijarvi on July 6th and 7th. A full team of 6 U.S. flyers participated through the generosity of Jim (AJ Aircraft) Walker, who provided the overseas airline trips. The American team consisted of George Perryman, Austin Hofmeister, Dave Kneeland, Joseph Elgin, Joe Foster, Jr., and Manuel Andrade. Ed Lidgard, chairman of the A.M.A. Wakefield Committee, with associates Russ Johnson and William Fletcher did a fine job of organizing the Wakefield elimination contests to

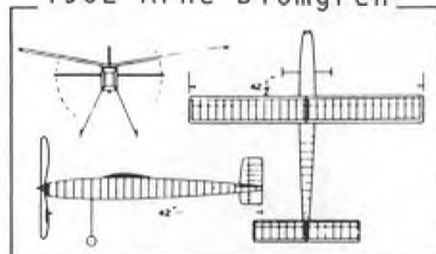


1951 Sune Stark

select this team. For the first time, Sweden won the Wakefield as Sune Stark flew for an average time of 3 min. 55 sec. Stark's model was of conventional design and featured the twin return-gear system of dual motors. The wing was mounted directly on top of the fuselage, had tip dihedral, and a span of 41¾". The fuselage was a rectangular box 41" long, with a stationary wire landing gear. The power consisted of two motors of 14 strands of ¼" x 1/24" Dunlop rubber 31½" long, driving a 19¼" free-wheeling propeller with a 26" pitch. The model was very well built, and is a very consistent flyer, as is attested to by the fact that even as the weather worsened, his flight time went up each round.

Dick Korda at Chet Lanzo memorial contest held July 10, & 11, 1991 at Shelby, OH.

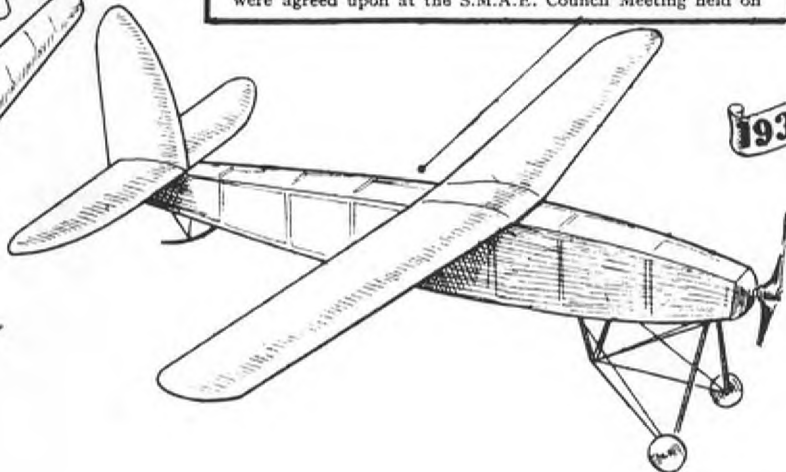
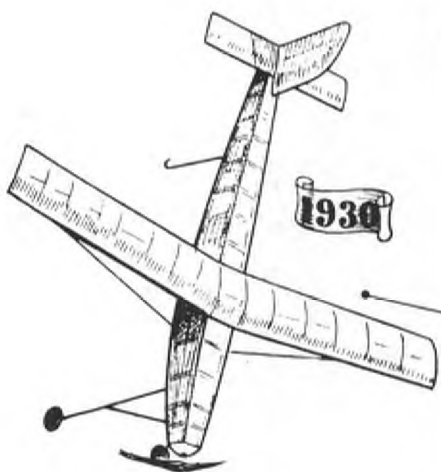
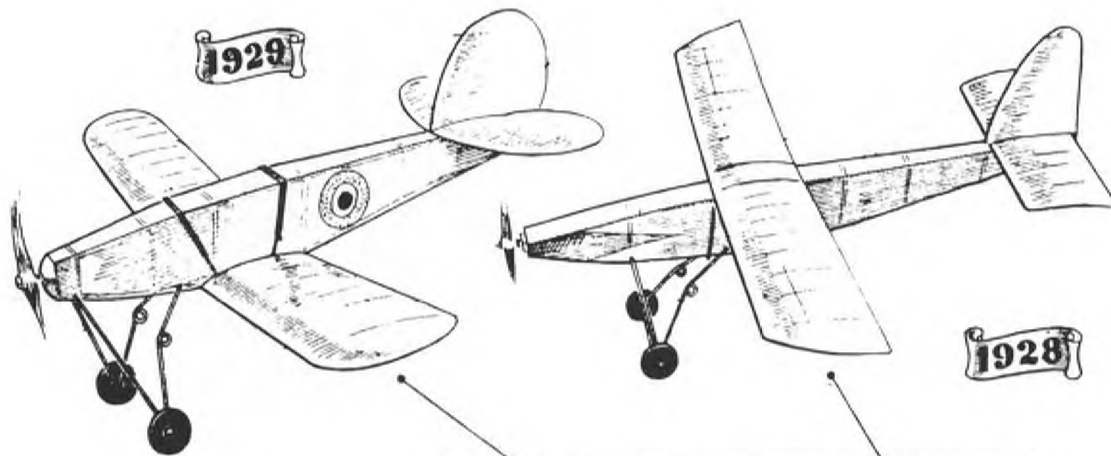
1952 Arne Blomgren



The 1952 Wakefield Contest was held at Kungsängen Aerodrome in middle Sweden, July 10th to 14th. Due to the efforts of our Wakefield Committee, and the response of the M.I.A., we again were represented with a full team in Sweden. The team members were Joe Bilgri, C. Montplaisir, Ed Lidgard, Jim Tangney, Syd Seldon, and Carl Perkins. The contest was to be flown under the same conditions as at Finland, namely, in the night hours. Wind and rain postponed the start of the meet until about 2:30 a.m. Sunday morning, when the three rounds were flown off. Bilgri led the first round by ¾ of a minute, but when the retrievers returned his model, it was quite seriously damaged, and Joe had to make his other flights with his No. 2 model. The final tally showed Blomgren of Sweden leading with an average time of 4 min 30 sec. for the winning time. Blomgren's ship was nearly identical to his clubmate Sune Stark's 1951 winner, except for the straight dihedral wing, and a small under-rudder.

The Swedish aeromodelers waived their right to again hold the meet in Sweden in 1953, so the location has been switched to England, at the Cranfield Aerodrome, which is well remembered as the site of the 1949 meet. END





GREAT news for rubber powered model fans is the projected resumption of the far-famed Wakefield Trophy Contests. Efforts are now being made to hold the first post-war contest this year, and approaches have already been made to the American Academy of Aeronautics with a view to staging the 1948 event at Cleveland, Ohio in the latter part of August.

The F.A.I. Conference is scheduled to be held in the States this year, and it is proposed to hold it at Cleveland to coincide with the National Air Races, the famous American fiesta of air racing, etc. To hold the Wakefield Contest at the same time and venue would enable all three events to be covered in one trip, and I am sure our American friends will concur with this suggestion.

Last held in 1939, when the Trophy was won by Dick Korda with a record flight from a field in New Jersey, a resumption of the premier model aero contest will find favour in all countries. The Trophy, donated by Lord Wakefield in 1927, was competed for annually up to 1939, and to date has been won five times by Great Britain, five times by America, and once by France. (America also won the Cup in 1932, but the contest was declared void on a technicality.)

Model specifications are expected to be the same as in 1939, and for the information of readers who intend to compete for the honour of being a member of the British Team for 1948, the requirements are given here in brief form for guidance. Quoting the S.M.A.E. published rules, these state:

(a) The contest shall be for fuselage type, rubber driven models, the rubber motor or motors of which must be enclosed in the fuselage, the fuselage/s to be fully covered and conform to the following formulae:—
 Overall length of model $\frac{1}{2}$ = $\frac{\text{Minimum area of the maximum cross section.}}{100}$

(b) The total area of the mainplane or mainplanes to be 200 sq. inches, with a plus or minus tolerance of 10 sq. inches. The area being the actual plan area of the cambered surfaces measured on the chord line, without allowance for dihedral, polyhedral angle, etc.

(c) The area of the tailplane shall not exceed 33% of that of the mainplane/s.

(d) Minimum weight of complete model 8 ounces.

The model must be solely constructed by the entrant, and no part of the model shall be detached in flight (i.e. undercarriage dollies may not be employed). The contest comprises three flights R.O.G. the competitor setting the highest average for three flights being the winner.

Arrangements for the selection of the British Team were agreed upon at the S.M.A.E. Council Meeting held on



- T. H. NEWELL (Gt. Britain)
- R. N. BULLOCK
- J. H. EHRHARDT (America)
- J. H. EHRHARDT*
- J. W. KENWORTHY (Gt. Britain)
- J. B. ALLMAN



1991 SAM CHAMPS RC Channel INFORMATION

RED FLAGS - AIRCRAFT ONLY

#	Channel	Mhz	ΔKHz
1	11	72.010	20
2	12	72.030	20
3	13	72.050	20
4	14	72.070	20
5	15	72.090	20
6	16	72.110	20
7	17	72.130	20
8	18	72.150	20
9	19	72.170	20
10	20	72.190	20
11	21	72.210	20
12	22	72.230	20
13	23	72.250	20
14	24	72.270	20
15	25	72.290	20
16	26	72.310	20
17	27	72.330	20
18	28	72.350	20
19	29	72.370	20
20	30	72.390	20
21	31	72.410	20
22	32	72.430	20
23	33	72.450	20
24	34	72.470	20
25	35	72.490	20
26	36	72.510	20
27	37	72.530	20
28	38	72.550	20
29	39	72.570	20
30	40	72.590	20
31	41	72.610	20
32	42	72.630	20
33	43	72.650	20
34	44	72.670	20
35	45	72.690	20
36	46	72.710	20
37	47	72.730	20
38	48	72.750	20
39	49	72.770	20
40	50	72.790	20
41	51	72.810	20
42	52	72.830	20
43	53	72.850	20
44	54	72.870	20
45	55	72.890	20
46	56	72.910	20
47	57	72.930	20
48	58	72.950	20
49	59	72.970	20
50	60	72.990	20

#	Channel	Mhz	Flag Color	ΔKHz
51	A1	26.995	Brown	50
52	A2	27.045	Red	50
53	A3	27.095	Orange	50
54	A4	27.145	Yellow	50
55	A5	27.195	Green	50
56	A6	27.245	Blue	50

57	A	49.830	Light Blue	15
58	B	49.845	Grey	15
59	C	49.860	White	15
60	D	49.875	Black	15
61	E	49.890	Silver	15

Transmitter power limited by FCC to 100 milliwatts!

62	RC 00	50.800	Black	20
63	RC 01	50.820	Black	20
64	RC 02	50.840	Black	20
65	RC 03	50.860	Black	20
66	RC 04	50.880	Black	20
67	RC 05	50.900	Black	20
68	RC 06	50.920	Black	20
69	RC 07	50.940	Black	20
70	RC 08	50.960	Black	20
71	RC 09	50.980	Black	20

72	Amateur	53.100	Black/Brown	100
73	Amateur	53.200	Black/Red	100
74	Amateur	53.300	Black/Orange	100
75	Amateur	53.400	Black/Yellow	100
76	Amateur	53.500	Black/Green	100
77	Amateur	53.600	Black/Blue	100
78	Amateur	53.700	Black/Violet	100
79	Amateur	53.800	Black/Grey	100

Summary of 79 frequencies permitted for radio control:

50 from 72.01 to 72.99MHz at 20KHz spacing,

6 from 26.995 to 27.255MHz at 50KHz spacing,

5 from 49.83 to 49.89MHz at 15 KHz spacing,

10 from 50.80 to 50.98MHz at 20KHz spacing,

8 from 53.1 to 53.8MHz at 100KHz spacing.

Transmitters for 72 and 50MHz MUST be GOLD STICKER 1991 narrow band. Receivers for 72 and 50MHz should be 1991 narrow band, capable of operating in the 20KHz raster 1991 environment. RC operation in the 6 meter band (50 or 53MHz) requires a current FCC Amateur license. Proper flag colors and number display required. Thank you.

Channel distribution from preentries to be posted Sunday at the Collecto and Monday at the Bean Feed.

General Schedule of Events and Activities

1991 SAM Champs

6-Oct Sunday

after 12 noon Hotel Registration and Check In
12 noon - 6 PM MECA Collecto \$2 (\$10 table fee) Dick Dwyer (408) 377-2421
12 noon - 6 PM Contestant Registration and Orientation

7-Oct Monday

7:30 AM - 3 PM Contestant Registration
7:30 AM - 4:30 PM Flying events - see Events Schedule on back of entry form.
8 AM - 4 PM Wakefield Contest at the flying site
8 AM - 4 PM Annual Northrop Flying Wing Contest at the flying site
(contact Carl Hatrak, 3825 W. 144th St. Hawthorne, CA 90250)
6:30 PM - 7:30 PM No Host Cocktail Party
7:30 PM - 9 PM Annual SAM Champs Bean Feed
9 PM - 10 PM Contestant Orientation Meeting

8-Oct Tuesday

7:30 AM - 4:30 PM Flying events - see Events Schedule on back of entry form.
6 PM - 9 PM Spirit of SAM Concours Event in the Banquet Room

9-Oct Wednesday

7:30 AM - 4:30 PM Flying events - see Events Schedule on back of entry form.
7 PM - 9 PM SAM Hall of Fame Awards and Annual SAM Business Meeting

10-Oct Thursday

7:30 AM - 3:00 PM Flying events - see Events Schedule on back of entry form.
6 PM - 7 PM No Host Cocktail Party
7 PM - 9 PM Awards Banquet
9 PM - 10 PM Awards Presentations

Headquarters will be the NEVADA LANDING HOTEL AND CASINO, POB 19278, Jean, NV 89019.
Call direct: 1(800)628-6682 to reserve. Tell them you are with SAM. We have 200 rooms beginning Sunday, October 6. There's special parking for RV's. Nearly all rooms have TWO QUEEN sized beds. **Rates are \$16/night, Sunday thru Thursday, \$29/night, Friday and Saturday. CALL EARLY!**
There's a 4500 ft airstrip with tiedowns near the hotel, elevation 2833, 122.9 monitored. No fuel, no lights.

Other hotel options:

GOLD STRIKE HOTEL and CASINO, POB 278, Jean, NV 89019, (800) 634-1359 ('89 hdqtrs)
Whiskey Pete's Hotel, POB 93718, Stateline, NV 89193, (800) 367-7383 (12 miles South of Jean)
Circus Circus Hotel, 2880 Las Vegas Blvd. S., Las Vegas, NV 89109, (800) 634-3450 (Las Vegas strip)
Hacienda Resort Hotel, 3950 Las Vegas Blvd. S., Las Vegas, NV 89109, (800) 634-6713 (Las Vegas strip)

There will be NO Nostalgia event this year.

There will be NO Ladies' Slot Tournament this year.

SAM non-flying activities are at the Nevada Landing Banquet Room.

Schedule of flying events subject to change.

This revision dated August 3.

Tear out this centerfold and mail Ballot to Carl Hatrak (instructions are on the back side) Be sure and sign your ballot and add your SAM #.

OFFICIAL BALLOT FOR 1992 SAM RULES

Instructions: Vote with an "X" in the column of your choice. Sign your ballot and print your SAM membership number. Only currently paid members may vote. It is suggested that you vote on only those items with which you are reasonably familiar, and which affect your own flying. Due to late mailing, we must set aside the by laws regarding timing of the ballot. Please mail your ballot within two weeks of receipt to insure that it gets counted.

<u>ABBREVIATED PROPOSAL DESCRIPTION</u>	<u>FOR</u>	<u>AGAINST</u>
FF#1 Reduce engine runs for replica diesels.	___	___
FF#2 Add special event, AMA #701, FF & RC.	___	___
FF#3 Reduce engine runs for glow conversions.	___	___
FF#4 Use wooden props for safety.	___	___
RC#1 Add special event, 1/2A Texaco scale.	___	___
RC#2 Allow alcohol in ignition fuel.	___	___
RC#3 Add special event, "Foxaco" endurance.	___	___
RC#4 Reduce 1/2A Texaco Tank size to 4cc.	___	___
(Proposal RC#5 has been withdrawn)		
RC#6 Add special event, AMA #701, FF & RC.	___	___
RC#7 Reduce engine runs in LER and Antique.	___	___
RC#8 Re-rate modern 4 cycles to 80% displacement.	___	___
RC#9 Add new "Pure" Texaco event.	___	___
RC#10 Use wooden props for safety.	___	___
RC#11 Increase 4 cycle run times.	___	___
RC#12 Reduce 4 cycle area/displacement loading.	___	___
RCE#1(A/B) Add electric events for LMR & Texaco.	___	___
RCE#2 Add nine new electric events/classes.	___	___

If RCE#1 passes, and with more votes than RCE#2, do you prefer version RCE#1A or RCE#1B? A ___ B ___

Signature: _____ SAM Membership # _____

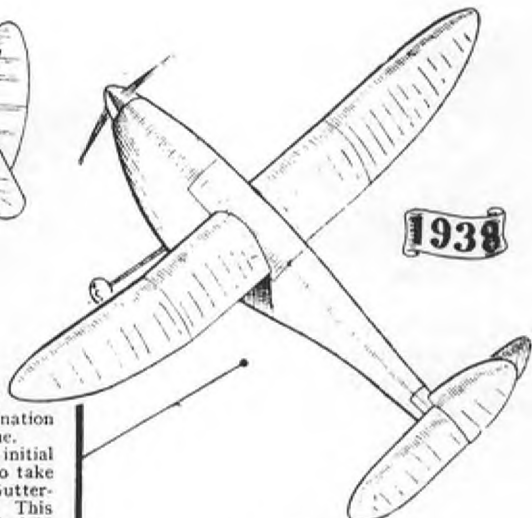
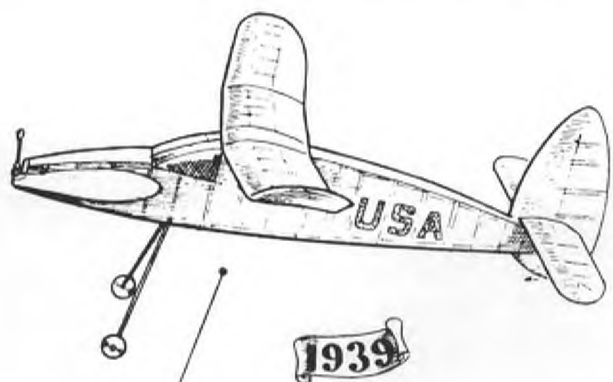
Fold your completed ballot on the dotted lines, seal it with tape, and mail it to Carl Hatrak.

place
stamp
here

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

Fold this flap under first, then fold top and seal with tape

field
os!



January 18th, and a system of progressive elimination adopted, as indicated by Clubman in the February issue.

Intending competitors will be required to fly off the initial round under Area control at the meetings scheduled to take place in specified districts on the 2nd May, where the Gutteridge Trophy event will be utilised for the purpose. This contest, originated for the development of the Wakefield class of model, forms an ideal means of securing a preliminary selection of proven fliers.

20% of the Area finalists in the Gutteridge Trophy contest will go forward to a centralised meeting which will take place in the London district on June 6th, and from this event the final team of six members will be adjudged. By this method, only chaps who have proved their worth in the early stages will require to travel to London—and the organisation will have a seeded percentage to handle. This method is an innovation in this country, the results should be interesting.

Nothing is known yet regarding arrangements for the conduct of the Finals in America, but it is naturally hoped that suitable transport and finance can be forthcoming to enable the British Team to compete personally. Proxy fliers have always been forthcoming, and do their utmost for those they represent, but there is nothing to compare with a modeller flying his own "brainchild." Preliminary information gleaned last year gives hopes that one of the Air Lines can be persuaded to place a machine at the disposal of the European teams, so we keep our fingers crossed and carry on hoping.

Up-to-date information will be given each month in the AEROMODELLER but in the meantime we urge all our readers to get their machines ready for the initial round due on May 2nd. We know we have plenty of expert modellers with this type of machine, but remember, the known expert had to make a start sometime, and it may be your turn now!

As our American friend, Bill Winter, states in the February issue of "Model Airplane News"—"Given our choice of anything in modelling, we would much prefer to win the Wakefield Cup, for it is the greatest of all trophies in this modelling world."

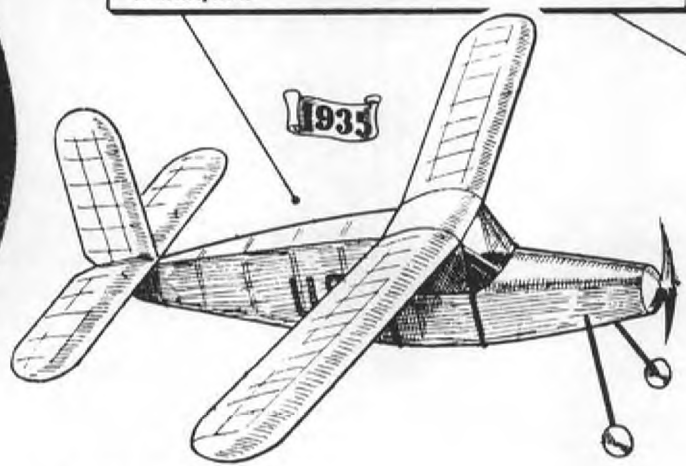
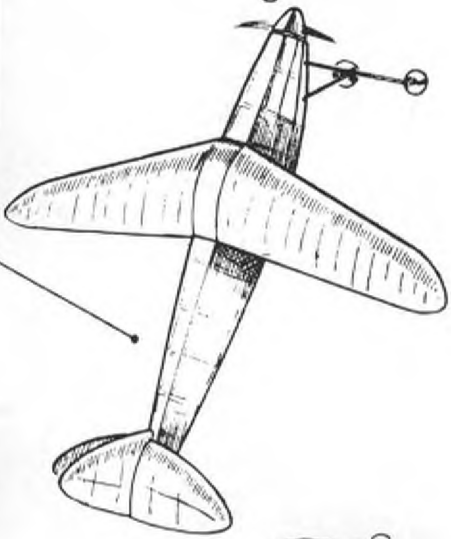
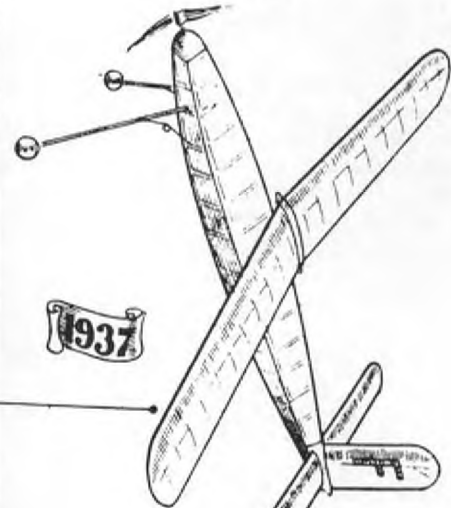
Remember these dates:—

Preliminary Round—"Gutteridge Trophy" (May 2nd, 1948.

Elimination Trials—London, June 6th, 1948.

Finals—(Proposed) America, August 1948.

* Readers will note that there is no illustration of Joe Ehrhardt's 1931 Contest winner. Repeated enquiries have so far failed to produce one single scrap of information on this model and we would be glad to hear from anyone who can provide an illustration or description.



- R. KORDA (America)
- R. CAHILL ..
- E. FILLON (France)
- A. A. JUDGE (Gt. Britain)
- G. LIGHT (America)



RULES PROPOSALS FOR 1992
[See Ballot on tear out page]

PROPOSALS FOR 1992: We have 4 free flight, 11 R/C, and 3 R/C Electric rules submissions up for vote.

CONFLICTS AND RULES COMMITTEE ACTIONS: To keep the number of basic events manageable, any new events voted in will become SAM Special events only. R/C proposals #8, 11, and 12 conflict with each other, so we'll vote on them independently, and if more than one should pass, then the one with the highest number of votes will prevail. The three electric proposals conflict with each other, and should more than one pass, the one with the highest number of votes will prevail. Further; proposals RCE#1A & RCE#1B differ only in minor respects, so they will be considered as one proposal initially. Then if passed, and with more votes than RCE#2, the sub-ballot will be counted to determine whether version A or B of RCE#1 will prevail.

Each proposal is followed by a synopsis of rationale both pro and con. We've tried to present these condensed arguments without bias, as a convenience in voting. However if you have any doubts on a particular proposal, you should refer back to the author's complete rationale in SAM Speaks issue #97, and to letters of comment published in issues #98 and later.

Free Flight Proposal #1.

Submitted by Bob Larsh.

Change Section III, "Power and Classes", Para. 2 to read:

"For basic SAM events, ignition engines shall be limited to original ignition engines, diesels manufactured prior to January 1, 1950, and reproductions thereof, and approved glow engine conversions to spark ignition."

To Section III, Para. 9, "Power and Classes", add the following sentence: "Reproduction diesels are classified separately for engine run requirements."

Change Section VI, Para. 3, "Flight rules", to read: "The allowable engine run for eligible reproduction diesels shall be 75% of the amount allotted to original ignition engines. Fractions shall be rounded off to the next higher number."

Change Section VI, Para. 4 to read: "Where practical, engine run times for old timer models by engine types shall be as follows:

Launch Method	Spark Ignition & Original Diesels	Repro Diesels
A. Hand launched	20 seconds	15 seconds
B. Rise off ground	25 seconds	19 seconds

Rationale For the Proposal: The author believes that replica diesels are dominating the class A events to the detriment of spark ignition engines; and has cited statistics from the 1988, and 1989 SAM Champs as proof. He feels that original ignition engines are sufficiently available, and at prices usually below those of reproduction diesels; and that in keeping with "the Spirit", ignition engines should be forced into greater use, via an added handicap to the repro diesel run times.

Rationale against: Opponents cite statistics from the more recent 1990 SAM Champs, wherein of the top five winners in "A Fuselage" and "A Pylon", only one of those ten was a diesel, and the other nine were ignition engines. Some tests have shown a good original Elfin to be equal or superior in power to the reproductions. George Aldrich believes the only difference is cost, with originals costing about \$100 more; and thus the cost of competition being driven up should the proposal pass. Other opponents feel the same way about cost and availability of original engines and sparkers, vs. the less expensive and more readily available reproductions. Bruce Agustus believes availability of replacement engines and parts for replicas is good reason to encourage, not discourage them.

Free Flight Proposal #2.

Submitted by Joe Beshar.

"Add AMA Vintage event #701 as a SAM Special event."

To conserve space, we will not print the full text of the AMA event here, but will simply refer the reader to page 128 of the AMA 1990-1991 Competition Regulations, where the rules appear in their entirety. Briefly, this is an LER event for Old Timer (pre-'43) designs using ignition engines only. Radio Control may be used (optional) only during the engine run, and to shut off the engine, and to activate dethermalization.

Rationale For: The author feels free flight and RC assist can be flown one on one. It's time to get together.

Rationale Against: Opponents claim this event is not popular, is seldom scheduled, and has had low participation when it was flown. Since the rules are readily available in the AMA rule book why add to the clutter in the SAM rule book?

Free Flight Proposal #3.

Submitted by Elmer Jordan

Proposal: "That the engine runs of approved glow engines converted to ignition be limited to 75% of original ignition engines."

Rationale For: The author states that many converted glow engines have been re-worked and run on pressure and alcohol (glow) fuel. The performance of these engines exceeds that of original ignition engines. He feels that converted glow engines are in violation of the SAM preamble. "Old time engines in old time airplanes is what it's all about." The 75% rule has been in use in many parts of the country for years and is a fair equalizer. The horsepower race must end.

Rationale Against: Opponents are tired of replacing engines and airplanes ruled out or made non competitive through rule changes. They feel the rules already provide sufficient handicap for converted engines, in that a .15 C.I. conversion must compete against a larger .19 original. Original ignition engines are also reworked, as has always been done in competition. They believe the present rule helps keep more engines available and costs lower. You won't stop a winner from winning by making him change equipment.

Note: The author cited past SAM Champs statistics as proving his point that converted engines were winning too often. One opponent cited 1990 SAM Champs statistics as disproving the same point.

Free Flight Proposal #4.

Submitted by Bob Angel.

Add the following paragraph to FF Section I, Definitions and Basic Regulations: "Internal combustion engine powered models may use only natural wood propellers, except for .051 and smaller engines, which may optionally use plastic or composite propeller materials."

Rationale For and Against: To save space, please see RC proposal #10 for all rationale.

Radio Control Proposal #1.

Submitted by Joe Beshar

Add a special event, "RC 1/2A Texaco static scale and flight." The event is for pre-1950 designs.

1. Scoring is by the total of points for static judging, plus the total flight points.

2. Static scale score is judged by two judges.

a. Fidelity-based on a point range from .1 to 1 (one is best).

b. Craftsmanship-based on a point range from .1 to 1.

Each judge's scores for a & b are totaled and averaged (divided by two). Then both judges scores are totaled and averaged again, then multiplied by 900 for the official static scale score.

3. Flight score is per the regular SAM 1/2A Texaco R/C rules, except the two flights are totaled and divided by two for the final flight score. At least one flight is required for qualification.

Rationale For: Author Beshar submitted no additional supporting rationale, probably feeling it was pretty much self explanatory. 1/2A Scale endurance is a new and popular event with no rules in the rule book as yet.

Rationale Against: Opponents point out that judging for scale points, a major part of this proposal, is generally not liked, and is seldom being used in contests. They feel we'd be better off to leave this rule out of the rule book until the event matures, and then put it in correctly the first time. Scale judging is sometimes done as a separate concours type event for these models.

Radio Control Proposal #2.

Submitted by Phil Bernhardt

Change Section III, Para. 1 to read: "Spark ignition engines may use any fuel that does not contain nitromethane, nitroethane, nitropropane, or nitrobenzene."

Rationale For: Ignition engines run cooler on methanol, can be used with tighter tolerances (less break-in) and will hold those tolerances (not wear out) over a longer life span. This rule has been successfully used in SAM free flight for several years with no real problems. Note the rule allows, not requires alcohol in the fuel, and would also permit a blend of gas and alcohol.

Rationale against: Some people object on the basis of alcohol not being "in the Spirit" of SAM, and feel some engines would have an unfair advantage over others. Others point out the problems that can occur if they convert, such as some plastic tanks not being compatible with alcohol, and that a larger tank may be required due to greater fuel flow. For the same reason, it is sometimes necessary to drill the spraybar hole slightly larger to use alcohol. Some aircraft finishes are not compatible with alcohol.

Radio Control Proposal #3.

Submitted by Ralph Turner.

Add a special event, "Foxaco" Old Timer endurance.

1. Model must qualify as a SAM legal old timer.
2. Model must be original size; no scaling.
3. Engine must be an unmodified Fox .35 stunt engine of any age, and must use the correct Fox needle valve assembly.
4. Throttling devices may not be used, and the required engine cutoff device must not regulate fuel or air during the run.
5. Maximum fuel tank size is 2 oz. (59 cc). Tank size, or fuel will be measured by a contest official.
6. The number and definitions for attempts, official flights, and scoring is the same as for the basic 1/2A Texaco event.
7. The C.D. will set a max time for the conditions.
8. The .225 square inch per .01 cubic inch power loading rule does not apply.

Rationale For: The Fox .35 stunt is a readily available engine. Everybody has one or can get one easily. One engine only makes a more equalized event like the 1/2A Texaco, but still leaves props, fuel, glow plugs, and head shims to experiment with for those who so desire. A 2 ounce fuel tank will run the Fox .35 about 5-6 minutes. This is equivalent to the average engine run we get from the Black Widow in 1/2A Texaco.

Note: We've omitted a lot of the author's original supporting rationale, because it was directed toward justifying the details of the proposal rather than it's basic need.

Rationale Against: Objections are based on the event having either not been tested in a contest anywhere, or having had a very limited trial. It should be flown and checked out for popularity and any needed improvements before being given space in the SAM rule book.

Radio Control Proposal #4.

Submitted by Joe Beshar

"Reduce the present 8cc fuel tank requirement in 1/2A Texaco to 4cc (Cox Baby Bee tank)."

Rationale For: Models have been developed to the point where some climb out of sight, making it a sight test event. Some of the fun is being lost when 1/2A models are lost unnecessarily. Why tie up radio frequencies for an extended time when the competitive value is just as effective with shorter flights which free up the frequency sooner. Conversion is simple (described in SAM Speaks #97), and at most will cost \$9.95 (list) for a Cox #399 conversion kit for any reed valve engine. This includes a new reed and "O" ring which you probably can use anyway. Another obvious option is to pick up a \$2 Baby Bee at a garage sale, and use the entire engine, or just the tank.

Ed note: John Elliot of Cox Hobbies has indicated a willingness to possibly package special conversion kits should this proposal pass.

Rationale Against: Some respondents' aircraft apparently do not get all that high, and thus they do not see a problem, nor a need to fix it. One opponent sympathized with the problem, but felt that finding Baby Bee tanks and installing them would be unnecessarily difficult, and would reduce event simplicity.

Radio Control Proposal #6.

Submitted by Joe Beshar.

"Add AMA Vintage event #701 as a SAM Special event."

This proposal combines RC and FF competition and is identical to free flight proposal #2. Please refer to that proposal.

Radio Control Proposal #7.

Submitted by Don Bekins.

Reduce engine run times in LER and Antique events as follows:

<u>Engine:</u>	<u>LER-seconds</u>		<u>Antique-sec/lb.</u>	
	<u>From:</u>	<u>To:</u>	<u>From:</u>	<u>To:</u>
original ignition	45	35	10	8
converted ignition	30	28	8	7
cross scav. glow	25	23	7	6
schnuerle glow	20	18	6	5

Change fuel allotment for the Texaco event from either 5 cc or 4 cc per lb., to 4cc/lb. for all engines.

left; Two jumbo rubber scale models by Doug McHard. Straight wing Stinson and a Rearwin Speedster. → right; Nice Jungmeister 1/2a R/C scale by Walt Geary. Picture snapped at 1990 Chicopee SAMCHAMPS.

Rationale For: In areas of high contest activity, SAM building and flying skill levels have increased to the point where max'es are achieved so routinely that few contests are decided within the regular "three flight" contest time frame. Contests stretch out needlessly, and fliers and workers grow weary. Such high altitudes are being reached, that airplanes are being lost, which always spoils an otherwise good day. The desirability of reducing engine runs was examined at length in a SAM Speaks (issue #93) article on "Lessons Learned" from the 1989 SAM Champs. In developing his proposal, the author reviewed detailed contest statistics, and solicited opinions from a number of skilled and knowledgeable people involved in SAM R/C competition. The author favors ignition engines, and was involved in the adjustments in run times leading to the present rules. However, experience and results show that ignition engines were given too much edge during that change, so the proposed run times are deliberately designed to partially restore balance, when glow and ignition must be flown together.

Rationale Against: Although this proposal would probably result in the most impact of all to SAM R/C, there was surprisingly little mail directly opposing. One letter simply stated it was not a good approach, and suggested instead a further increase to wing loading (an item not included in any current proposal). Another writer pointed out that the proposed reductions were not all proportional, or equal percentages. (This was, of course by design, as pointed out on the "For" rationale).

Radio Control Proposal #8.

Submitted by Ed Hamler.

Change Section II, Para. 1D to read: "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. Four stroke engines with open rocker arms, as originally manufactured by O.S., Saito, Enya, Kalt, and those manufactured before 1950 will be rated at 60% of their actual displacement for classification purposes. All enclosed rocker arm engines will be rated at 80% of their actual displacement for classification purposes. Supercharged or turbocharged engines are prohibited."

Rationale For: The author submitted no further supporting rationale, apparently assuming a general recognition that four strokes were made too non-competitive during a previous change, and that partial restoration is needed to allow them to get back into the game. Proponents feel that four cycle engines are a docile, quiet engine type whose power increases have stabilized and whose use should once again be encouraged.

Rationale Against: One opponent feels that four stroke technology will soon match or pass two stroke power development, and cited history of motorcycle racing as proving the point. So he feels no change is needed. Another feels that four cycles can now "out power by sheer thrust, any two cycle (non schnuerle) on the market today".

Radio Control Proposal #9.

Submitted by Robert Walter.

"Add a new special event, Pure Texaco."

1. A Pure Texaco model and it's engine must meet the same criteria as a Pure Antique model, ie; original ignition, no scaling, etc.
2. Fuel allotments, flight procedures, etc., are the same as for regular Texaco.

Rationale For: The author feels ignition engines only should be used, and dislikes scaled models. His intent is to develop a Texaco event modeled after the "Pure Antique" event. He feels this event should be flown at the SAM Champs and the Chester Lanzo Perpetual Trophy should be awarded for it each year.

Rationale Against: Opponents and the SAM rules committee feel we already have too many events at the SAM Champs. They also feel the event should be developed and proven in local contests before thickening up the rule book with another special event.



Radio Control Proposal #10.

Submitted by Bob Angel.

Change R/C rules Section 1, Paragraph 12, to read as follows: "Internal combustion engine powered models may use only fixed pitch, non-folding two bladed propellers made of natural wood, except for .051 and smaller engines, which may optionally use plastic or composite propeller materials."

Rationale For: The author feels this change will reduce severity of our most frequent injuries. Plastic props are heavier, stronger, and sharper than wooden props. Their weight gives them about twice the momentum (destructive power) of a wooden prop. They are so strong they usually don't shear, allowing transfer of all momentum to the body on contact. Not shearing also allows transfer of the added momentum of the moving internal engine parts. Sharpness and hardness contribute to the injury because the prop edge does not crush and deform like a wooden prop, and will instead slice, crush and deform more flesh, bone, and tendon. Some claim prop injuries are avoidable, but the simple fact is they are occurring, and will continue to occur, and not just to "stupid" or careless people. To say these injuries should simply be avoided is like advising people to drive more carefully and not bother wearing seat belts.

Rationale Against: Don Bekins feels it's stupid to stick one's hand into a moving prop. (This is hard to dispute if it's done deliberately). He was once cut by a blade from a wooden prop and feels a wooden prop is more likely to shed a blade than a plastic prop. And lastly he feels that since the latest plastic props are computer designed for the ultimate in aerodynamic efficiency, he doesn't want to give them up in favor of a possibly less efficient wooden prop. Jim Persson agrees that prop injuries are our most frequent form of accident. But he feels prop injuries are caused by carelessness, and that the number and kind of injuries will not change by changing props. He is not convinced that plastic will always cause a more severe wound than wood. George Aldrich feels that most prop injuries could be eliminated by always having a helper, instead of trying to launch by one's self.

Radio Control Proposal #11.

Submitted by Eut Tileston

"Change Section IV, Paragraph 6 to give four stroke engines the same engine run times as converted ignition engines, ie; presently 30 sec. in L.E.R. and 8 sec./lb. in antique."

Rationale For: The author submitted no further rationale with the proposal, probably feeling it was self explanatory. It restores to four cycle engines some competitive balance lost in a previous rule change.

Rationale Against: Opponents feel four strokes will continue to develop and gain horsepower at a faster rate than two strokes. They feel four strokes need no more run time. Some felt proposal R/C #8 accomplishes the same goal, but is simpler to administer.

Radio Control Proposal #12.

Submitted by Eut Tileston

Change Section I, Paragraph 6 to read: " All two stroke glow and converted ignition engine powered models must have a minimum of 225 square inches of wing area per .1 cubic inches of engine displacement. Four stroke engine powered models must have a minimum of 135 square inches of wing area per .1 cubic inches of displacement."

Rationale For: The author submitted no further rationale with the proposal. It should be pointed out that the 135 square inches was arrived at by taking 60% of the 225 squares allowed for two strokes.

Rationale Against: One opponent felt that a figure of 80% (resulting in 180 squares) would have been a more appropriate proposal. A couple of proponents/opponents felt this proposal was more difficult to administer than #8, and therefore lent their support to #8 instead.

NEWLY APPROVED MODEL DESIGNS FOR SAM COMPETITION

<u>Model Name</u>	<u>Designer</u>	<u>Date/Type</u>	<u>Span</u>	<u>Area</u>	<u>Plans Source</u>
Brooklyn Dodger	S. Taibi	1942/OT/F	48	340	Sal Taibi
Brooklyn Dodger	S. Taibi	1941/OT/F	72	770	Sal Taibi

Model Types: OT=Old Timer, A=Antique, F=Fuselage, P=Pylon, LR=Large Rubber

Plans: Sal Taibi
4339 Conquista
Lakewood, CA 90713

Sal offers 6' plans, plus
special size trailing edge
for \$10 postpaid.

6' R/C kit available from:
Balsa Products Engineering
122 Jansen Ave.
Iselin, N.J. 08830-2601

These "new" approvals just represent newly approved sizes for the previously accepted Brooklyn Dodger. You May want to pencil these new designs into your official SAM Gas Model "Approved Designs List".

Radio Control Electric Proposal #1A. Submitted by Jack Alten

Add a new set of special event electric rules as follows:

- A. Any SAM recognized Old Timer model may be flown.
- B. There is no minimum or maximum model size, but it must have a minimum wing loading of 8oz. per sq. ft. of planform wing area.

SECTION II: Battery, motor, power control, & propeller requirements.

A. BATTERIES

- 1. A 7 cell ni-cd rechargeable pack with a (manufacturer marked) maximum rated capacity of 800 MAH shall be allowed.
- 2. Packs with unmarked rating must be tested for capacity for the 05 electric Texaco event.

B. MOTORS

- 1. Any D.C. permanent magnet electric motor that operates on 7 cells up to and including any production 05 motor may be used.
- 2. Motors may drive the propeller directly, or via a gear or belt speed reduction drive.
- 3. Either ferrite magnet, or cobalt magnet motors may be used.

C. POWER CONTROL

- 1. Power flow from the batteries may be controlled by any method.
- 2. Power shutoff must be demonstrated to timer.

D. PROPELLERS

- 1. Folding props may be used if they are restrained from folding in flight. The intent is to provide protection for the motor/gearbox in a noseover, while neutralizing any aerodynamic advantage.
- 2. Prop hubs partially cut through for the foregoing purpose are not allowed for safety reasons.

SECTION III GENERAL FLIGHT RULES-LMR & TEXACO

- A. Flight time begins upon start of forward motion of the model (for release) and ends when the model touches the ground or ground based object.
- B. Compliance to motor, battery packs and propeller rules in section III (of these rules) shall be the responsibility of the contestant.

SECTION IV LIMITED MOTOR RUN-FLIGHT RULES

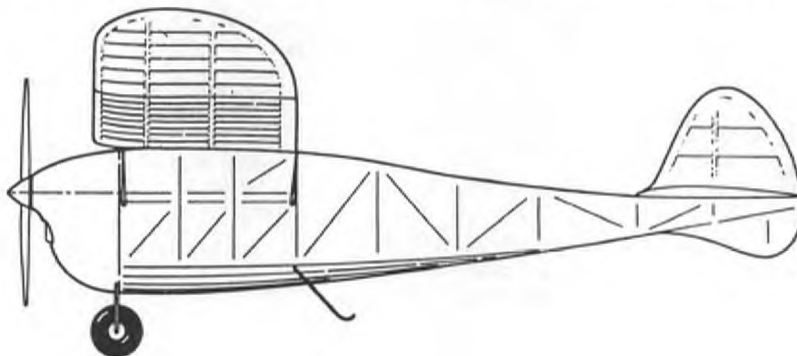
- A. Standard motor run shall be a single continuous run of:
 - 1. Ferrites: 90 seconds.
 - 2. Non ferrites: 75 seconds.
- B. There shall be four attempts allowed for three official flights An attempt for an official flight may be aborted only during the motor run time.
- C. Maximum scoring flight time of each flight shall be 7 minutes.

SECTION V TEXACO (energy allotment) FLIGHT RULES

- A. Motor may be started and stopped one or more times (at the discretion of the pilot) until the battery pack is exhausted.
- B. Three attempts are allowed for two official flights. Both scores count. An attempt may be declared only during first two minutes of the flight.
- C. Maximum flight time for scoring purposes is 15 minutes.

Supporting Rationale For RCE #1A & 1B: These rules have been under development and trial at most major electric events in California for the past several years. They have been refined through an organized cooperative effort, and about 3 years ago, via a formal working meeting attended by representatives from most California clubs who participate in major SAM R/C contests. The refined rules emerging from that meeting were later used at the 1989 SAM Champs held at Jean Nevada. While at the Jean SAM Champs, an open meeting was held to review these rules for further changes. Two changes emerged. RCE #1A represents the rules after incorporating those changes. RCE #1B represents the rules as the 'Champs were flown before the changes.

Rationale Against all R/C Electric Proposals: As of now, there have been no additional written comments on the electric proposals from active, interested electric fliers. Other R/C fliers did criticize all the electric proposals as being far too lengthy and complex. Two of these fliers suggested not voting on the electric rules if you are not involved with them directly. The third commentator suggested voting against them, so they can be refined into a simpler and better proposal for inclusion in the rule book at a later date.



R/C Electric Proposal #1B

Submitted by Roland Boucher

- SECTION 1 MODEL Any SAM recognized old timer
Scaling is permitted
Wing loading 8 Oz./Sq. Ft.
- SECTION 2 POWER PLANT
A - Batteries - 7 cells @800 MAH (marked by mfg)
B - Motors - Any production 05 motor *
C - Throttle - On off method only
D - Prop - Prop may not fold in flight
- SECTION 3 GENERAL FLIGHT RULES - LMR
A - Motor run - 90 sec. for production "05" motors *
- 75 sec. for cobalt motors
B - Flight time - 7 minute max
C - Scoring - 4 attempts for 3 official flights
- SECTION 4 GENERAL FLIGHT RULES - Texaco
A - Minimum Weight - 5 oz. per cell (35 oz. @ 7 cell)
B - Flight time - 15 minute max
C - Scoring - 3 attempts for 2 official flights

* - Production "05" motors as supplied by Astro Flight, Associated. Diamond, Kyosho, Mabuchi, Leisure, Sagami, Trinity, etc. shall be allowed a 90 sec. motor run. All cobalt motors shall be allowed a 75 sec. motor run.

A SAM electric motor committee shall provide a list of approved "05" motors for SAM competition.

Technical specifications are: Frame size - 35 mm diameter X 49 mm long
Armature displacement - 9.5 cc max
Commutator - 3 bar type
Magnet material - Barium ferrite ceramic

Rationale For and Against: Please refer to the rationale following Proposal RCE#1A.

R/C Electric Proposal #2.

Submitted by Frank Heacox

1. Add the following new electric classes to the SAM rule book.
- | | | | |
|----|---------|---------|----------------------|
| a. | Class A | O/T LMR | electric-iron magnet |
| b. | " B | " " | " " |
| c. | " C | " " | " " |
| d. | Class A | " " | special magnet |
| e. | " B | " " | " " |
| f. | " C | " " | " " |
| g. | Class A | " " | Texaco combined |
| h. | " B | " " | " " |
| i. | " C | " " | " " |

2. Iron magnet motors are defined as those containing barium ferrite magnet material exclusively.
3. Special magnet motors are those containing magnet material of any type other than barium ferrite.
4. Motors must be permanent magnet type, readily available through the national hobby trade.
5. Armature stack displacement (class size) is determined by the length and outside diameter of the laminated magnetic core around which the armature windings are placed, using the formula:
 $3.1417 \times \text{radius}^2 \times \text{length}$.

6. Electric motor classes are based on the following armature stack displacement's:

CLASS	DISPLACEMENT	
	Cu. Cm.	Cu. In.
A iron magnet **	9.5	.58-
A special magnet	10.5	.64
B iron magnet	15 *	.92
B special magnet	15 *	.92
C iron magnet	30 *	1.83
C special magnet	30 *	1.83

*Suggested only- to be determined by motor committee.

** Class A iron magnet motor must have 3 pole armature.

7. Batteries must be nickel cadmium type only. Any unmarked battery or pack may be tested to conform to the MAH rating required by the class, using a test procedure to be established by the motor committee.

8. Battery packs shall not exceed the following:

CLASS	NUMBER OF CELLS	CELL CAPACITY
A iron magnet	7	800 MAH
A special magnet	7	800 MAH
B iron magnet	14	800 MAH
B special magnet	14	800 MAH
C iron magnet	28*	1200 MAH*
C special magnet	28*	1200 MAH*

* Suggested only- to be determined by motor committee.

9. Electric LMR motor runs will be 60 secs. for all classes. Four attempts for three official flights, with 7 minute max'es.

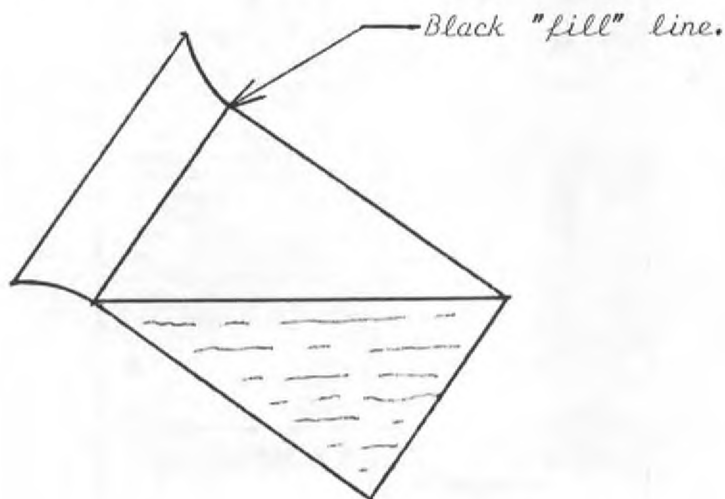
10. For electric Texaco, the motor may be started and stopped one or more times at the discretion of the pilot, until the battery pack is exhausted. Proportional speed controls are not allowed in class A. In Texaco 2 attempts are allowed for one official flight, with a 30 minute max.

Rationale For: The author feels the many classes should be included in the rule book at this time to establish a base for future participation as the electric events mature and participation increases. He does not feel that every class listed need be flown at the SAM Champs or other major contests just because we put them in the rule book. For more information, Mr. Heacox refers us to his article "Electric R/C Old Timer Rules" published in SAM Speaks issue #94, Pg. 12.

Rationale Against: These electric rules are for the most part completely untested in competition. Please refer also to the rationale against all electric proposals listed right after RCE #1A.

Fuel mixup Explained: (From page 6)

"You've got 50% and 10% nitro there." said the Texan. "Mathematical types may tell you that you can't average percentages, and that's sorta true, except when you're going to end up with a simple 50/50 mix. The average of 50% and 10% is 30%, so you just need to mix equal parts of the two fuels. How? Tilt the beaker as you pour in the 10%, so the fuel level just barely covers the round bottom at the same time it reaches the low side of the black line, and you'll have filled it halfway. Then straighten up the beaker and finish filling it to the black line with the 50% mix."



First step shown: Beaker half filled with 10% mix.



Newly finished 1/2a Texaco of John Tatone's "Atomic," a class A design. Model was built by Bob Aberle, tech. editor at FLYING MODELS magazine.



Elfin 2:49 powered "Banshee" designed by Leon Shulman. Model was built by Jim Adams

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Jonathan



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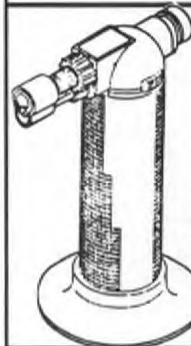
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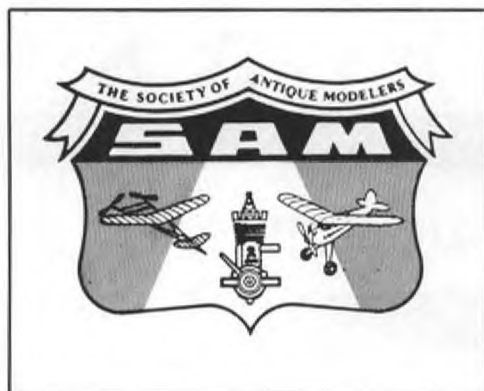
DEDICATED TO OLD TIME MODELERS EVERYWHERE

September • October 1991

Number 101



SAM CHAMPS Silver Anniversary Issue



SAM SPEAKS

OFFICIAL PUBLICATION OF THE

SOCIETY OF ANTIQUE MODELERS

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COVER

Ned Nevels controls a dramatic takeoff of his new Hornet powered Lanxzo Bomber at Taft in a warmup meet prior to the '91 Champs, while Champs R/C Contest Director, Ed Hamler times. In the background, Dave Lewis, SAM 21 newsletter editor, times Howard Osegueda, MECA Region 2 Coordinator. All competed at the Champs.

*Photo credits: Steve Roselle, SAM 21, cover and all R/C
Harold Johnson of Minneapolis, all free flight*

SAM SPEAKS

Editor

Don Bekins
85 Bellevue Ave.
Belvedere, CA 94920

Production Director

Jim Adams

Desktop Publishing

Don Bekins

Society of Antique Modelers Officers

President

Jim Adams
2538 N. Spurgeon
Santa Ana, CA 92706

Eastern VP

Mike Granieri
3 Dryden Rd. Box 78
Pottersville, NJ 07979

Rocky Mountain VP

Art Groscheider
2045 St. Paul
Denver, CO 80210

Midwest VP

Bob Larsh
45 S. Whitcomb Ave.
Indianapolis, IN 46241

Western VP

Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455

F/F Coordinator

Abe Gallas
28 Rustling Wind
Irvine, CA 92715

R/C Coordinator

"Woody" Woodman
233 Longview Dr
Bayville, NJ 08721

Secretary/ Treasurer

Bob Dodds
209 Summerside Place
Encinitas, CA 92024

SAM's New Editor Speaks!

by Don Bekins

When Jim Adams and Bob Angel asked me if I would take on the editorial job for SAM Speaks, I said sure -- but there are conditions. Having edited the SAM 21 newsletter for two years, then in two different stints acted as editor for the SAM 27 newsletter, I found that getting interesting stories, pictures, and contributions from other writers was always a chore. For some reason, club members seem to have a problem writing down their experiences with their modeling hobby. I'm having a little more luck in my current job as editor of SAM 27's "Antique Flyer", a format created by Ned Nevels in his former position as editor. Talented people like Bob Munn of SAM 41 (Silk Covering and Finishing), Bruce Able from SAM Australia (Covering and Flying) and Bob Aberle of Flying Models (Electronic Switches and the "Atomizer"), Remo Galeazzi (First Solo Flight), Park Abbott (Modelling Memories) and more, each made the job of newsletter editor easier and the reading more interesting.

With this experience and background, I suggested to Jim and Bob that we have individual editors for SAM's various areas of activity -- free flight, radio assist, rubber, glider, Wakefield, electric, OT U-control, nostalgia, OT engines. With regular input in these areas, most of which I have little expertise, the job of being editor becomes much easier. The bosses agreed to try to locate specialty editors. Ernie Linn from Wichita agreed to do rubber. Jim Alaback from San Diego will cover what's new and interesting in OT electric and 1/2 A Scale. Bob Angel said he would contribute to activities in R/C assist. Steve Roselle, past editor of the SAM 21 newsletter, agreed to provide some action photography from old timer meets. Steve's expertise is in R/C, HLG and OT electric. We need other photographers who specialize in free flight and rubber to provide pictures. So, we have a start in meeting the conditions I requested before taking on the job of editor for SAM Speaks.

What we need now are individuals who are willing to take on the remaining activity coverage -- free flight, OT glider, HLG, U-control, OT engines, etc. None of these jobs are too overwhelming individually. One person trying to do them all, as has happened in the past, is just too much to ask a volunteer to do. Those who may wish to contribute articles on a regular basis should clearly type their copy, double spaced, using at least 10 point size type. Pictures (black & white preferred) and illustrations should be suitably captioned with credits.

I would like to add my endorsement to a quote from Bob Angel, retiring SAM Speaks editor: "And to all domestic and overseas chapter newsletter editors, please keep (or add) the SAM Speaks editor on your mailing list. We recognize that relatively little club letter material has been republished lately due to space requirements for the rules, etc. But in time we'll probably get back to extracting a few more things from club newsletters. The amount and flavor of this will depend on your new editor's preferences. Even when your material isn't quoted directly in SAM Speaks, all your letters do get read, and serve to keep the editor better informed, which will help bring you a better publication." (RLA)

I am fortunate to have good desktop publishing equipment, including a scanner and laser printer. I can scan contributed articles directly into the computer, so there will be no retyping of stories. I have no desire to reword or edit stories submitted -- only spelling and punctuation corrections, which with, magic of modern computer technology, are relatively easy to accomplish. So, writers and budding journalists, the important thing is to commit your news and ideas to paper in typewritten form and send them off. Don't let the "schoolish" details of writing deter you letting us hear about your SAM activities.

Because this is a major report on the SAM Champs and the Annual Meeting, I am having difficulty fitting in this issue the excellent reports from Dick Brace, Jim Coffin, Larry Davidson and Bob Lieber, who have provided significant input. These reports will be published, hopefully before year-end!

Finally, I feel that SAM Speaks should carry regular news from our many overseas and Canadian SAM chapters. I now hear rather regularly from Canada, Australia, Czechoslovakia, Italy, and, more recently, Argentina. It would be most interesting to be able to publish current news from each of the countries in which SAM has a presence. That presence is impressive and growing. Please see the minutes of the SAM Executive Board in this issue.

--DMB

Important SAM Speaks Issue - Rules Vote

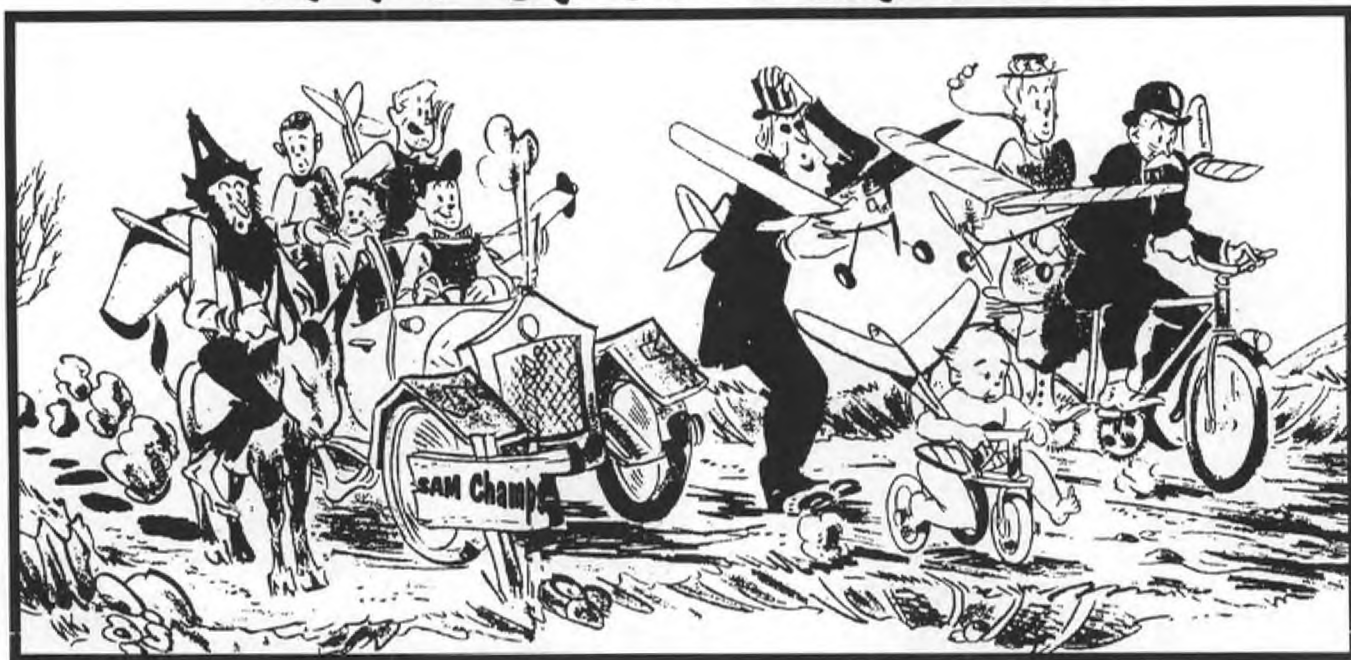
Besides the complete results of the SAM Champs competition at Jean, Nevada, we report herein the rules vote, the first since the expiration of the R/C assist rules moratorium. Few members voted (about 360), and those two did, largely voted negatively. All Free Flight proposals failed and only two R/C proposals passed, 80% 4 cycle and reduction of engine run times on the LER events. It appeared there were cross-over votes (from those who do not compete in the event), particularly in the electric events. Maybe is time to look at the SAM By-Laws regarding the whole system of changing our rules. Perhaps the SAM members are happy with the rules as they are and do not want to rock the boat. It's worth thinking about. The members have spoken!

- DMB



Cliff Silvas's *Thush Texaco* Winner, Enya .40 4/s, awaiting takeoff at the 1991 SAM Champs.

1991 SAM CHAMPS



Fully prepared, fit and organized, Champs Manager, Mike Fields and his able crew of contest workers and competitors take off for Jean, Nevada, and the Silver Anniversary of the world famous SAM CHAMPS.

THE SAM CHAMPS (a reluctant insider's notes): *by Art Groscheider*

Over a year ago, back at Chicopee, the powers that be ganged up on us and STUCK us with running the '91 Champs. Well, we thought, '91 is a long way off and not to worry (although Hillis got a running start in that department and was fully up to speed before the rest of us even woke up around mid-summer). I stuck Mike as CD and he promptly got even by sticking me with being assistant CD. We then stuck Hillis with running free flight and he stuck Ed as assistant. Bob Angel out on the West Coast found us an able sucker in Ed Hamler to run the RC side. Larry Jenno out in Vegas felt sorry for us and took on the hotel/field arrangements and dealing with the hotel is a lot like trying for peace in the Middle East; you can't get them to sit down with you and when they do you can't get a commitment.

As summer passed we began getting a handle of the big stuff, but it's all the little junk that keeps coming up that begins to wear one down. There is a million things that can drop thru the cracks and screw up a huge meet like the Champs. Once you get there it is too late and too far to tie up a loose end you may have forgotten. All of us spent a lot of time worrying about what ifs and wondering what we forgot that we didn't even know about. Whatever, right or wrong, finished or not, our little caravan of advance weenies met in a parking lot off I-70 before dawn on a Thursday morning for the trip out. Into the breach and all that.

It wasn't long before we lost Mike and Marcie. Lang last saw them going off the ramp at Eagle and was sure Mike's Volvo had blown up. Our worry grew to such proportions that we finally decided to stop at Fruita and eat our way through it.

No Mike. What if he doesn't make it? I threatened suicide personally.

By the time we got to Greenriver, Lang pulled into the first motel he saw and Patty ran in like her bladder was bursting. For some reason they thought Mike would maybe leave a message there - needless to say the motel clerk thought we were smoking funny stuff.

Rolling along thru the afternoon, Ed took a flying run at Salina, Utah, dove off the freeway with me and Hillis in hot pursuit. Lang just merrily kept going and that's the last we saw of him. Some caravan.

Dusk found us in beautiful downtown Beaver, Utah, stuffing our faces. Hell, we thought, we're feeling ok, making good time, why not go on to Jean instead of staying in St. George? Why not indeed.

About ten miles out of Beaver the truck made a funny noise - oh, shit! We pulled over and all of us peered into the

black bowels of the Chevy voicing profound opinions - Hummm and maybe etc. Whatever, it was making vulgar noises and none of them good.

Art nursed it to St. George and we pulled into a service station where a lot of "good old boys" were sitting around drinking RC's.

"What do you think", we asked. "Sounds awful", they laughed. Big help. We checked into a motel where the clerk had never seen the computer before and was determined not to let it win.

After a good nights sleep, we elected to go over to Lenny's (Denny's) to eat and discuss our options. They turned out to be that Hillis had shot a rod and needed a few thousand to make whole again. Not a good option. Second one was to rent something and we wasted the morning trying. Finally settled for an Avis Chevy up at the airport and lucky to get it.

Took off singing for Jean, but had to stop and EAT once more. (These guys NEVER miss a meal I found). Arriving at Jean in the afternoon, we ran into both Mike and Lang who, of course, asked, "Where you guys been?" "Oh, don't even ask."

Mike got sick of our pidling pace and just put his foot in the bucket and that's where he had been. Lang couldn't figure out why we stopped in Salina, so he pondered it all the way to St. George. Anyway we had all arrived, fat, dumb and happy. Mike and Art had to drive clear back to St. George to get all the junk in Art's truck and Ed, Marcie and I took the opportunity to drink and break the bank at the Nevada Landing.

Saturday morning we all drove out to the field where Larry Jenno and his SAM 25 crew were busy setting up the field. Hamler and Bekins were there and we all pitched in doing all the prelim junk. One neat thing we did was set up these nifty shelters for the FF and RC headquarters and more of that later.

Mike, feeling things were well in hand broke out an old HLG and promptly, to his joy, lost it in a thermal. He had been trying to lose it for years and his dream came true. Final preparations were made for registration on Sunday. Everybody ate as usual and that was the end of Saturday.

"reluctant insider" continued on page --22

FREE FLIGHT : CD'S REPORT

by Art Hillis

I want to thank Larry Jenno and all the good people from SAM 25 that helped those of us from SAM 1 with all of their leg work and logistical support. I also want to thank Ed Smull who was my able assistant C/D, and Jack Phelps of SAM 56, Wichita, Kansas, who did yeoman work posting flight times at Free Flight Headquarters.

All flying events had to be moved up one day from what was originally scheduled because of a conflict with the Nevada Landing Hotel — so flying started Monday morning under beautiful blue Nevada sky. As was the case in 1989 at Jean, the best air and flying was early in the morning and every afternoon the wind came up and somewhat disrupted flying. Unfortunately, due to the wind, several airplanes of various classes were lost, but hopefully all or some of them will be found someday.

The largest number of entries in one event was 33 in Small Rubber Stick,

the smallest number was in Compressed Air with only 2! I was surprised that there were only 10 entries in Class B Fuselage. All the other classes were from 18 to 27 entries.

The same weather conditions prevailed the remaining three days of flying with mornings being beautiful and the strong wind each afternoon.

I would say that except for the wind and sometimes dusty conditions, everybody had a great time. The hotel and meal prices are extremely low and Jean Dry Lake is a premium flying site!

When the flying was finished Thursday afternoon and all of the scores were added up, the Grand Champion of Free Flight was Clarence Myerscough! My congratulations to you Clarence and to all of you who came to Jean and helped make the 1991 Silver Anniversary SAM Champs a great success.

Thermals to all of you and I hope to see you at Lawrenceville in 1992.

- AH



Clarence Myerscough, Free Flight Sweepstakes Champion. Clarence is a convert from regular free flight, being a protoge' of Sal Taibi's. He is a past SAM Champs Sweepstakes Winner and was runnerup in 1990.

The 1991 SAM Champs R/C Report

by Ed Hamler, RC/CD

A comprehensive summary of the R/C competition at the Silver Anniversary SAM Champs requires several points of view. From the standpoint of planning, we must recognize the immense efforts of the entire SAM 1 team who sponsored and managed this Champs long distance from Colorado. They were well organized, well prepared, and a pleasure to work with through the year. The local SAM 25 group also deserves mention for their fine support at the flying site.

On the R/C contest staff, we had over thirty individuals contributing to the management of daily events. Particular standouts were Hayshakers Miriam Schmidt and Neva Nicholau of SAM 30; Joanie Bekins and Mary Hamler of SAM 27; Don Bekins, Ned Nevels, John Carlson, and Dale Bowers, my assistant directors from SAM 27; and SAM Hall of Famer and Honorary RC/CD, Herb Greenberg who came from New Jersey just to time models and to see his Red Zephyr fly. These were the first stringers who played all four quarters. To them I am especially indebted.

From any perspective, R/C participation at the 1991 SAM Champs has to be considered a huge success. Early spring projections of potential R/C contestants ran from 120 to as high as 140. So it was no surprise to find a total of 128 R/C pilots had registered following Sunday's session at the Nevada Landing. The final tally totaled 116 R/C fliers entering 593 old timer models (with over 300 transmitters) in 10 regular events and 6 special events. These figures surpass the previous R/C records established in Jean at the '89 SAM Champs.

Including flyoffs, we posted 963 official flights, 67 less than in '89 due to winds that seemed to come up earlier each day and discourage contestants from completing that second or third flight in an event. Of the total, 21 flights landed outside the landing area and received a zero score. Pilots in the early afternoon winds must have felt the landing zone shrink from nearly 4 acres to postage stamp size as their models approached to land. Still, it was a safe Champs, and the pilots and crews are to be commended. With one minor exception, it was an accident free week of old timer flying! The radios performed extremely well, also. At several times there were at least 30 systems operating at once without interference. Narrow band technology works!

From the pilot's viewpoint, the winds were definitely a factor, most often an adversary. Conditions changed from hour to hour; and winds varied with altitude. From your RC/CD's perspective, utilization of the new 1991 72Mhz channels was DISAPPOINTING. 22% of the channels (specifically 23, 25, 35, 37, 41, 53, 55, 57, 58, 59, 60) never appeared all week! Another 20% of the channels (13, 27, 31, 33, 36, 39, 45, 47, 49, 51) only saw use in SINGLE events! That amounts to 60% utilization of the fifty, aircraft only, 72Mhz channels; only marginally better than the 50% utilization of the 27Mhz CB channels and the 40% utilization of the 50/53Mhz amateur channels. Uneven channel distribution combined with deteriorating air conditions to create real inequities for those pilots who discovered their real competition to be a tall stack of pins ahead of theirs on the frequency carousel!

Two examples will help to emphasize the point. On Monday, 23 flights went up on channel 50; 19 flights on channel 46. On Tuesday, 25 flights were on channel 24; 18 flights were on channel 38. The time consumed by one turn of the transmitter pin varies by event, but if we assume an average of 12 to 15 minutes for Tuesday's events, then it's easy to see that the winds were already blowing before all flights could be completed on these channels.

A way to look at this positively is to realize that an additional 35 R/C fliers could have easily been accommodated at the Champs; in fact, they could have flown practically unnoticed had they been equipped to fly on the unused or under-utilized channels. The Jean Dry Lake is spacious. We had sufficient airspace, flightline length, parking space, pit area, coffee, and potties. Our limitations were simply 4 to 6 hours of good model flying weather each day and some serious waiting on certain channels.

In recent years, overall R/C champions have consistently flown on under-utilized channels. Jim Reynolds, grand champ in '87, '89, and '90, flies exclusively on the 27Mhz CB channels, as does Eut Tileston, '88 grand champ, who flew alone this year on A-2 and A-4 winning class A glow and placing second in four other events. Former grand champ and this year's first runner up, Don Bekins, flew practically alone on six different 72Mhz channels (13,15,19,21,27,29). Our current grand champ, Larry Davidson, flew alone on ham channels 00, 02, and 53.300, while Joe Percy finished high in the overall standings flying alone on ham channel 08.

This is not meant to depreciate the value of a well crafted model matched appropriately to a good running engine. Nor is it meant to underrate the value of piloting. All of these gentlemen are master model craftsmen, expert engine mechanics, and superb pilots who can read the air to take advantage of even the smallest thermals. It simply means that these winners themselves recognize the value of flying in favorable conditions and deliberately avoid channel congestion to be free to do so. The record of these consistent winners speaks for itself.

Hopefully, R/C systems with frequency synthesizers will become available and affordable before SAM Champs participation grows beyond the level of 150 R/C contestants. Without them, our abilities to distribute channels evenly will be limited, and managers will have to consider reducing the R/C events, limiting a contestant's R/C entries, or expanding the Champs schedule to five or six days in order to distribute the R/C events. With the ability to select conveniently from 74 discrete channels, R/C participation could increase up to a level of 300 (since 3 or 4 fliers per channel are easily accommodated through a day); then flying site space, hotel accommodations, and banquet facilities would become the limiting factors. - EH

Editor's note: The following pages contain the complete results of the SAM Champs competition. I feel it important to show how every flyer did, for he travelled a long distance to compete. In addition, Ed Hamler has compiled a summary on how the top competitors performed in the sweepstakes. Great stuff! Thanks, Ed.

- FREE FLIGHT RESULTS -A Cabin

1.	Bortnak, John	So-Long/OS 15 Conv.	708
2.	Myerscough, Clar.	Ascender/Elfin 15	686
3.	Soto, Sonny	So-Long/Elfin	638
4.	Chandler, Bruce	Bombshell/Blk Knight	571
5.	Taibi, Sal	Dodger/Elfin 15	548
6.	Payne, Les	Cab Ruler/Arden 19	404
7.	Bieber, Ted	So-Long/O&R 19	376
8.	Nadolski, Leon	Yates AB/Elfin 15	353
9.	Yost, Charles	Wedgy/Albon Javelin	348
10.	Bowers, Walt	Cab Ruler/Bantam	327
11.	Edelstein, Bob	So-Long/Arden 19	320
12.	Lyons, Dick	Challenger/Hornet	265
13.	Clark, Larry	Westwind/OS 15 Conv	232
14.	Faulkner, Al		215
15.	Dittmer, R. G.	70% Bombshell/Elfin	179
16.	Clem, Jim	Wedgy/Bantam	157
17.	Chambers, Bob	Skylark/Elfin 15	110
18.	Nigh, Larry	Diam. Demon/O&R 19	97
20.	McClusky, Don	Challenger/Bantam	72
21.	Kutkuhn, Jim	Cab Ruler/Bantam	56

A Pylon

1.	Atkinson, Charles	Interceptor/Elfin 15	838
2.	Myerscough, Clar.	Ranger/Elfin 15	823
3.	Poorman, Mike	Westerner/OS 15 Conv	696
4.	Gallas, Abe	Ranger/Arden 19	651
5.	Moriarty, Tom	Ranger/Arden 19	625
6.	Emmert, Fred	Kerswap/OS 15	608
7.	Weitz, Don	Strato Str/OS 15 Con	593
8.	Edelstein, Bob	Interceptor/Arden 19	582
9.	Oslan, Bob	Ranger/OS 15	538
10.	Sheehan, Jack	Ranger/Arden 19	531
11.	Robinson, Jim	Fox/Bantam	510
12.	Martin, Marcy	Playboy Jr./O&R 19	487
13.	Tomlinson		457
14.	Sattler, John	Ranger/OS 15 Conv.	448
15.	Adams, Jim	Banshee/Elfin 15	350
16.	Rasmussen, Al	Gas Bird/OS 15 Conv	273
17.	Clark, Larry	Miss Valiant/O&R 19	245
18.	Corey		194
19.	Aldrich, George	Mercury/Morill	180
20.	Christensen, Chr.	Gas Bag/Bantam	172
21.	Lamb, Ed	Playboy Jr./Simplex	134
22.	Reinartz, R.	Ranger/Arden 19	126
23.	Chandler, Bruce	Kerswap/Oliver 15	124
24.	Beshar, Joe	Fox/Bantam	86

B Cabin

1.	Bortnak, John	So-Long/OS 25 Conv.	692
2.	Myerscough, Clar.	Dodger/OS 25	626
3.	Edelstein, Bob	So-Long/O&R 23	514
4.	Nadolski, Leon	Yates AB/Torp 29	450
5.	Robinson, Jim	Dodger/Forster 29	418
6.	Ochsner, Hans	Dodger/Remco 29	305
7.	Bieber, Ted	So-Long/O&R 23	290
8.	Chandler, Bruce	Brigadier/ED 21	276
9.	Quinn, Jim	Bombshell/O&R 29	172
10.	Martin, Marcy	So-Long/O&R 23	169

B Pylon

1.	Weitz, Don	Swoose/OS 25 Conv	1200
2.	Soto, Sonny	Swoose/OS 25 Conv	834
3.	Nadolski, Leon	Sailplane 350/ED	753
4.	Myerscough, Clar.	Zipper/OS 25	748
5.	Romak, Bud		728
6.	Martin, Marcy	Playboy Jr./O&R 23	702
7.	Reinartz, R.	Zipper/K&B 29	677
8.	Bull, Clarence	Am. Ace/Fox 25 Conv	644
9.	Wrench, Don	Zipper/OS 25 Conv	642
10.	Rocha, Jerry	Ranger/OS 20	622
11.	Harshman, Dan	Zipper/K&B	611
12.	Emmert, Fred	Foo-2-U-2/OS 25	575
13.	Robinson, Jim	Alert/Forster 29	539
14.	Bowers, Walt	Zipper/O&R 29FR	528
15.	Taibi, Sal	Interceptor/O&R 29	506
16.	Payne, Les	Alert/Forster 29	442
17.	Rasmussen, Al	Alert/OS 20 Conv	424
18.	Chandler, Bruce	Wasp/Blk Knight 25	423
19.	Lyons, Dick	Swoose/Blk Knt 25	396
20.	Strauss, Ben	Ranger/OS 20 Conv.	394
21.	Cleveland, Ben	Zipper/Forster	362
22.	Edelstein, Bob	Alert/Forster 29	320
23.	Quinn, Jim	Playboy/O&R 23	253
24.	Boots, Ron	Alert/Forster 29	237
25.	Clark, Larry	Foo-2-U-2	200
26.	Sheehan, Jack	Zipper/Torp 29	169
27.	Katsanis, Ted	Zipper/Forster 29	156

C Cabin

1.	Myerscough, Clar.	Playboy/OS 40	900
2.	Bortnak, John	So-Long/O&R 33	842
3.	Taibi, Sal	Dodger/Orwick	830
4.	Weitz, Don	Playboy Cab./OS 40	743
5.	Bowers, Walt	Clipper/Madewell 49	711
6.	Lamb, Ed	Spook 72/O&R 60	555
7.	Langdon, Bob	Rambler/Cyke	459
8.	Robinson, Jim	Hayseed/O&R 60	452
9.	Konefes, Ed	Bombshell/Brown	407
10.	Evenson, Gene	Bombshell/Cyke	406
11.	Lyons, Dick	Klud King/Madewell	376
12.	Edelstein, Bob	Clipper/Cyke	347
13.	Clark, Larry	Albatross/Cyke	300
14.	Quinn, Jim	Tren. Terror/O&R 60	297
15.	Dittmer, R. G.	Powerhouse/Orwick	256
16.	Katsanis, Ted	Dodger/Forster 35	239
17.	Tschingi		236
18.	Chandler, Bruce	Clipper/Bunch	229
19.	Mock, Frank	Playboy Cabin/Cyke	211
20.	Sattler, John	Bombshell/Anderson	127
21.	Boyer, Larry	Clipper/Bunch Tiger	120
22.	Payne, Les	Playboy Cabin/Cyke	94
23.	Martin, Marcy	Clipper/O&R 60	54
24.	Yost, Charles	Tren. Terror/Brown	40

C Pylon

1.	Weitz, Don	Playboy/OS 40 Conv	1492
2.	Nadolski, Leon	Sailplane/Orwick	921
3.	Myerscough, Clar.	Playboy/K&B 40	856
4.	Oslan, Bob	Sailplane/Dooling 61	851
5.	Rasmussen, Al	Zipper/OS 35 Conv	773
6.	Quinn, Jim	Playboy/Cyke	658
7.	Taibi, Sal	Playboy/O&R 60	651
8.	Dodds, Bob	Hurricane/O&R 60	613
9.	Edelstein, Bob	Wasp/Forster 305	602
10.	Poorman, Mike	Playboy/K&B 40 Conv	600
11.	Martin, Marcy	Gas Champ/Cyke	430
12.	Ochsner, Hans	Gas Champ/O&R 60	342
13.	Bortnak, John	Wasp/OS 36 Conv.	300
14.	Bucher, Tim	New Ruler/OS 40 Conv	282
15.	Clark, Larry	Goosenek/Cyke	281
16.	Romak, Bud		233
17.	Keppler, Tom	Playboy/O&R 60	170
18.	Christensen, Chr.	Westerner/Madewell	142

.020 Replica

1.	Foster, Joe	Interceptor	720
2.	Atkinson, Charles	Interceptor	681
3.	Belson, Jim	Strato Streak	528
4.	Rocha, Jerry	Strato Streak	519
5.	Gallas, Abe	Strato Streak	513
6.	Bowers, Walt	Kerswap	493
7.	Taibi, Sal	Strato Streak	484
8.	Cleveland, Ben	Zipper	477
9.	Smits, Willard	So-Long	474
10.	Lyons, Dick	Kerswap	458
11.	Rasmussen, Al	Zipper	434
12.	Lynch, Bill	Interceptor	434
13.	Bucher, Tim	Strato Streak	429
14.	Murphy, Jerry	Interceptor	423
15.	Wallock, Gene	Ranger	404
16.	Vollmer, Al	Interceptor	401
17.	Booth, Bill	Foo-2-U-2	374
18.	Keppler, Jim		356
19.	Quinn, Jim	Playboy	320
20.	Keppler, Tom	Playboy Sr.	301
21.	Pedreira, Joe	Strato Streak	271
22.	Roberge, Frank	Playboy	204
23.	Day, John	Fox	195
24.	Boots, Ron	Kerswap	180
25.	Harshman, Dan	Playboy	111
26.	Ochsner, Hans	Strato Streak	48

Gas Scale

1.	Robinson, Jim	Curt. Robin/OS 25	1978
2.	Soto, Sonny	T'craft O-57/Cox	1116
3.	Clark, Larry	Rearwin/Cox 049	775
4.	Seifried, Dick	Taylorcraft/Webra	684
5.	Sykora, Ken		660
6.	Silva, Cliff	Corben Ace/Brown	643
7.	Chandler, Bruce	Taube/Taipan 1.9 cc	505
8.	Moore, Phil	Fokker E-3	393
9.	Lyons, Dick	Farman 400/Cox 049	373
10.	Atkinson, Charles	Aeronca C/Cox 02	368
11.	Watkins, Art	Fokker D-8/Elfin 15	367
12.	Yost, Charles	Curtiss Robin/Mills	48

- FREE FLIGHT RESULTS -30 Sec. Antique

1. Clark, Larry	Tr. Terror/Madewell	493
2. Boyer, Larry	Clipper/Bunch Tiger	484
3. Lyons, Dick	Klound King/Madewell	468
4. Gallas, Abe	Klound King/Bunch 45	432
5. Reinartz, R.	Zenith/OK 60	427
6. Martin, Marcy	Clipper/O&R 60	415
7. Bowers, Walt	Clipper/Madewell 49	393
8. Bortnak, John	Fl. Midget/O&R 29	378
9. Edelstein, Bob	Rambler/O&R 60	356
10. Langdon, Bob	Rambler/Cyke	316
11. Kutkuhn, Jim		297
12. Dittmer, R. G.	Powerhouse/Orwick	258
13. Alaback, Jim	Clipper/Brown	246
14. Chandler, Bruce	Clipper/Bunch	231
15. Bruce, Charles	Porl. Puffin/O&R 19	231
16. Emmert, Fred	Clipper/Vivell 35	122
17. Evenson, Gene	Bombshell/Cyke	105
18. Quinn, Jim	Tren. Terror/O&R 60	87
19. Atkinson, Charles	Mike/Arden 19	80
20. Booth, Bill	Red Zephyr/Vivell 35	65
21. Yost, Charles	Ehling/Brown	52
22. Hannam, Don	Miss Fortune X/O&R 23	47
23. McClusky, Don	Cal. Chief/Baby Cyke	41

Half-A Texaco

1. Dittmer, R. G.	Miss Philadelphia	2445
2. Rocha, Susan	Powerhouse	2224
3. Gibbons, Bill	Powerhouse	1997
4. Hanmer, E. W.	Lanzo Record Brkr.	1875
5. Bowers, Walt	Powerhouse	1854
6. Langdon, Bob	Bowers Rebel	1745
7. Bucher, Tim	King Burd	1693
8. Booth, Bill	Valkyrie	1620
9. Podd		1554
10. Evenson, Gene	Ehling	1540
11. Taibi, Sal	Powerhouse	1529
12. Boots, Ron	Powerhouse/McCoy	1485
13. Lyons, Dick	Red Zephyr	1339
14. Laird, Tom	Powerhouse	1232
15. Yost, Charles	Bomber	1171
16. Quinn, Jim	Powerhouse	831
17. White, Bob		773
18. Mikkelsen, Mik	Miss Fortune X	723
19. Wallenhorst, Ed	Bohle Giant	719
20. Jordan, Carlton		549
21. Wallock, Gene	Powerhouse	492
22. Nordlund, Don	1937 Ehling	407
23. Ryan, Charles	Powerhouse	368

Fuel Allotment

1. Bowers, Walt	And. Pylon/Fors. 99	613
2. Hanmer, E. W.	Riser Rider/K&B 29	510
Nordlund, Don	Ehling/Anderson	510
4. Silva, Cliff	Ehling/Brown	505
5. Seifried, Dick	Valkyrie/Cyke	484
6. Rocha, Jerry	Powerhouse/OS Type 6	441
7. Chandler, Bruce	Tren. Terror/Bunch	439
8. Robinson, Jim	Flamingo/Dennymite	362
9. Langdon, Bob	Quaker/Ohlsson	356
10. Adams, Jim	Ehling/Brown	354
11. Borgogna		278
12. Boots, Ron	Powerhouse/Brown	271
13. Clark, Larry	Marsden/Brown	242
14. Nadolski, Leon	And. Pylon/Orwick	230
15. White, Bob		222
16. Warren, Bud	S. Buccaneer/Cyke	221

Commercial Rubber

1. Cushenbery, Bill		518
2. Strauss, Ben		508
3. Konefes, Ed	Convertible	449
4. DeShields, Bob	Struck Diamond	414
5. Dittmer, R. G.	Stahl Cabin	392
6. Lorimer, Hal	Korda O.R.S.	360
7. Munz, Dick	Convertible	340
8. Wallock, Gene	1933 Lanzo	312
9. Kutkuhn, Jim	Pacemaker	297
10. Bucher, Tim	Flying Aces Moth	293
11. Alaback, Jim	Convertible	287
12. Anderson, Jim	Miss Canada Sr.	265
13. McCay, Joe	Convertible	240
14. Moul, George	Convertible	215
15. Gudahl, Roger	Weight Ruler	180
16. Wrench, Don	Miss Worlds Fair	170
17. Olsan, Bob	Orr Chieftan	106
18. Keppler, Tom	Korda Victory	46

Small Rubber Stick

1. Foster, Joe	Korda C	961
2. Konefes, Ed	Cassano	798
3. Cushenbery, Bill	Korda	774
4. Burns, Mike	Gollywock	742
5. DeShields, Bob	Hammer C	707
6. Cole, Hank	Dague Mulvihill	702
7. Thompson, Dick	Cassano	642
8. Munz, Dick	Gollywock	553
9. Faykun, Andy	Korda	540
10. Anderson, Jim	Gollywock	523
11. Romak, Bud		512
12. Reid, Gordon	Korda C	507
13. Rogusky, John	Gollywock	483
14. Jella, Jack	Gollywock	448
15. Kiracofe, Lewis	Gollywock	447
16. Perryman, George	1940 Casano	441
17. Wallock, Gene	Whitman Falcon	426
18. McCay, Joe	Cassano Ch. Stick	402
19. Lorimer, Hal	Gollywock	343
20. Kirby, Noel	Korda	313
21. Murphy, Jerry	Gollywock	310
22. Bucher, Tim	Gollywock	276
23. Mathews, Bruce	Clini Single Pusher	272
24. Klintworth, Phil	Beaumont	270
25. Bekins, Don	Gollywock	269
26. Sykora, Ken	Stratometer	163
27. Bieber, Ted	Gollywock	146
28. Laird, Tom	Gollywock	116
29. Persson, Jim	Gollywock	80
Keppler, J		80
31. Keppler, Tom	Gollywock	77
32. Gibbons, Bill	Ritz C Stick	46

Small Rubber Cabin

1. Reid, Gordon	Double Feature	780
2. Foster, Joe	Schumacher C	751
3. Romak, Bud		731
4. Konefes, Ed	Crusader	475
5. Perryman, George	Jabberwock	458
6. Keppler, Tom	Jabberwock	452
7. Dodds, Bob	Double Feature	425
8. McCay, Joe	Lidgard Cl. C	392
9. Quinn, Jim	Double Feature	389
10. Jella, Jack	Jabberwock	365
11. Hetherington		343
12. Lorimer, Hal	Korda O.R.S.	340
13. Kutkuhn, Jim	Altimeter	300
14. Mathews, Bruce	Struck Con. Winner	225
15. Linn, Ernie	J Hawk	206
16. Faykun, Andy	Reich	195
17. Sykora, Ken	Heeb Wren	178
18. Thompson, Dick	Crusader	153
19. Wrench, Don	Dyna-Moe	147
20. Cushenbery, Bill	Dyna-Moe	142
21. Rogusky, John	Jabberwock	134
22. Strauss, Ben		127
23. Dignan, Father	Miss Canada	108
24. Day, John		101
25. Munz, Dick	Jabberwock	96

Large Rubber Stick

1. Perryman, George	1940 Lanzo	891
2. DeShields, Bob	Championship Stick	784
3. Michel, Peter		781
4. Wallenhorst, Ed	1940 Record Stick	779
5. Murphy, Jerry	Lamb 1941 Champ	763
6. Foster, Joe	Lanzo	726
7. Gibbons, Bill	Stickler	719
8. Romak, Bud		705
9. Reid, Gordon	Heaven Bound	690
10. Keppler, Tom	Stickler	660
11. Persson, Jim	Lamb Climber	553
12. Smith, Dan	Hi Ho	550
13. Kutkuhn, Jim	Enduro	513
14. Konefes, Ed	Lamb Climber	505
15. Wallock, Gene	Akron Favorite	481
16. Sperzel, Walt	Lanzo	402
17. Dodds, Bob	Lamb Climber	380
18. Moul, George	Lamb Climber	300
19. Wrisley, Ernest	Reich	236
20. Fair, Larry	Reid Hull	225
21. Lamb, Ed	Lamb Climber	181
22. Langdon, Bob	Lamb Climber	151
23. Mikkelsen, Mik	Lanzo Duplex	133
24. Faykun, Andy	Lamb Climber	130
25. Quinn, Jim	Stickler	103
26. Cleveland, Ben	Lamb Climber	51

- FREE FLIGHT RESULTS -Large Rubber Cabin

1.	Perryman, George	1940 Lanzo	859
2.	Wallenhorst, Ed	Lanzo Duplex	787
3.	Reid, Gordon	Dethermalizer	778
4.	Konefes, Ed	Lanzo Classic	607
5.	Murphy, Jerry	1939 Wakefield	480
6.	Gibbons, Bill	Dethermalizer	422
7.	Michel, Peter		389
8.	Hetherington		370
9.	Christensen, Chr.	Korda	364
10.	Kutkuhn, Jim	39 Kansas Wakefield	343
11.	Burns, Mike	39 Korda Wakefield	331
12.	Delagrang, John	39 Korda Wakefield	320
	Smith, Dan	Dethermalizer	320
14.	Romak, Bud		315
15.	Bucher, Tim	39 Korda Wakefield	289
16.	Olsan, Bob	Goodrich	263
17.	Klintworth, Phil	Lanzo Classic	216
18.	McCay, Joe	Sharpshooter	210
19.	Fair, Larry	Miss Worlds Fair	193
20.	Emmert, Fred	Toft Stout Winner	138
21.	Moul, George	Stahl Gypsy	125
22.	Grove		107
23.	Kent		95

Rubber Scale

1.	Perryman, George	Lanzo Puss Moth	146
2.	Mikkelson, Mik	Curtiss Robin	123
3.	Wallenhorst, Ed	Lanzo Puss Moth	118
4.	Gibbons, Bill	Rearwin Speedster	63
5.	Bucher, Tim	Corben Super Ace	62
6.	Alaback, Jim	Taylorcraft Tandem	62
7.	Hetherington		59
8.	Faulkner, Al	Stinson Junior	49
9.	Watkins, Art	Viri	48
10.	Murphy, Jerry	Rearwin	44

Twin Pusher

1.	Boots, Ron	1931 Burnham	194
2.	Perryman, George	Burnham	148
3.	Thompson, Dick	Manulkin	122
4.	Schmidt, Loren	Schmaedig	114
5.	Dittmer, R. G.	Burnham	97
6.	Spielmaker, Karl	Burnham	91
7.	Cunyngham, Vic	Fries 1930	88
8.	Emmert, Fred	Manulkin	79
9.	Jural, Sheri		60
10.	Ochsner, Hans	Ruggeri	5
11.	Langdon, Bob	Ruggeri	0

Handlaunch Glider

1.	Persson, Jim	Huguelet	238
2.	DeShields, Bob	Hervat Zoomer	210
3.	Roberge, Frank	Hervat Zoomer	162
4.	Kutkuhn, Jim	Hervat	157
5.	Roselle, Steve	Hervat	144
6.	Bortnak, John	Zoomer	143
7.	Strauss, Ben		137
8.	Vollmer, Al	Hervat Zoomer	127
9.	Rimert		120
10.	Hockaday		118
11.	Dignan, Father	Zoomer	113
12.	Delagrang, John	Bowers	106
13.	Laycock		100
14.	Antonioli, Nat	Huguelet	76
15.	Stevens, Tom	Hervat	65

Compressed Air

1.	Kutkuhn, Jim		170
2.	Konefes, Ed	Jonathan	161



Larry Davidson, 1991 R/C Grand Champion. Past Champs sweepstakes runner-up, Larry sold his very successful "Larry's Hobbies" and retired to devote more time to his new modeling interest, Old Timers.

- See page 10 for complete R/C Results -

Photo: Don Reid, Canada



Larry and his crew, Dorothy Granieri and Elaine, following the flyoffs. The model is his full size Lanzo Bomber with an OS F.S. 60 ignition, flown in the Texaco event

Photo: Don Reid, Canada

1991 SAM Champs R/C Results (116 entrants)

Larry Davidson of Northport, NY and SAM 75, won the overall R/C grand champ award, winning all LER ignition events, and placing second in 1/2A Texaco and Antique for 23 championship points. Californians were runners-up in R/C points with former grand champ, Don Bekins of SAM 27, taking 18 championship points, and former grand champ, Eut Tileston of SAM 51, taking 13 championship points. Californian Jim Kyncy of SAM 30 and Texans Joe Percy and Ed Shilen of SAM 29 all share honors with 11 championship points.

R/C Class A LER Spark Ignition (27 entrants)

1	Larry Davidson	356/Playboy Jr./Elfin 2.49	21:00
2	Don Bekins	310/Anderson Pylon/Elfin 2.49	18:46
3	Ed Shilen	380/Yankee/Elfin 2.49	18:28
4	Bob Angus	334/E.States GasChamp/Elfin2.49	17:31
5	Gary Westland	345/Ranger/GBurford 50 diesel	16:41
6	L. A. Johnston	337/Kerswap/Elfin 2.49	15:46
7	Don Blackburn	358/Playboy Jr./Arden 19	15:41
8	Art White	430/Bomber/Elfin 2.49	15:32
9	Walt Geary	357/Playboy Jr./Elfin 2.49	14:46
10	M. R. Lipsey	372/Playboy Cabin/ Sabre 250	14:43
11	Don Parmenter	348/Ranger/Simplex 19	14:33
12	Fred Mulholland	366/Sailplane/Elfin 2.49	13:27
13	Loren Schmidt	358/Playboy Jr./Elfin 2.49	11:27
14	Walter Conrad	451/Anderson Pylon/Arden 19D	11:16
15	Bob Munn	400/Bomber/Elfin 2.49	10:41
16	Howard Osegueda	456/Bomber/O&R 19frv	8:18
17	Bob Holman	Anderson Pylon/O&R 19	7:10
18	Eut Tileston	340/Taylor Cub/GB Elfin 2.49	6:49
19	Tom Empey	348/Ranger/Elfin 2.49	5:15
20	Dale Tower	315/Bomber/Elfin 2.49	4:50
21	John Pond	575/Playboy Cabin/Elfin 2.49	1:40
22	Ernest Wrisley	360/Strato Streak/Elfin 2.49	0:00

R/C Class A LER Glow Ignition (39 entrants)

1	Eut Tileston	468/Scorpion/K&B 19	22:15
2	Fred Mulholland	455/Bomber/K&B 19	21:08
3	Jim Kyncy	441/Kerswap/K&B 3.25	20:56
4	Joe Percy	480/Bomber/K&B 3.25	19:39
5	Don Barrick	500/Viking/K&B 19	18:09
6	Walt Geary	357/Playboy Jr./OS 15 III	16:26
7	Richard Huang	459/Playboy Sr./STG15/19	15:02
8	M. R. Lipsey	474/RC 1/K&B 3.25	14:00
9	Ross Thomas	513/Sunduster/Veco 19	12:33
10	Tom Empey	500/Viking/Conquest 15	12:27
11	Bob Munn	434/Anderson Pylon/Veco 19	11:29
12	Daryl Rodgers	502/Wasp/K&B 3.25	8:46
13	Tom Williams	580/Playboy/Veco 19	8:39
14	Gary Westland	345/Ranger/OS 15	8:03
15	Loren Schmidt	459/Bomber/ ST 19	7:19
16	Art White	500/Lanzo Racer/K&B 3.25	7:13
17	George Joki	465/Brooklyn Dodger/K&B 19	6:06
18	L. A. Johnston	337/Kerswap/Oliver Tiger	4:35
19	Tom Jozwiak	582/Playboy Sr./Veco 19	4:16
20	Dave Lewis	480/Wasp/ ST 19	3:21
21	All Hellman	215/Strato Streak/Cox 09	2:25
22	Lee Spencer	496/Airchief/OS 15	1:42
23	Nick Panagiotou	Cavalier/Veco 19	1:16
24	Bill Alberta	358/Megow Ranger/Fox 15	0:00

R/C Class B LER Spark Ignition (40 entrants)

1	Larry Davidson	472/Bomber/Torp 29	27:49
2	Don Bekins	492/Foo2U2/Torp 29	26:39
3	Art White	430/Bomber/Forster 29	19:06
4	M. R. Lipsey	564/Playboy Cabin/Torp 29	19:04
5	Walt Geary	550/Soaring Eagle/Torp 29	17:46
6	Ed Shilen	582/Playboy/Torp 29	17:34
7	Stan Lane	450/Anderson Pylon/O&R 23	16:20
8	Bob Holman	450/And. Pylon/Orwick 29	15:19
9	Bob Angus	465/Interceptor/Orwick 23	14:06
10	Don Blackburn	580/Thunderbird/Orwick 29	13:48
11	Peter Rafferty	455/Bomber/Torp 29	13:34
12	Arne Carlson	476/Brooklyn Dodger/Torp 29	10:17
13	Joe Percy	500/Bomber/K&B 29	9:54

(wing area in square inches precedes name of model)

R/C Class B LER Spark Ignition (continued)

14	Ray Westland	500/Viking/K&B 29	9:50
15	Loren Schmidt	358/Playboy Jr./Torp 29	7:49
16	Walter Conrad	630/Bomber/Drone Diesel	7:19
17	Toby Blizzard	532/Bomber/Orwick 29	6:52
18	Howard Osegueda	456/Bomber/O&R 23	4:43
19	George Tallent	630/Bomber/ McCoy 29	3:36
20	Dave Lewis	630/Interceptor/Torp 29	1:54
21	Fred Mulholland	476/Playboy Sr./McCoy 29	0:05
22	Mike McLaughlin	625/Bomber/Forster 29	0:00

R/C Class B LER Glow Ignition (39 entrants)

1	Fred Mulholland	653/Playboy Sr./K&B 29	27:33
2	Eut Tileston	683/Taylor Cub/ST 29	26:48
3	L. A. Johnston	562/Blitzkrieg/HB 25	20:57
4	Tom Empey	808/Playboy Sr./K&B 4.9	20:29
5	Don Bekins	658/Playboy Sr./K&B 4.9	20:25
6	Jim Kyncy	653/Kerswap/K&B 4.9	19:30
7	Peter Rafferty	653/Bomber/K&B 29	17:47
8	Bob Munn	570/Playboy/K&B 21	17:44
9	Walt Geary	690/MG 2/Fox 29	17:00
10	Art White	500/Lanzo Racer/K&B 3.5	16:32
11	Ed Smull	590/Playboy/K&B 3.5	14:20
12	Al Hellman	582/Playboy Cabin/HB 21	12:14
13	William Cowley	800/Playboy Sr./ST 29	10:35
14	Bob Hahn	665/Anzac/OS 30	8:43
15	Gary Westland	630/Bomber/Enya 40 FS	8:41
16	Dick Huang	675/Playboy Sr./ ST 29	0:00
17	Bob King	570/Bomber/K&B 3.5	0:00
18	Murville Lipsey	680/RC 1/K&B 4.9	0:00
19	Daryl Rodgers	502/Wasp/K&B 3.5	0:00

R/C Class C LER Spark Ignition (62 entrants)

1	Larry Davidson	703/Playboy Sr./Orwick 64	32:03
2	Ed Shilen	1185/Bomber/Sky Devil	30:51
3	Joe Percy	710/Josephine/O&R 60	30:50
4	Mike McLaughlin	903/Playboy Sr./Edco 65	30:24
5	Don Blackburn	800/Bomber/Anderson 65	30:22
6	Walt Geary	720/Megow Chief/Anderson	30:13
7	Don Bekins	800/Playboy Cabin/O&R60FRV	29:13
8	George Tallent	830/Playboy Sr./McCoy 60	27:55
9	Eut Tileston	683/Taylor Cub/O&R 60	26:22
10	Bob Angus	820/Bomber/Orwick 64	26:02
11	Art White	900/Bomber/Hornet 60	21:00
12	Bob Holman	1256/And. Pylon/Orwick 64	20:22
13	M. R. Lipsey	582/Playboy Cabin/Torp 32	20:22
14	L. A. Johnston	864/Comet Sailplane/Edco 65	20:20
15	Don Parmenter	913/Riser Rider/O&R 60FRV	19:24
16	Fred Mulholland	582/Playboy Sr./Super Cyke	18:11
17	Daryl Rodgers	687/Bomber/O&R 60	16:03
18	Mike Hood	678/Clipper/Orwick	14:42
19	Tom Empey	746/Super Quaker/McCoy 60	14:00
20	Dave Lewis	880/Anderson Pylon/Spitfire	11:51
21	Lamoine Schrock	1482/Dallaire Sportster/Hornet	11:50
22	Tom Smith	798/Little Diamond/Anderson 65	11:50
23	Jim Kyncy	942/Anderson Pylon/McCoy 60	11:47
24	Dale Bowers	1158/Bomber/McCoy 60	10:25
25	Ted Katsanis	1446/Lanzo Stick/OSmax60FS	10:24
26	Dale Tower	800/Playboy/O&R 60	10:11
27	Eugene Evenson	864/Sailplane/Anderson Spitfire	9:47
28	Ross Thomas	1050/Sunduster/McCoy 60	7:51
29	Toby Blizzard	700/Bomber/Orwick 64	7:00
30	Peter Rafferty	630/Bomber/Super Cyke	7:00
31	Bob Munn	1186/Bomber/Anderson Spitfire	6:15
32	Ken Kullman	745/Commodore/O&R 60	5:38
33	Hardy Robinson	1310/PB-2/McCoy 60	4:57
34	Loren Schmidt	916/Inspir/O&R 60	4:55
35	Danny Klarich	1260/Bomber/Anderson Spitfire	4:21
36	Walter Conrad	630/Bomber/Madewell 49	0:00
37	Stan Lane	930/Hayseed/McCoy 60	0:00
38	Howard Osegueda	717/Rambler/O&R 60	0:00
39	Ernest Wrisley	850/Buzz Bombshell/Madewell49	0:00

1991 SAM Champs R/C Results (continued)

(wing area in square inches precedes name of model)

R/C Class C LER Glow Ignition (37 entrants)

1	M. R. Lipsey	800/Playboy Cabin/Torp 32	30:39
2	Eut Tileston	903/Taylor Cub/ST 40	30:06
3	Art White	900/Bomber/K&B 6.5	28:14
4	Tom Empey	808/Playboy Sr./K&B 5.8	27:48
5	Fred Mulholland	875/Bomber/K&B 35	26:50
6	Dave Lewis	800/Playboy Sr./ST 35	26:40
7	James R. Buice	800/Bomber/ST 35	20:41
8	Ed Smull	900/Cruiser/OS 40	17:34
9	Jim Kyncy	942/Anderson Pylon/K&B 6.5	16:29
10	Richard Huang	900/Nomad/ST 40RR	14:51
11	Howard Osegueda	1000/Ehling Contest/ST 40RR	13:32
12	Bob King	1434/Bomber/K&B 61	12:13
13	Daryl Rodgers	900/Nomad/K&B 6.5	11:43
14	Bob Bienenstein	850/Buzzard Bombshell/OS 32	11:28
15	Don Bekins	800/Playboy Sr./ST 35 G21	11:07
16	Thomas Jozwiak	792/Bomber/ST 35	10:59
17	Russel King	1260/Bomber/OS 50	10:56
18	Fred Smith	800/Playboy Sr./K&B 35	7:43
19	Loren Schmidt	800/Playboy Sr./K&B 35	7:00
20	Danny Klarich	910/Bomber/K&B 40	5:16
21	Nick Panagiotou	Quaker/HB 61	3:13
22	Don Barrick	864/Super Quaker/K&B 35	0:00
23	Walt Geary	816/Playboy Sr./Fox 36	0:00
24	Bob Munn	810/Playboy Sr./ST 35	0:00

R/C PURE Antique (33 entrants)

1	Don Bekins	Bomber/Edco Sky Devil 65	30:00
2	Ed Shilen	Bomber/Edco Sky Devil 65	28:06
3	Fred Mulholland	Thor/Anderson Spitfire	26:23
4	Ed Smull	Westerner/Atwood	19:48
5	LaMoine Schrock	Dallaire/Hornet	19:28
6	Peter Rafferty	Bomber/Anderson 65	17:54
7	Art White	Lanzo RC-1/Hornet	16:18
8	Walt Geary	Bomber/O&R 60	15:56
9	Walter Conrad	Bomber/O&R 60	14:10
10	Eut Tileston	Westerner/O&R 60	10:00
11	George Tallent	Bomber/McCoy 60	7:43
12	William Cowley	Powerhouse/Anderson Spitfire	5:18
13	Mike Hood	Bomber/Orwick	3:41
14	Arne Carlson	Challenger VK/McCoy 49	0:00
15	Keith Wilson	Lanzo RC-1/O&R 60	0:00

R/C Antique (32 entrants)

1	Jim Kyncy	Anderson Pylon/OS 61	40:09
2	Larry Davidson	Bomber/Orwick 64	38:12
3	Mike McLaughlin	Bomber/McCoy 60	30:00
4	Joe Percy	Cumulus/Rossi 60	28:47
5	L. A. Johnston	Dallaire/Fox Eagle 1-60	26:49
6	Stan Lane	Anderson Pylon/OS 61	26:27
7	Dave Lewis	Anderson Pylon/Spitfire	15:37
8	Daryl Rodgers	Bomber/K&B 6.5	13:25
9	Tom Empey	Bomber/Anderson Spitfire	9:37
10	Danny Klarich	Dallaire/OS 60FSR	8:23
11	Ken Kullman	Bomber/Fox Eagle 4	7:23
12	Ted Katsanis	Lanzo R/C Stick/OS max 60FS	5:56
13	Fred Smith	Bomber/OS 60	3:32
14	Hardy Robinson	Schmaedig Stick/O&R 60	3:11
15	Jim Lang	Bomber/Anderson Spitfire	0:00

R/C Ohlsson Sideport Special Event (29 entrants)

1	Don Bekins	1196/Lanzo Bomber	23:16
2	Eut Tileston	683/Taylor Cub	12:52
3	Walt Geary	671/Clipper Mk 1	11:45
4	Don Blackburn	671/Torpedo II	9:32
5	Hardy Robinson	1000/Schmaedig Stick	9:13
6	Tom Empey	678/Clipper Mk I	9:02
7	Gary Westland	689/Kloud King	8:53
8	Don Parmenter	919/Riser Rider	8:21
9	Bob Holman	Lanzo RC-1	8:09
10	Dave Lewis	385/Diamond Zipper	3:26
11	Art White	654/Kloud King	2:45
12	Walter Conrad	1188/Bomber	0:00

R/C 1/2 A Texaco (85 entrants)

1	LaMoine Schrock	273/New Ruler/Cox Texaco	50:00
2	Larry Davidson	292/Anderson Pylon	49:36
3	Walt Geary	300/MG II	48:27
4	Stan Lane	249/Anderson Pylon	47:45
5	Art White	277/Sailplane/Cox Texaco	42:51
6	Tom Smith	301/Anderson Pylon/Cox Texaco	42:42
7	Peter Rafferty	288/Playboy	29:32
8	Ron Keil	290/Little Diamond/Cox Texaco	29:28
9	M. R. Lipsey	300/Playboy Cabin	28:33
10	Don Bekins	304/Anderson Pylon	28:24
11	L. A. Johnston	288/Kerswap	27:17
12	Fred Mulholland	277/Goldberg Sailplane	27:05
13	Steve Roselle	318/Bay Ridge Mike	26:41
14	Mike McLaughlin	295/Playboy Sr./Cox Texaco	26:08
15	Ken Kullman	285/Playboy Sr. Cabin	25:59
16	Frank Joswiak	288/Kerswap/Cox Texaco	25:55
17	Jim Kyncy	248/Anderson Pylon	25:33
18	Howard Osegueda	316/Diamond Demon	24:25
19	Eut Tileston	281/Taylor Cub	22:45
20	Eugene Evenson	300/MG II/Cox Texaco	21:48
21	Edwin Lamb	280/Buzzard Bombshell	21:20
22	Don Parmenter	295/Anderson Pylon	19:43
23	Arthur Milam	263/Lanzo R/C-1	19:12
24	Ed Smull	320/Cruiser/Cox Texaco	19:01
25	Joe Beshar	310/Fox 107	18:32
26	Walter Conrad	304/Anderson Pylon	18:05
27	Ed Shilen	280/Mercury	17:36
28	William Alberta	288/Playboy Jr./Cox Texaco	17:26
29	Ken MacLean	302/Record Breaker/Texaco	17:07
30	Fred Smith	300/Playboy Sr./Cox Texaco	16:41
31	Jerry Ackerman	300/Flybaby	14:20
32	Colin Borthwick	287/1937 Ehling	14:20
33	Tom Butler	308/Brooklyn Dodger/Texaco	13:13
34	Jerry Rocha	288/Rambler	11:40
35	George Tallent	288/Playboy Jr.	11:16
36	Jack Alten	331/Playboy Jr.	10:56
37	Don Barrick	375/Lanzo Record Breaker	10:41
38	Daryl Rodgers	288/Bomber	10:29
39	Joe Percy	277/Comet Sailplane	10:16
40	Tom Joswiak	320/Challenger/Cox Texaco	10:15
41	Donovan Milam	286/Kerswap	9:38
42	Tom Williams	288/Playboy/Cox Texaco	8:30
43	Ernest Wrisley	288/Interceptor/Cox Texaco	7:16
44	Jim Lang	290/Comet Interceptor	7:04
45	George Joki	270/Zipper A/Cox Texaco	6:39
46	Nick Panagiotou	350/Anderson Pylon	6:32
47	Bob Holman	Anderson Pylon/Texaco	4:06
48	Al Hellman	300/Lanzo Bomber	3:50
49	Richard Lee	320/VK Challenger	3:23
50	Marvin D. Landreth	290/Playboy	2:41
51	Dave Lewis	312/Bomber	1:53
52	Tom Empey	285/Playboy Sr.	1:12
53	Bob King	310/Miss America	0:00
54	Loren Schmidt	320/Fox 107	0:00
55	Tom Stevens	313/Comet Clipper	0:00
56	Dale Tower	288/Playboy	0:00
57	Keith Wilson	307/Challenger	0:00

R/C Ohlsson 23 Special Event (20 entrants)

1	Don Bekins	489/Bomber	13:34
2	Walt Geary	488/Zipper	11:14
3	Stan Lane	450/Anderson Pylon	7:48
4	James R. Buice	452/Brigadier	7:25
5	Howard Osegueda	456/Lanzo Bomber	7:22
6	Jim Kyncy	450/Anderson Pylon	7:05
7	Don Blackburn	480/Canadian Wasp	7:02
8	Don Parmenter	460/Anderson Pylon	5:55
9	Art White	450/Bomber	2:35
10	Walter Conrad	451/Anderson Pylon	1:15
11	Danny Klarich	459/Lanzo Bomber	0:00

1991 SAM Champs R/C Results (continued)

R/C TEXACO (62 entrants)

1	Don Bekins	1196/Bomber/O&R 60	51:20
2	Joe Percy	1460/Bomber/OS 60 ign	50:42
3	Jim Kyncy	1489/And. Pylon/OS 60 FS	50:03
4	Stan Lane	1431/And. Pylon/OS 60 FS	49:57
5	Tom Smith	1482/Dallaire/OS 61 FS	35:00
6	Mike McLaughlin	1958/Western/Saito 65	34:31
7	Jim Hubele	1010/Lanzo RC-1/OS 60FS	30:27
8	Eut Tileston	967/Western/O&R 60	29:50
9	Ed Shilen	1486/Lanzo Racer/OS 60FS	23:56
10	Ross Thomas	1270/Bomber/O&R 60	22:48
11	LaMoine Schrock	1482/Dallaire/OS 61 FS	21:15
12	Frank Jozwiak	1497/Lanzo Racer/OS 60FS ign	20:35
13	Peter Rafferty	1260/Bomber/60FS	18:50
14	Fred Mulholland	1260/Bomber/Super Cyke	17:11
15	Richard Lee	1497/Lanzo Racer/OS 60FS	16:44
16	Ken Kullman	1495/Bomber/OS 60 FS	16:30
17	Danny Klarich	1482/Dallaire/OS 60FS	16:29
18	Ted Katsanis	1446/Lanzo Stick/OS60FS	15:41
19	Loren Schmidt	1310/PB-2/OS 60FS	15:17
20	Larry Davidson	1194/Bomber/OS 60FS ign	14:13
21	Walt Geary	1240/Bomber/O&R 60	13:39
22	Fred Smith	1256/Bomber/OS 60 FS	12:29
23	Tom Empey	Buccaneer/OS 60FS	12:05
24	Steve Roselle	1260/Record Breaker/OS 60FS	11:00
25	Walter Conrad	1188/Bomber/ST 35D	10:54
26	Howard Osegueda	1368/Diamond Demon/Forster99	9:51
27	Dave Lewis	1260/RecordBreaker/OS46FS ign	8:43
28	Daryl Rodgers	1025/Topper/OS 40FS ign	8:04
29	Cliff Silva	1357/1936TexacoWinner/Enya46	7:58
30	Dale Bowers	1188/Bomber/Taplin Twin Diesel	6:36
31	Don Parmenter	919/Riser Rider/Vivell 35	6:11
32	Hardy Robinson	PB-2	6:01
33	John Pond	1800/Clipper/OS 90FS	5:10
34	Bob King	1260/Bomber/Fox 45	3:26
35	Don Barrick	850/Long Cabin/OS 20FS	Att
36	M. R. Lipsey	963/Western/O&R 60	0:00
37	Dale Tower	1186/Bomber/OS 40FS	Att
38	Keith Wilson	1563/Bomber/OS 61FS ign	0:00

R/C Electric TEXACO Special Event (27 entrants)

1	George Joki	Bomber/Kyosho	52:47
2	Fred Mulholland	Bomber/Leisure	51:38
3	Peter Rafferty	Bomber/Leisure	50:43
4	Jack Alten	Bomber/Kyosho	49:48
5	Hardy Benson	Bomber/Leisure	48:02
6	Gary Westland	Bomber	47:07
7	Frank Heacox	Schmaedig Stick	28:29
8	Tom Christian	Bomber	26:35
9	Roland Boucher	Anderson Pylon	25:18
10	John Pond	Bomber/Kyosho	24:18
11	Steve Roselle	Brigadier/Dymond	24:13
12	Ray Westland	Leisure Playboy	24:07
13	John Carlson	Leisure Playboy	20:21
14	James Alaback	Bomber/Astro	16:51
15	Nick Nicholau	Leisure Bomber	16:41
16	Karl Tulp	Dallaire/Astro	14:12
17	Tom Williams	Bomber/Astro	12:22
18	Bob Boies	Leisure Playboy	11:53
19	Marvin Landreth	Bomber	8:00
20	Nick Panagiotou	Leisure Playboy	0:00

R/C Old Time Gilder Special Event (14 entrants)

1	Frank Heacox	Zaic Floater	19:47
2	Tom Williams	Thermic 100	15:46
3	Ross Thomas	Thermic 100	15:34
4	Steve Roselle	Sinbad 62	15:09
5	Loren Schmidt	Thermic 100	11:45
6	Bob Hahn	Thermic 100	10:11
7	Eut Tileston	Sailwing 50 (x2)	6:50
8	Tom Empey	Zaic Floater	5:27
9	John Pond	Zaic Floater	4:40
10	Don Bekins	Thermic 50 (x2)	0:00

(wing area in square inches precedes name of model)

R/C 1/2 A SCALE Duration Special Event (21 entrants)

1	Jim Lang	370/FW-47	24:35
2	Eut Tileston	281/Taylor Cub	24:16
3	Walt Geary	300/Cessna AW	24:10
4	George Patrick	312/Interstate Cadet	12:49
5	James Alaback	288/Taylor Cub J-2	9:57
6	Don Barrick	370/Erla 5A	8:49
7	Arthur Milam	277/AVRO	5:49
8	Donovan Milam	277/AVRO	0:00

R/C Electric LMR Special Event (26 entrants)

1	Gary Westland	Bomber/Astro	20:42
2	Peter Rafferty	Bomber/ 05 Cobalt	20:35
3	Roland Boucher	Anderson Pylon	20:24
4	Fred Mulholland	Bomber/Astro	20:20
5	George Joki	Bomber/Kyosho	19:45
6	Frank Heacox	Schmaedig Stick	18:02
7	Steve Roselle	Brigadier/Astro	16:25
8	Bob Boies	Leisure Bomber	15:58
9	Ray Westland	Playboy/Astro	13:32
10	Tom Christian	Leisure Bomber	12:50
11	John Pond	Bomber/Kyosho	11:06
12	Hardy Benson	Leisure Bomber	6:06
13	John Carlson	Leisure Playboy	5:31
14	Jack Alten	Bomber/Kyosho	0:00



Jim Kyncy and Stan Lane of SAM 30, crank up their O&R 23 powered Anderson Pylon. Jim took home the Ohlsson 23 Special Event Trophy from the '89 SAM Champs in Jean



Dale Bowers, SAM 00, with his Bomber powered by an unusual Aussie Taplin Twin. Sweet runner, but oily!

**Summary of First Five Places in Radio Controlled Events
1991 SAM Champs Jean, Nevada October 7 thru 10, 1991
Summarized by Ed Hamler, RC/CD, AMA 1639, SAM 27, 10/15/91**

Contestant	1/2A		LER Ignition LER Glow PURE						Ohlsson Ohlsson OldTimer Electr. Electr. 1/2A Final					Scale Points			
	AMA	Texaco	TEXACO	A	B	C	A	B	C	Antique	ANTIQUE	23	Sideport		Glider	LMR	Texaco
1 Larry Davidson	2174	2		1	1	1					2						23
2 Don Bekins	95097		1	2	2			5		1		1	1				18
3 Eut Tileston	13800						1	2	2				2			2	13
4 Jim Kyncy	8518		3				3				1						11
5 Joe Percy	40888		2				3	4				4					11
6 Ed Shilen	180867			3	2					2							11
7 M. R. Lipsey	1535				4					1							7
8 Fred Mulholland	16778						2	1	5	3					4	2	7
9 LaMoine Schrock	127050	1								5							6
10 Mike Mc Laughlin	218343					4					3						5
11 Tom Empey	8286							4	4								4
12 Walt Geary	12732	3			5							2	3			3	4
13 L. A. Johnston	14524							3			5						4
14 Stan Lane	10314	4	4									3					4
15 Bob Angus	10368			4													2
16 Ed Smull	2585									4							2
17 Don Barrick	279040						5										1
18 Don Blackburn	42943					5							4				1
19 Tom Smith	3008		5														1
20 Gary Westland	11772			5											1		1
21 Art White	1771	5			3				3								1
22 Hardy Robinson	48197											5					
23 George Joki	206899														5	1	
24 Peter Rafferty	239066														2	3	
25 Jack Alten	7293															4	
26 Hardy Benson	69706															5	
27 Roland Boucher	96														3		
28 Jim Lang	4003																1
29 Frank Heacox	84013												1				
30 Tom Williams	205												2				
31 Ross Thomas	86315												3				
32 Steve Roselle	79580												4				
33 Loren Schmidt	94851												5				
34 James Bulce	74622											4					
35 Howard Osegueda	7919											5					
36 George Patrick	308355																4
37 James Alaback	4483																5

For the 1991 SAM Champs, all R/C contestants could earn championship points in both Texaco events, in one of the antique events, and in one event (predesignated as ignition or glow) in each of the three classes of LER events. Points could not be earned in the special events.

Overall R/C championship points were awarded on the following basis: 5 points for a first place finish, 4 points for a second, etc., down to 1 point for a fifth place finish. Special events places and standard event places with no points awarded due to the contestant's designation in an LER event are shown in *Italics* for completeness but do not figure in final point totals.

-EH

60th ANNIVERSARY WAKEFIELD

by Jim Adams

The 60th Anniversary Wakefield was held in conjunction with the silver anniversary SAM CHAMPS at Jean, Nevada on October 7 & 8. Normally 4 ounce and 8 ounce Wakefield is held as a special event along with the other SAM rules rubber events. This year, however, because it was America's turn to host this exciting yearly production of the classic old event, and because the visiting Brits were anxious to participate in the CHAMPS it was decided to run the events on the first two days of the Jean meeting.

The meeting this year was "blessed" ?? with unusual weather. Flyers that flew before 10 a.m. found that the very quiet air did not contain very many thermals. Those who that flew after 10 A.M. had to fight the wind and the dust. There seemed to be just a few minutes each morning when the wind just started to come up and this time was good for a sure thermal if you could get your model off about 9:30 plus or minus about ten minutes. This condition contributed to some peculiar times and lots of disappointment for many.

Bill Gibbons, the eventual winner in the 8 ounce category, put in his winning time on Monday morning and was forced to wait till Tuesday afternoon to find out whether he had won the event or not. Because of the jammed up schedule caused by the loss of a day in the flying schedule it was decided to allow Wakefield contestants to put in their flights on either day, Monday or Tuesday. Several models were lost and competitors were not able to complete all of their flights.

The newly scheduled 1928 thru 1933 event was lightly entered, probably because of the rather short notice given this year's competitors to complete another class of Wakefield. It was hoped by officials that introducing another new class of Wakefield would inspire the modelers to build some of the very antique designs that were flown in the early days of the event. The initial set of rules released in 1927 for the event sponsored by Lord Wakefield did not specify size and weight of the models as was done in later years, and many of the models made during the early years were very unique. Some early designs had multi geared rubber motors and were more works of craftsmanship than competitive flying machines.

The winners this year in the 1928 thru 1933 event were:

Flyer	plane	score
Ed Wallenhorst	Gordon Light	197.3
Art Watkins	Gordon Light	71.6
David Baker @	Finestein	49.0

The winners this year in 4 ounce, 1934 thru 1936 event were:

Flyer	place	Score
*		
Ed Wallenhorst	1st	231.6
Peter Michel @	2nd	219.6
Bill Cushenbery	3rd	209
Jim Quinn	4th	206.0
Joe Macay	5th	187.6
George Perryman		175.0
Richard Thompson		163.0
Jack Jella		160.0
Jim Persson		133.6
Mik Mikkelson		132.6
Gene wallock		129.0
Bruce Mathews		126.3
Don Reid		120.6
Bill Gibbons		117.6
Joe Foster		114.0
Graham Podd		100.0
Andy Faykun		99.6
Hal Lorimer		98.0
Mike Hetherington @		96.3
Joe Beshar		89.6
Chris Christensen		85.3
Al Richardson		77.0
Karl Spielmaker		69.6

The winners in this year's 8 ounce event (1937-1951) were as follows:

Flyer	place	score
*		
Bill Gibbons	1st	245
Joe macay	2nd	221
Peter Michel @	3rd	211.6
Bill Cushenbery	4th	192.6
Bob Langdon	5th	183.6
Ben Stauss		181
Al Richardson		180.6
Jim Kutkuhn		179
Joe Foster		176
John Delagrange		165
Jim Bucher		155.6
Bruce Mathews		154.3
Geoffery Kent @		150
Karl Gies		127
Graham Podd		123.3
Michael Burns		109
Bob Dittmer		102
Jerry Murphy		100
Chris Christensen		82
Mike Hetherington @		76.6
Bob Bienstein		59
Bob Deshields		57
Dick Munz		40
Alfy Faulkner		32
Phil Klintworth		15

* Scores are based on a three flight average of the flyers total time.

@ member of the British team

The rules under which the Wakefields were flown this year are the joint USA-British rules that allow 8 ounce models up thru 1951 to compete together with the pre-war (1937-1941) designs.



Bob Deshields proudly displays his Struck Diamond, 1938



1991 Silver Anniversary SAM Champs

PERPETUAL TROPHY WINNERS

Spirit of SAM, Concours d'Eligance (beautiful silver tray)

- | | |
|-------------------|-------------|
| 1. Jim Persons | 1937 Ehling |
| 2. Walt Geary | Cessna AW |
| 3. Larry Davidson | Playboy Sr. |
| 4. Don Blackburn | Torpedo II |
| 5. Eut Tileston | Taylor Cub |

Feather Merchant Trophy (best running engine)

Bob Oslin, Dooling 61 in a Sailplane (ff)
Ohlsson 23 Perpetual Trophy (R/C assist)

Don Bekins

B Pylon Perpetual (free flight)

Don Weitz

Twin Pusher Perpetual (rubber)

Ron Boots

Ed Kelley C Cabin Perpetual

Clarence Meyerscough

Marquart FF 30 Second Antique Trophy

Larry Clark

Chet Lanzo Texaco R/C Perpetual Trophy

Don Bekins

Worst Crash Trophy

Ed Rubin

Compressed Air Trophy

Ed Konefes

O & R Sideport (Ohlsson .23 engine)

Hardy Robinson

RUBBER REVIEWS

by Ernie Linn

SEEN AT THE 1991 SAM CHAMPS

The wind blew, and the models flew, and many modelers left their jewels of craftsmanship in the distant fields and mountains.

Every day from Monday through Wednesday was very good flying weather from starting time until about 11:00 AM, when the wind arose and made flying more difficult. Maximum times in free flight events became unpredictable due to thermals being broken up into smaller currents, and inability of timers to keep models in sight due to the increase in drift rate. Many free flight models were lost, and even R/C assist model were unable to stay within controllable distance of the flying area, and were lost.

Don Bekins had one of his R/C assist models become engulfed in one of the numerous dust devils that were all too common, and promptly gave the model full down elevator. It took over four minutes of this to get the model free from the dust devil. Imagine the chances of a free flight model in the same environ-

ment.

SAM 1 officials observed the pattern of the first days, and re-scheduled the Twin Pusher Mass Launch for 10:00 AM Thursday, hoping to get the event over before wind became a problem. This was not to be. Thursday's wind started about 9:30 AM and proved to be stronger and more persistent than the previous three days. I timed a twin pusher that flew with a fractured main spar (wind damage), but luckily put up a very good flight. However, it was out of sight in one minute and nineteen seconds.

I do want to sincerely thank all of the SAM 1 club members and others that helped Contest Director Mike Fields put on a first class contest in every respect that they were able to control. Also, Larry Jenno and SAM 25 members that assisted SAM 1 should be thanked for handling the local requirements which were many, important, and time consuming.

This contest set new entry records, yet seemed to run quite smoothly. Jim Adams did a yeoman's job of running three Wakefield events during the first two day of the contest. We are anxiously waiting to see the results.

On Thursday, the last day of the contest, a special interest happening comes to mind that I must tell you about. Jim Alaback was flying a Rubber Scale entry, using his 32 inch wing span Taylorcraft from an Earl Stahl plan. The model was flying very well. I watched his fourth flight, which stayed up 91 seconds.

Anyway, Jim told me later that a fellow came up and took his picture with the T-craft. This was followed by a conversation during which the photographer introduced himself as Earl Stahl. Jim told me that his was made by that event.

Jim, that sort of thing works both ways. I'll bet 2 to 1 that you also made Earl's day. Seeing a skilled craftsman like yourself getting beautiful, well trimmed flights like you were getting out of one of his designs would make any designer proud. Keep up the good work!

APPROVED DESIGN LISTS

We intend to complete an "errata" list to supplement the "SAM Approved Design List, Gas Models 1990-1991" this winter. It will list corrections and additions to the above document.

As soon as we're through with the gas models list, we intend to get back to work on "SAM Approved Design List, Outdoor Rubber Models" this winter. This list has been started, but due to priorities and time requirements, the gas model list was completed first. The rubber model list is expected to contain a minimum of 2 1/2 times as many entries as the gas model list. Considerably more documentation and other assistance will be required for this, but the same guidelines that we used in the gas models list should prevail.

Thanks for all the positive input and help that was received pertaining to the gas model list.

Ernie Linn

3505 E. Mount Vernon
 Wichita, KS 67218-3959
 Phone 1-316-687-9552

THE SIGHTS & SOUNDS OF THE 1991 SAM CHAMPS



Ken Sykora, Old Timer Supply, starts up his unique "Viri-Pfeffer, with Czech .06 diesel, Finnish home built design



Clarence Bull, with Cox powered "Lanzo Bomber" in free flight



Dick Huang from Texas with his R/C "Nomad" powered by a ST 40 RR



Bob Munn starts up John Pond's "Playboy Cabin", Mike Bernhardt ready to time



A Gordan Light "Miss America" by Art Watkins, of SAM 21 in Mt. View, California



A beautiful "Hayseed" by Jim Robinson of SAM 26. Powered by an Ohlsson 60 and flown in free flight

THE SIGHTS & SOUNDS OF THE 1991 SAM CHAMPS



Flags of many nations flew over the festive R/C Headquarters. Contestants represented the "countries" of England, Australia, Canada, the U.S., Texas, and California.

Photography: Don Bekins



R/C CD Ed Hamler & Don Bekins spent 8 hours Saturday erecting the Headquarters. And then wind blew! Mike Fields & Jim Adams to the rescue as they created a sturdy new sunshade.



Mary Hamler and Joanie Bekins created their own Champs staff T-shirts -- they cheerily worked "Dawn to Dust!"



Hall of Famer, Herb Greenberg, prepares to fly his famous "Red Zephyr" design built by CD Ed Hamler.



Father Dignan with his HLG "Zoomer" An avid Old Timer, he hails from North Dakota.



A crowd of photographers catch the moment when the "Red Zephyr" goes aloft. Greenberg had not seen his classic design fly in 40 years.



Colin Borthwick always brings humor and fun from Australia. R/C staff Miriam Schmidt of SAM 30 gets a hug from "down-under".

Besides being a fierce and great competitor, Fred Mulholland from Florida, is also a writer who captures the thrill and drama of the flyoffs, held each morning at 7 AM during the SAM Champs. Along with Art Groscheider's humorous story on his experiences, here is another view of the way it was. -DMB

DUEL AT DAWN

by Fred Mulholland

Oh, no, the ding-a-ling wake-up call! 4:30 AM. I don't think I can get used to this, even if it is the SAM CHAMPS. "Hey, Pete, you up?" "Naw, lemme sleep — uh, is it 4:30 already?" "Yep." "Cripes!"

S., S. & S. and load the truck. Slight glow over the desert mountains to the east. Jeez it's cold out here in Nevada; they're sweating back in Tampa. Hope this breeze lets up before the 7:00 one-on-one fly-off. That little "A" Glow monster is squirrely as hell on takeoff; don't need a breeze to muck things up.

Down the elevator with the final load; up the elevator for a final check of the room. Push "Casino;" down the elevator, down the hall and around the corner to the garish scene of flashing lights, electronic tunes and jingling coins. I swear those two were pulling those same one-armed bandits when we left here last night.

A breakfast line at 5:30 AM! Over there in a padded booth, the competition. We smile, pass a few friendly verbal jabs.

Pete's turn to drive; I drove yesterday. "Wake up, Pete! You missed the turnoff to the R/C area; see the deeper dust on the left? That's the ruts, numby!" Pete: unintelligible grunt.

6:30 AM. Ed's already pacing the flight line, the perfect CD. Hope my prop-chewed stab holds together for one more flight. Tileston's already out there messing around with his Cub.

Why won't this thing take fuel? Put it in the right hose, dum-dum. Ah, there it goes, both lines spewing.

OK, raise your hand to signal "ready;" Tileston's is already raised. A shadowy Ed, back to sun: "Gentlemen, start your engines."

Jam it! No-go! Jam it again! The roar, then the scream and a cloud of dust. Check surface movement, give the nod to release.

I'm off first. She's away! One second: straight away, fast. Two seconds: hold her level. Three seconds: pull her up for the climb!

End-of-scream. Silence. Oh, no! Sudden death. Is

this really happening? Ringing in the ears.

The crowd. "Ooh, aagh, bum luck, too bad."

Silence again.

"Fly the airplane, it's still yours."

She settles on the dry lake bed, two little dust puffs, then a little halfhearted ground loop.

- FM



Fred Mulholland and Pete Rafferty from Florida, on their way to pick up their frequency pin with a Class A "Sailplane"

**SAM RULES VOTE
OFFICIAL TALLY
November 1, 1991**

ABBREVIATED PROPOSAL DESCRIPTION

		<u>FOR</u>	<u>AGAINST</u>
FF#1	Reduce engine runs for replica diesels	138	199
FF#2	Special event, AMA #701, FF & R/C	57	279
FF#3	Reduce engine runs for glow conversions	152	194
FF#4	Use wooden props for safety	129	234
RC#1	Add special event, 1/2 A Texaco Scale	157	203
RC#2	Allow alcohol in ignition fuel	143	223
RC#3	Add special event, "Foxaco" endurance	81	258
RC#4	Reduce 1/2 A Texaco Tank size to 4 cc.	184	199
RC#5	(Proposal was withdrawn)		
RC#6	Add special event, AMA #701, FF & R/C	51	291
RC#7	Reduce engine runs in LER and Antique	202	154
RC#8	Re-rate modern 4 cycles to 80% displcmt	177	165
RC#9	Add new "Pure" Texaco event	106	237
RC#10	Use Wooden props for safety	122	255
RC#11	Increase 4 cycle run times	94	248
RC#12	Reduce 4 cycle area/displacement loading	50	278
RCE#1	(A/B) Add electric events for LMR & Texaco100	100	217
RCE#2	Add nine new electric events/classes	35	276
	If RCE#1 passes, and with more votes than RCE#2 do you prefer version RCE#1A or RCE#1B	A 114	B 65

Certified by SAM #155
Date: November 1, 1991

Carl J. Hatrak



Carl Spielmaker with his "Lanzo Duplex"



Ed Ruben's O&R 23 powered "Super Skyrocket"

REPORT ON THE 1991 ANNUAL BUSINESS MEETING

The meeting was called to order by president Jim Adams at 7:30 P.M. in the main dining room of the Nevada Landing Hotel, Jean, Nevada, October 9, 1991.

A roll call of officers was taken. Present were Mike Granieri, Bob Dodds, Art Grosheider and Jim Adams. Absent were Bob Larsh and Robert Angel.

The minutes of the previous meeting, July 3, 1990 at Chicopee, were read and approved. The president's report was read. Membership was reported as 2579 in the U.S. and Canada. Overseas membership was reported as 1615. The overseas chapters reporting were, Australia, 4 chapters, England, 2 chapters, Sweden, New Zealand, Italy, Germany, France, and Czechoslovakia. There were 7 new chapters formed in 1991. They were; #79 Pennsylvania, #80 Florida, #600 Australia, #83 Australia, #87 Canada, #NXII Missouri, and #81 Ohio. We now have 99 chapters reporting in the U.S. and overseas.

The decision to increase the dues to \$15.00 per year was announced by the president. The effective date of the increase was July 1991. Life membership has been increased to \$150.00. The reason for the change was to keep pace with the rising cost of publication of the Newsletter.

The newsletter is now being mailed on a second class mailing permit that gives us the handling the same as first class mail while still giving us a cost savings over the previous type mail service. We are continuing to drop ship (in bulk) the newsletter to overseas members that are willing to pay the overseas rates for surface mail delivery. Postage within their own countries is paid by the local chapters.

A report was made by Art Grosheider, the rocky mountain VP on the progress of the current SAM CHAMPS. Everything indicates a good contest with few problems and is expected to be within budget.

Bob Dodds, SAM treasurer gave his annual report. The report shows an income of \$31,639.00 and an expense of \$37,196.00. Net income for 1991 was a minus \$5557.00. Current bank balance was \$2,758 as of June 13, 1991, and reserves stand at \$30,601.00.

The announcement was made that the 1992 SAM CHAMPS will be held July 4th through July 10th at Lawrenceville, Illinois. Early planning is being done by Don Sachtjen. Test flying will be OK on Saturday, July 4th at the Lawrenceville airport, and check in will be both Sunday and Monday. SAM 57 will be sponsoring Nostalgia events both Sunday and Monday, the 5th & 6th. Main SAM events begin Tuesday the 7th, with the traditional Bean Feed on Monday the 6th. Of course there is the possibility of a MECA Collecto, which can be either the 5th or 6th.

The '92 Champs Headquarters and banquets will be at the Executive Inn and we will have accommodations for those that want them at the Vincennes University. The University will make available a large hall for the "Spirit of SAM" display and MECA Collecto. Don Sachtjen will be Contest Manager. Bud Brown will be the F/F contest director and Bill Brenchly will be

the R/C CD.

New business included an invitation extended to all members by David Baker of SAM 1066 to attend a month long round of SAM old timer events to be staged in Great Britain and Italy. The dates are August 9, 1992, Middle Wallop, August 16, 1992, Old Warden, and Gorizia, Italy August 22, 23, 1992. The visit includes a trip by bus, organized by SAM 1066, thru Paris to Gorizia in Northern Italy. The tour will stop in Paris for a day to visit the famous aviation museum located there. If you would like to attend, please contact David Baker.

A reading of the deceased members during 1991 by Karl Hatrak followed and several corrections and additions were made. The list appears elsewhere in this issue.

The meeting was adjourned at 8:30 P.M.

Immediately following the business meeting the induction of the 1991 SAM Hall of Fame candidates took place. The list of the 1991 Honorees present was as follows; Johnny Brodbeck, J.G. Bud McNorgan, Mickey DeAngelis, Jerry Stoloff, George Perryman, and Vic Cunnynham Sr. Those not in attendance were Jim Bohash, Dick McCoy, Tim Dannels, and Claude McCullough. A large award commemorating the efforts of each honoree and a life time membership in S.A.M. was made to each man by Jim Adams, S.A.M. president.

Respectfully submitted,

Bob Dodds, Secretary/Treasurer

SAM and Other Oldtimer Modelers

1990 - Deceased - 1991

Walt Parker, CA	Chuck Furutani, CA
Jim Cahill	John Palmer, England
Eugene Eshach Sr, PA	Joe Fitzgibbons
Harold Cullens, LA	Jerry Spevak, FLA
Bob Peck, CA	Gene Thomas, N.Y.
Paul Hatzel, CONN.	Bob Ellington, CA
Lt. Cmdr. Joe Boodley, NJ	Phil McCary, CA
Charlie Watts, MO	Duke Fox, ARK
Joe Maher, CA	Bill Giffen, BC
Roy Clements England	Harley Elmore, AZ
Johnny Clemens TX	Bob Baker, GA
Arthur Roadaway, England	Willard "Buck" Zehr, MI
R. Charles Smith	Edgar Clarke England
Jim Garrison, CA	Ralph Schellenbaum
H. Frank Parker	Eugene Womble, CA
Stan Apelt, IL	Don Cuthill
Thomas J. Forsyth, Jr.	Bob Davis, CA
Bob Schissler, IL	Gerald R. Davern, NY
Olcarr Niece	Ray Hollingsworth
Edgar Clarke, England	

6-13-91

Subject: 1991 SAM Annual Financial Report

This report covers the period from 6-13-90 to 6-13-91. The report has been made for 12 months to simplify reporting. The July annual meeting is being on October 9, 1991.

Bank Balance as of 6-13-90.....\$8315.00

Income for 1991

Renewals & new memberships.....\$27932.00
 Interest.....\$1902.00
 Plan sales.....\$888.00
 SAM 35 book sales.....\$334.00
 Sam Speaks advertising.....\$583.00

Total.....\$31639.00

Expense as of 6-13-91

Trade shows.....\$191.00
 Life Plaques.....\$217.00
 Postage, phone, printing, misc
 for SAM headquarters & officers \$5047.00
 1991 SAMCHAMPS advance.....\$1314.00
 1990 SAMCHAMPS closing costs....\$3142.00
 Sam Speaks printing & postage..\$15430.00
 Rebates for 1/2 year membership..\$377.00
 Fees for I.R.S. report.....\$165.00
 Approved Designs Book..... \$3768.00
 Supplies.....\$2801.00
 Capital equipment.....\$1712.00
 Plan service.....\$657.00
 SAM 35 books.....\$716.00
 1990 SAMCHAMPS travel\$1659.00

Total.....\$37196.00

Net income for 1991 (less expense)..... -5557.00

Bank Balance as of 6-13-91.....2758.00
 Reserves, Glendale C/D..... 30601.00

Sincerely,

Bob Dodds
 Secretary/Treasurer

SAM Decals Available

A third, or "medium" sized SAM Decal is now available. These are red, white and blue water transfer decals of the SAM Logo as appears on the cover of SAM Speaks. They will transfer to the outside of an airplane, or the outside of a car window. They come in small (2"), medium (3"), or large (4") sizes. Cost is \$.50 each, plus a S.A.S.E. to:

Bob Dodds
 Secretary/Treasurer.
 209 Summerside Place
 Encinitas, CA 92024

1991 SAM MEMBERSHIP RENEWALS DUE

-Bob Dodds, Secretary/Treasury

If you have not already sent in your dues for this year, they are due now for January thru December 1991. Dues are \$15.00 per calendar year. You may pay up to three years in advance or buy a Life membership for \$150. (Your expiration date will be printed on your SAM Speaks label if you have or are going to pay for 2 years or more.)

Life members are authorized to put an "L" after their SAM number, i.e. 217L. All paid-up members will receive our bimonthly newsletter, SAM Speaks.

All new members will also receive a SAM decal and a copy of the SAM Rule Book. Decals are .50 cents each, large or small. (Large 4 x 2 1/2, small 2 x 1 1/4) SAM patches are \$2 each.

Rule books are \$1 each.

SAM Membership and Renewal Application

Subscription rates include annual fee of \$1.00 in the Society of Antique Modelers. The balance of the fee in each category is for subscription to SAM SPEAKS, the official publication of the Society of Antique Modelers. Subscriptions are not available without membership.

Membership fees and subscription rates (1,2, & 3 yr.)

Residents of Canada, Foreign countries, and the U.S.

- 1 yr. \$15.00 (\$1.00 membership plus \$14.00 subscription)
- 2 yr. \$27.00 (\$2.00 membership plus \$25.00 subscription)
- 3 yr. \$40.00 (\$3.00 membership plus \$37.00 subscription)

Subscriptions are not available without membership.

Fees are due on January 1 of the coming year.

- New member Renewal Address change

Current expiration date: _____

Name _____ AMA # _____

Address _____

City, State _____ Zip _____

Signed _____

Note: Full membership in SAM requires membership in the Academy of Model Aeronautics or equivalent national organization. Be sure to put your SAM # on your membership renewal check.

Make checks payable to the Society of Antique Modelers

Send to: Bob Dodds
 209 Summerside Lane, Encinitas, CA 92024



ANNOUNCING the S.A.M. LIBRARY
S.A.M. was given most of Chet Lanzo's original model drawings, plus other donations, and has established a plan service with these drawings. Here are the names, sizes, and prices for the drawings available at this time.

MODEL.....	PRICE
LANZO RC-1 (Antique cabin gas) 84" span, 1 sheet	\$7.50
RACER 12 ft. Antique gas R/C 2 sheets 36" x 74"	\$12.50
BOMBER (Antique gas pylon) 96" span 2 sheets 34" x 48"	\$10.00
CLASSIC 1938-1939 rubber cabin & Wakefield, 1 sheet 25" x 56"	\$7.50
DUPLEX 1936 rubber cabin & stick 2 sheets 18" x 48"	\$7.50
RECORD HOLDER 1940, 300 sq. in. rubber stick	\$7.50
1940 RUBBER CABIN 300 sq. in.	\$7.50
1933 RUBBER CABIN 30" span	\$5.00
RACER, 1/2 size, 72" span 2 sheets 22" x 38"	\$7.50
BOMBER, 1/2 size, 48" span 2 sheets 20" x 28"	\$6.50
80" span BOMBER 2 sheets 30" x 48"	\$9.00
(legal for SAM R/C events)	
YELLOW BIRD, 30" rubber Garafallow	\$5.00
BABY BIRD, 37" span, Class A (Bomber) 2 sheets 16" x 23"	\$6.00
BIG OLD PLANE, McLaughlin. Pylon old timer, 1940.76" span, 2 sheets+ instructions	\$10

To order these plans, send your check made-out to SAM and list the plans you want. Send your order to: *All Plans are sent post-paid.* SEND TO: **JIM ADAMS**

2538 N. SPURGEON
SANTA ANA, CA 92706



Our British colleagues of SAM 35 certainly know how to do it right! Peter Michel edited their 5th and 6th editions, and David Baker did the plans, while Les Hoy created the cover shown above. There aren't enough superlatives in the English language to adequately describe it. Every one of the 150 pages is full of interesting and useful information for the Old Time Aeromodeler.

Jim Adams, SAM President, ordered a number of these great books. They are for sale for \$10 each, post paid. See the other goodies in SAM Library ad in the adjoining column.

Time to bite the bullet - Monday morning had arrived. Ed and Art, not wanting to go off to war on an empty stomach, dragged me down to the restaurant. Good thing we got to the field early as the winds had totally trashed FF headquarters during the night. The best laid plans and so forth.

The Champs were underway! Engines roared, models lofted into the clear desert morning and all was right with the world, or as right as things probably are ever going to get.

Hamler had things humming in the RC division and the air even had some thermals. Mike was wandering about looking official and things went along right fine. Early in the afternoon, the wind came up and we spent our energy keeping the tent from maxing out somewhere over Barstow. It would calm down and then come up again. You could look across at the RC headquarters and see a huge cloud of dust and crud build up and then bury them out of sight. We would sit there and point and laugh. Then they could see the same thing build up on the FF side and point and laugh. Lots of pointing and laughing and cursing filled the afternoon air but not so many models. This was to be the pattern all week. Lovely mornings followed by really shitty afternoons.

The RC guys managed to remain looking pretty clean but the freeflighters looked like they had been dumped out there a few months ago and dragged by wild animals. I had to admonish more than one who came in to post a time that this was a national contest and if they wanted to participate they would have to go clean up. By the time the Beanfeed was on, most had managed to find something clean.

We had so many at the Beanfeed we had to eat in two shifts. Then we had the raffle drawing for prizes and Mike handled that. Trouble was, he had lots of little things with the big things and folks were getting pissy when they won a set of hinges or a glow plug. Finally, we got to stuffing lots of little stuff in the coveted SIG cup holders and things went lots faster.

One day down and three to go. I volunteered to be ticket taker at the Beanfeed. Everybody had a two part ticket. On one half it said in big letters

"reluctant insider" continued from page 5 -

Sunday around noon, we set up for registration, and MECA was also setting up for the big collecto. Soon, those wanting in the collecto and those wanting to register were packed into the hallway and about to start punching each other out. So we talked Dick Dwyer into opening the collecto early (they were about to trample him anyway) and he did so and the hallway became reasonably unclogged. Registration progressed more or less and everybody got to sign a lot of paperwork like, "I promise to fly safe", and "No, I won't run over desert turtles", etc.

Meanwhile, in the collecto, I did my usual nervous shuffle trying to figure out what I might want, what I might be able to afford and wondering why I

wanted anything to begin with. Found a nice Arden 19 and glommed onto it before anyone else saw it. Found a few plugs at a good price (amazing!) and then wandered in a stupor, back and forth. Lang got a good Atwood at a good price.

I saved a few hundred by messing around too long deciding on a nice repro Bunch. Saved some more by dint of indecision as the afternoon wore on. Managed to get a nice O&R 19 from Howard Osegueda who had a whole suitcase full of nice O&R's. Pretty soon all the "vendors" started to leave, Whoa! I wasn't done! Saved more bucks though.

Time for the pilots meeting. Mike introduced the FF and RC coordinators, warned everyone about the turtles and the speed limits, got no burning questions and we all repaired once again to eat.



And suddenly there are "Nomads"! The Texans are coming, in both R/C and free flight.. Daeyl Rodgers, Dundanville, Texas shows off his beauty, powered by a K&B 6.5

"reluctant insider" continued from page--

"KEEP THIS PART". Fully fifty percent asked which part to keep. And we wonder why people stick their fingers in the prop. Taking tickets was highly entertaining - drunk with power, etc.

Lese, Tuesday was a lot like Monday. However, Ed and Art got held up in the hotel restaurant and we arrived at the field ten minutes late. As we busily got things up to speed, Sal Taibi grabbed me and proceeded to ream my butt about our late arrival. I told him they got hung up in the coffee shop and he told me they were there to run a contest not to eat and blah, blah, blah. Nice performance and really appreciated by all of us. While he was right that the guys were late, he was dead wrong in the way he handled it. The world isn't perfect. Just the sort of grateful speech one needs after days, weeks and months of hard, unpaid work. I always wondered why he doesn't wear a hat - the answer is now obvious.

Just like Monday, the afternoon winds came up and by now the headquarters tents were looking like something left over from desert storm. Mike and Jim Adams made a run to town for lots of plastic pipe, glue and tarps. Spent a lot of money and entertained everyone in the hardware store too.

On Wednesday at the field, Mike and Jim and a cast of thousands erected

the amazing new tents. Quite an operation and was especially neat as everybody who was holding a pole marched in unison to where it was to be placed. Left flank., right flank and forward march. Like a lawn chair drill team.

Jim Adams was so pleased with himself, he promptly stuck his finger in his prop and that got him so excited that; he went back all bandaged up and launched his model and forgot to trip the timer. Lots of people

standing about saying, gee, the engine's still running and I think I lost it. Jim disappeared on his scooter and Mike eventually found it.

Wednesday night saw the SAM business meeting where in there wasn't much business and they gave out the Hall of Fame Awards and read off a (too)long list of those who had checked out over the past year. Tuesday night we held the Concours in the banquet room with lots of really beautiful models.

Well, there are always lots of amusing and funny things at anything this big. Mike and Marcie were ALWAYS kissing and hugging in a most disgusting manner. Somebody stole John Bortnak's gas out in the parking lot and he was most perplexed as to why his old Ford wouldn't start.

We had a real live priest flying Free flight - Father Dignan from South Dakota. Fr. Dignan actually wore his clerical garb whilst flying and somehow never got dirty.

Somebody found Mike's lost HLG much to his amazement and disgust.

Bill Darkow of Flying Models wears this really ratty straw hat and the wind thermaled it away one afternoon.

Later some grub rides up on a scooter with hat in hand all chewed up and I had to ask if he was really THAT hungry. Sold it back to Darkow for an undisclosed price.

Spent a lot of time in the evenings at the bar with Howard Osegueda and Dale Bowers from SAM 00.

Found out that Clarence Bull is a fountain of really rotten jokes. Clarence is also the only person on the planet who has ever seen the desert turtle - found one smack dab in the middle of the road one day.

There were lots of funny things that I wrote down but, like the old saying, you had to have been there to find them funny and I won't bore you with them. There were moments that I laughed so hard I choked and that was good.

Thursday rolled around and the morning was lovely up till around 10 AM when the wind arrived early. Twin pusher got off anyway and a few actually went oos. Those who flew early made out good and those who didn't waited in vain. We shut it down around 2:30 and all repaired to the hotel to do all the award figuring.

The banquet was a big success and the awards went super well largely due to Wally Leiper's fantastic work. We began the awards by recognizing all the fifty plus workers who put the whole thing on and this was a first at the Champs. It seemed to be generally agreed that one and all had a good time and that the meet. We had survived and not screwed anything up! The Silver Anniversary Champs



Geoff Kent from England proudly displays his unusual Ted Evand "Jaguar", a 1948 design

was history. We slept the sleep of the righteous.

Friday some of us went out to the lake to clean up what little was left, sawed up the fancy tents and you'd never know anybody had ever been there.

Wally towed Hillis home and Ed put up with me somehow as I hitched a ride back with him. (We got lost sort of three times). Everyone got home in one hunk and we were all a little model-burned-out. Mike wanted to know if I was ready to do it again in four years and I mentioned an area on his anatomy where he might file the idea for the time being.

And lastly, a huge thank you to all the SAM 1 members who made it possible: Art Hillis, Mike Fields, (and Marcie), Wally Leiper and Mrs. Wally, Ed Smull, Jim and Patty Lang, Bud Warren, Jack Warkins, Morey Kaiser, Greg and Diane Strevey, Bill and Barb Monday and yers truly.

Also many thanks are due to Ed Hamler and the many folks he had helping along with Larry Jenno and all the guys in SAM 25. The winners will show up in SAM SPEAKS and the model magazines. However, Ed Smull took a fourth place in Pure Antique and Jim Lang took a first in 1/2 A Texaco Scale. Neat! Gibbons took a third in FF 1/2 A Texaco and a 4th in rubber scale - Murphy gave him a kiss!

-AG



Editor's Note: We will publish your letters and pictures. We have a small backlog now, but you will see your gems in future issues. Keep the mail coming! The first is from our old timer friends in Sweden --

Dear Jim,

You have not heard from me for a long time! I am sorry! Well, now I am looking back at our summer and our flying activity.

In the beginning of June we had a contest in Stockholm where the veterans of "Vigarna" MAC found in 1935 once a year meet. Some of the old hands are still with us as Sune Stark, member of the Swedish Wakefield-team in 1937, 1938, 1949, 1950 and in 1951, when he won and was the first World Champion and once in the team in 1952. His old 1937, 1950 and 1951 models are still alive!

Lars Wentzel took up an idea three years ago — "Why only come together - why not build one of the old models and have a small competition!" So we did. In 1989, we built a 40" rubber model, "Cirrus", of S. Stark-design. 1990 saw a 30" rubber model "Kungsornen" (Golden Eagle) design by Ake Roggentin from 1936. This year we met with copies of "Gladan" (Kite), a Swedish variant of the famous British "Lincol", a 40" rubber design.

This year as well, as in 1989, I was fortunate enough to make the three qualifying flights to reach the final. Ander Hakanson and I made the fly-off in

1989 and also this year. Anders won and I was second both times!

On August 24-25th we had our annual Oldtime-Championship at a military field. Saturday's weather was nice, but the wind-direction was across the field. Thus we used only 2 min.max. On Sunday the wind was along the field, but now we got rain! 130 models attended, 45 contestants. On Saturday evening we had the annual meeting. The board was reelected.

We got our "SAM Speaks" Jan/March issue in the beginning of September. I hope the members have read Bob Angel's explanation of the problems producing the magazine, and that they will understand!

I hope you have got our "Oldtimer" magazine number 2/91. I translated your letter regarding the 50th Anniversary Wakefield at Jean. I do not know of any



"Glandan 40" design by Sven Wentzel, 1935, built by Thure Josefsson, Swedish Old-time member

Swede coming to the SAM Champs, but anyway I hope you will have a great time and big thermals!

Yours,

Sven-Olov
Sven-Olov Orebro, Sweden



Walt Geary, a fine builder and flyer from New Jersey, prepares to fuel up his unusual and great flying Megow "Chieftan" in preparation for the flyoffs. Look at the size of that field!



Karl Landegren built this model in 1946, flew it at 1991 Championship. Power, a Swedish made "DYNO" - a diesel copy



A beautiful "Miss World's Fair" flown by Jim Kutkuhn who hails from Augusta, Kansas



Ron Keil of SAM 27 with his "Little Diamond", a Drobshoff design, flown in 1/2 A Texaco R/C



Hall of Fame Inductee, Vic Cunningham, Sr. displays antique twin pusher ROG from 1929 at the Spirit of SAM Concourse



Bob Holman, of Holman Plan Service, takes off in the flyoffs with his Anderson Pylon powered by a really hot Orwick. Bob is a regular attendee at most west coast contests.

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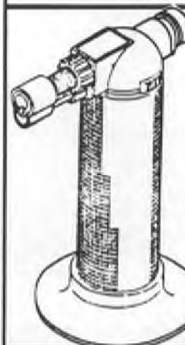
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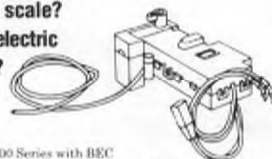
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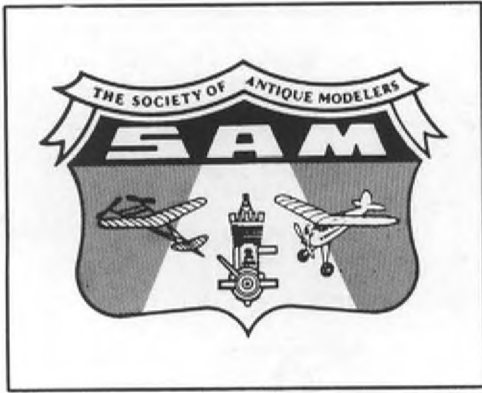
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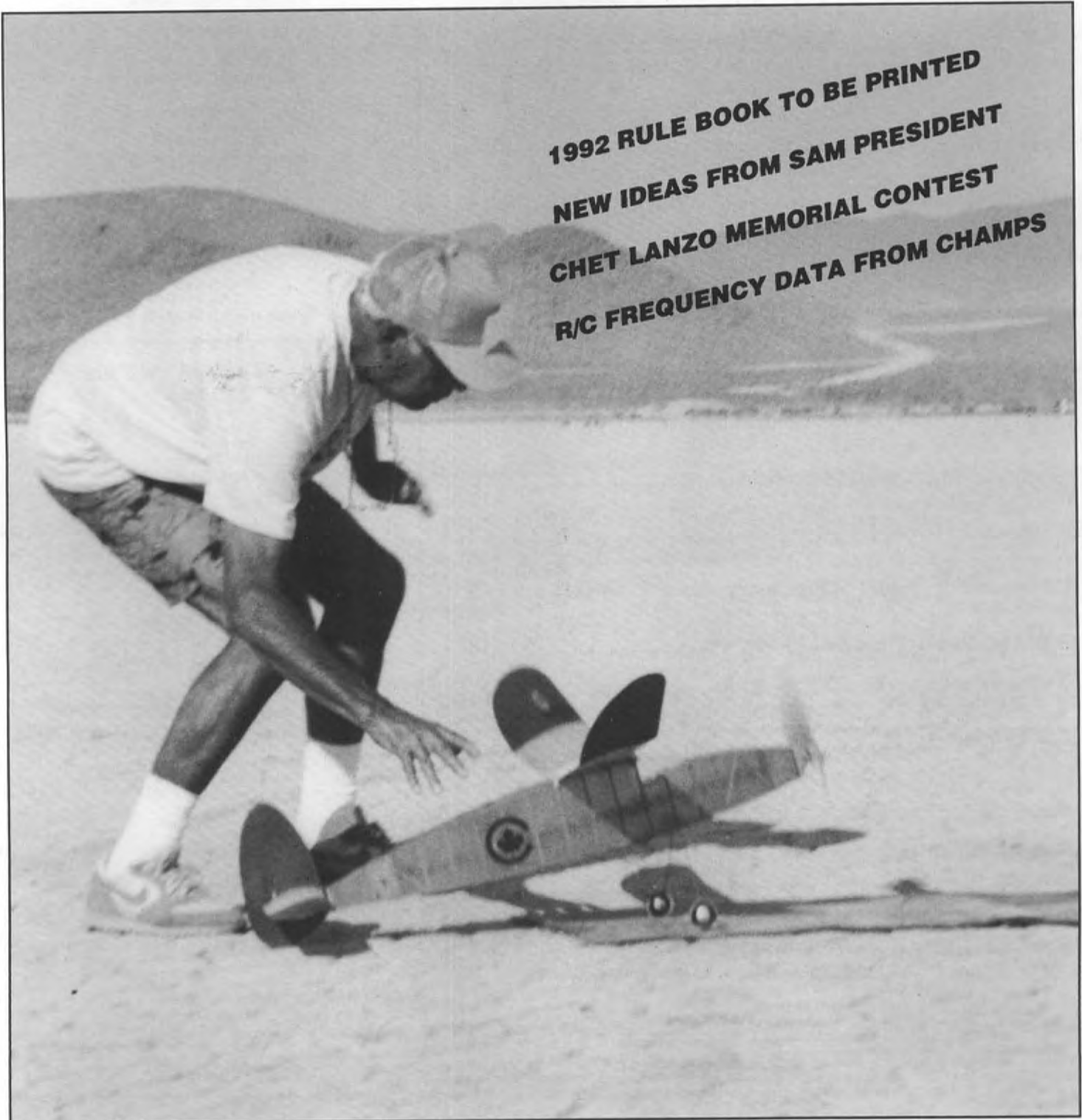


SAM SPEAKS

DEDICATED TO OLD TIME MODELERS EVERYWHERE

November 1991 ♦ December 1991

Number 102



1992 RULE BOOK TO BE PRINTED
NEW IDEAS FROM SAM PRESIDENT
CHET LANZO MEMORIAL CONTEST
R/C FREQUENCY DATA FROM CHAMPS

SAM SPEAKS

Official Publication of the
SOCIETY OF ANTIQUE MODELERS

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COVER

Mike Burns of Brockville, Canada, launches his Korda Wakefield at the SAM Champs, 1991. This picture truly catches the flavor of the flying field and atmosphere of the Jean, Nevada, lake bed. Noel Kirby photo

Editor

Don Bekins
 85 Bellevue Ave.
 Belvedere, CA 94920

Production Director
 Jim Adams

Desktop Publishing
 Don Bekins

Contributing Editors

Rubber Power
 Ernie Linn
 3505 E. Mount Vernon
 Wichita, KS 67218-3959

R/C Assist
 Bob Angel
 1001 Patterson Rd.
 Santa Maria, CA 93455

Photography
 Steve Roselle
 933 Barbara Ave.
 Mountain View, CA 94040

Free Flight Eastern Region
 Jim Coffin
 4604 Hillbrook Dr.
 Annandale, VA 22003

OT Electric
 Jim Alaback
 12366 Nacido Dr.
 San Diego, CA 92128

**Society of Antique Modelers
 Officers**

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

Eastern VP
 Mike Granieri
 3 Dryden Rd. Box 78
 Pottersville, NJ 07979

Rocky Mountain VP
 Art Grosheider
 2045 St. Paul
 Denver, CO 80210

Midwest VP
 Bob Larsh
 45 S. Whitcomb Ave.
 Indianapolis, IN 46241

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

F/F Coordinator
 Abe Gallas
 28 Rustling Wind
 Irvine, CA 92715

R/C Coordinator
 "Woody" Woodman
 233 Longview Dr
 Bayville, NJ 08721

Secretary/ Treasurer
 Bob Dodds
 209 Summerside Place
 Encinitas, CA 92024

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Editorial Comments:

The SAM Champs were covered in detail by this publication, as well as by numerous newsletters throughout the country. Participants found they could smile about the adverse conditions: sand fleas, spectacular dust devils, smashing models, and whirlwind events. We had fine competitive flying from dawn to dusk! Enough said!

A newsletter editor knows he is doing things right when he receives complimentary letters. I've had those this month, but there were complaints about the use of inappropriate language.

In response to this criticism, a new editorial policy is now in effect. Please submit your copy **without** four-letter words. If you do, it will be my job to use Roget's Thesaurus to substitute appropriate words. Furthermore, it is inappropriate to use the newsletter to spawn libelous comments and counter-remarks.

Some of the letters received are published in this issue -- both complimentary and critical. However, please keep your letters, pictures, columns, comments, stories, memories, technical articles, club news and JOKES coming! We will print all we can.

Hope you are all enjoying the many blessings of the New Year. May SAM grow and prosper throughout the world by those who share a common interest in flying old timers and reliving the "Golden Age of Modeling".

Reminders:

I have received one check for renewed 1992 membership and two requests for advertising ads along with payment. Thank you all for your interest and support. However, I have my hands full just doing the writing and layout for SAM Speaks.

Please send your membership dues to Bob Dodds, SAM's Secretary/Treasurer. For those of you that have already sent in your dues, please be patient if you don't hear back right away. Bob had a bad fall the day before Thanksgiving and ended up the hospital with a broken hip. It took several pins and bolts (maybe some hot stuff and rubber bands too!) to put him back together. He is now home recuperating and trying to catch up on SAM business.

Jim Adams handles all the advertising details for SAM Speaks, including layout, ad rates and receipts, and correspondence. Please direct advertising inquiries and changes to Jim. —DMB

Howard is gone. We will miss him greatly. He founded SAM 00, was director of MECA Region 2, a fine craftsman and an even greater wit. Though an engine collector, he was first a flyer and would always find a good engine or parts for an OT competitor. Thanks, Howard, for all you did for us Old Timers whose joy is guiding our models to fly with the hawks. Thermals! -- DMB

Howard Osegueda died of a heart attack on Sunday, January 5, 1992. He was here yesterday, today he's gone.

He was one of my best friends. I was asked to write something about him.

How do you summarize someone's life on a piece of paper? Paper doesn't do justice to the man. He loved his wife and family, his two dogs, and his airplanes.

He was a modeler's modeler. He was always testing new and innovative techniques and processes in the pursuit of perfection in the art of building and flying model airplanes. He was able to make difficult projects look easy, and his craftsmanship was flawless. His models always flew well. He had the talent to teach others how to duplicate his craftsmanship, if they were willing to try. He truly advanced and contributed to the art of building and flying antique model airplanes. I will miss him for that.

REMEMBERING HOWARD OSEGUEDA

1936-1992



Howard with his last model, a beautiful double size "Diamond Demon", powered by a Forester 99 Hamler photo

He was also quite a character. He could totally destroy a perfectly good argument with his humor, wit and mirth. He was just good fun to be around.

He was always a serious competitor willing to go the extra distance to do well. If the rain fell, he flew. When the wind blew, he flew. He wouldn't complain about it, he just did it, and had a great time in the process. He was just an all around good person to know.

I am extremely fortunate to have known him for over 30 years, and had the honor of being able to say he was

one of my best friends through thick and thin. He was truly one of the GOOD GUYS!

Howard will be missed by all who knew him. I, for one, miss him already.....

Dale G. Bowers

The Ballot and Some New Ideas

Another year's flying has drawn to a close, in fact, the 25th year of SAM old timer flying. The SAM CHAMPS at Jean was great fun, even tho old Mother Nature intervened and brought on the winds each afternoon. The lovely day-long calm of the 1989 meet was not to be repeated, instead we were treated to quiet mornings and wind and DUST after lunch. Well, the CHAMPS will be returning to the west coast again in 1993 and we can choose between Madera or returning to Las Vegas. Many ask why we don't go back to Taft or to Lost Hills and its' tremendous flat fields. The answer is, of course, where can you hold the banquet: and find accommodations for 400 people. The nearest city with accommodations like that is Bakersfield, 35 miles away and most feel that is too far from the flying field. We will continue to search the West Coast for better locations before we make the final decision.

The SAM CHAMPS for 1992 is set for Lawrenceville, Illinois, with the headquarters six miles away at the Executive Inn in nearby Vincennes, Indiana. These two are time proven and we know what to expect there. The flying field at Lawrenceville airport has its limitations, especially when the wind is not down the main runway, but let's hope that we may get lucky this year and be able to fly with the breeze out of the northwest and this will give us the best conditions for chasing. We are returning to the July 5 - 10 dates again this year for several reasons. The crops surrounding the airport are an ever present problem and we are expecting the wheat to be harvested and the corn to be less of a problem in July than it would be in October. Of course July is a must if we want to take advantage of the open dorms at the Vincennes University and they will be available to fellows looking for economical accommodations. SAM 57 will host two days of Nostalgia events on Sunday and Monday (July 5 and 6) in conjunction with the SAM CHAMPS. These are popular events in the midwest and will add a lot of interest and participation to the SAM CHAMPS.

The response on the rules ballot this year was a big disappointment to me. Not because of the outcome of any particular rules, but because of the small response from the membership. We have tried several different approaches to get the members interested in participating in the voting, but to no avail. Free postage on the return ballots was tried several years ago and that improved the response slightly. We got 1,000 ballots back then, instead of the miserable 360 that were returned this year. The question is whether an increase of 600 votes warrants the added expense. This year, we tried making the issues more understandable and that did not work. I ask, "myself are the members trying to tell us something? Could it be that they are not interested in any changes? Is it possible that the members would like another five year freeze on rule changes?" I would very much appreciate it if you will write to me and tell me what you want. I could accept another freeze, or I could live with the rules as they are.

I am considering a dramatic change to the SAM rule changing system. Initially, I was a strong proponent of having everyone vote on the rules to provide the most democratic method of giving everyone a chance to have a hand in shaping the rules. However, I am considering proposing that SAM change to a system where a rules committee would collect proposals from the members, and after giving the rules thorough consideration the committee members could decide on the changes to the rule book. The problem that we have currently (in addition to poor participation) is that many issues are decided by members who do not fly the events. We always ask that free flieters not vote on R/C rules and vice-versa, but the results seem to indicate that cross-over votes are taking place. In the recent vote the indication was that the members that voted did not want Electric events included in the SAM rules book and yet we know that there are a large number of electric flyers in the SAM ranks. One set of rules proposed were almost identical to those in use all over the country in SAM events and yet all the proposals were defeated. Committees have their shortcomings. The answer is to get people on the rules committee that will truly represent the membership and seriously seek out the feelings of the majority.

Please write to me and express your opinions. If enough of you feel that this is the way to go, I will present an amendment to the by-laws at the 1992 general meeting. If you do not feel that we need a change, contact me or your area vice-president and let us know how you feel about the rules changing system. My address is: 2538 N. Spurgeon St., Santa Ana, CA 92706.

New rule books are in the works for 1992-93. These will include the two changes made to the R/C rule this year and several By-law changes and clarifications issued by the Executive Board the past two years. The rule book revision will be mailed in January 1992 so that you will have it to assist you in planning and building for the coming year.

— Jim Adams

In Memoriam

Lawrence B. Nigh

Larry Nigh, 59, long time member of S. A. M. passed away on December 8, 1991 at his home in Cedar Rapids, Iowa. Many will remember that Larry was the S. A. M. member who made the arrangements to deliver the motor bike and all of the engines and kits to Jean for the big raffle held there in 1989. The engines kits and bike had been donated to S. A. M. by the late Paul O. Surber.

Larry had cancer, but insisted on attending the SAM CHAMPS again this year at Jean. He is survived by his widow Peggy. He will be sorely missed by his many friends in S. A. M.

SAM 1992-93 RULE BOOK TO BE PRINTED

by Bob Angel.

SAM President Jim Adams has announced that the new rule book will be printed shortly, and distributed to all members. It will incorporate the two R/C rule changes recently voted in by the membership, plus several administrative clarifications, typographical error corrections, etc. Also included will be the "cleanup" by law changes approved at the 1990 membership meeting. Most of the administrative clarifications have already been published in past SAM Speaks.

Meanwhile, here are the rule book text changes resulting from the two new rules. These became effective for all competition events beginning 1 January 1992. The 4 cycle engine change incorporates both the new rule and an earlier administrative clarification published in SAM Speaks #96.

Change R/C Section II, para. 1D to read as follows:

"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. Four cycle engines having exposed rocker arms, and originally manufactured by OS, Saito, Enyar or Kalt prior to 1986 will have only 60% of their actual displacement used for classification purposes. Also, all pre-1950 four-cycles will use the 60% rating. All others, including all modern enclosed rocker arm engines will be rated at 80% of their actual displacement for classification purposes. Supercharged or turbocharged engines are prohibited.

"Change R/C section IV, para. 6 to read as follows:

6. Engine run times by engine types for antique and LER events are as follows:

<u>Event</u>	<u>Schnuerle glow engines</u>	<u>Cross scavenged glow engines</u>	<u>Converted ignition engines</u>	<u>Original ignition engines</u>
LER	18 secs.	23 secs.	28 secs.	35 secs.
Antique	5 sec/lb.	6 sec/lb.	7 sec/lb.	8 sec/lb.

Change R/C section IV, Para. 8 to read as follows:

"8. Fuel allotments are as follows: For Texaco a contest official measures and fuels the engine with 4 cc/lb. of aircraft weight. For 1/2 A Texaco the 8 cc fuel tank may be filled by the contestant."

THE CASE OF THE MISSING SAM CHAMPS SILVER ANNIVERSARY PINS

by Art Groscheider

Way back around the 1st of July, we ordered 25th Anniversary Champs pins to be given at the Champs. As it turned out, the company we ordered from claimed in September that the manufacturer had gone belly up. Thus we couldn't get them in time. Undaunted, we opted to go ahead with the order and promised one and all at the Champs we would mail the pins as soon as we got them.

Yesterday, December 6th, I talked with the people we ordered from and we seem no closer to getting them than back in July. We got a different story. Now they're blaming Olympic orders — blah, blah. I think they lost the original order and won't admit it.

Jim Adams opted just to forget it because it is so late and we have no money invested in the order — yet. Too bad. The pins would have been a real keeper. I want to personally apologize that the pin for the Champs (as well as the weather) didn't work out as planned.



Karl Righetti, SAM 27, launches his "Gollywock" to a winning flight. Covered with light weight iron on --- the 'Wocks were a club project in '90, with 13 built and flown.

Don Bekins photo

THE REAL OLDTIMERS

by Jim Adams

The SAM CHAMPS meeting this year at Jean, Nevada was the scene of a reunion of sorts for four members of the Stix-Baer & Fuller M.A.C. in St Louis, Missouri. The four men, who were members of the club in 1930, showed up for the annual twin pusher mass launch event.

The flyers were; Vic Cunnyngnam Sr. (CA), Ralph Kummer (CA), Dick Courtial (ID), and Ed Lockhart (CA). Several of the flyers were flying their own design models. Joining the group was Vic Cunnyngnam Jr, who was flying an old Don Burnham design twin pusher. Vic Jr. is an old timer himself having started in modeling in 1947.

Vic Cunnyngnam Jr & Sr have been instrumental in locating another member of the 1930 Stix-Baer club, Bob Sommers, is now living in Pasadena, California. Mr. Sommers who was the organizer of the St Louis club and was also the organizer of the famed Mississippi Valley contests. Other members of this historic model club were Christy Magrath and Joe Erhart, early Wakefield winner.

Mr. Sommers has donated a trophy to SAM that was presented to him by Charles Lindberg. The trophy was the first place award at a contest held on the same day that Lindberg made his historic flight alone across the Atlantic. The Trophy was presented to Mr. Sommers by Lindberg several months after the historic flight.



The real oldtimers: l to r, Vic Cunnyngnam Jr., Ralph Kummer, Ed Lockhart, Dick Courtial, and Vic Cunnyngnam. All but Vic Jr. flew together in 1930's.

RUBBER REVIEWS - by Ernie Linn

Orr's Models

Back in 1938, Bob Youngman ran the model airplane department in Orr's Bookstore on North Topeka Ave. here in Wichita, Kansas. Bob was a very friendly, helpful guy, and many modelers got their start from talking and dealing with him. The first contest that he sponsored was a solid scale model contest that was held in the store, and the winning entries were displayed there back in 1936.

In early 1938, Bob decided to sponsor a contest for flying models and designed the J Hawk for this purpose. Dean Zongker built all test models for this, and all following models in this series.

The J Hawk was kitted by Orr and entries were required to be built from the kit. The winner of the contest was selected by using the highest single flight time from three official flights by each entry. Don Fisher, then of Wichita, won first place with a flight of over nine minutes o.o.s. almost directly overhead. The model came back into sight later, only to vanish and never be seen again. Over twenty entries showed up for this one design contest..

The J Hawk proved to be very easy to adjust, considering its quick and spritely performance. A tight spiral climb with larger circles in the air seemed to be typical.

In 1939 Bob decided to do it again. This time the wing span increased from 30 inches for the J Hawk to 36 inches for the new Chieftain. The Chieftain retained the same wing and tail design as the J Hawk except that the Chieftain had a flat bottomed lifting airfoil for the horizontal tail, instead of the symmetrical airfoil used on the J Hawk. The Chieftain also grew a cabin.

The 1939 contest had approximately the same number entries as the 1938 contest, but did not have the fantastic calm weather as the J Hawk was blessed with. Still, it was pretty fair flying weather for Kansas and the Chieftains performed well, but times were not as high as for the 1938 contest.

Bob Youngman's 1940 design, the Pacemaker, was a radical design change for him. The twin rudders were still there, but the wing and horizontal tail both went to V dihedral. The stabilizer had a lifting airfoil, and the wing had long elliptical tips. The fuselage gained formers and stringers all the way around, and had a pregnant belly somewhat like a Clodhopper, but not as severe. The finished airplane had a distinct, graceful, streamlined look.

As designed by Bob, the Pacemaker had a very small adjustment, range for the wing to move fore and aft, and most Pacemakers turned out to be tail heavy with the wing aft as far as it would go. Fortunately this condition was noticed in pre-contest days, and at least one Pacemaker that flew in the contest had the aft end

of the cabin moved approximately one-half inch farther back. This, and a larger stabilizer were pencilled on the plan and built to the pencil lines. This plan is still available, and John Pond's plan shows the pencilled changes.

Pacemakers built strictly to kit plans were tail heavy (without ballast) and most stalled when gliding. In fact, the first two place winners were in strong thermals and stalled out of them, but recorded flight times well over three minutes. The third place airplane had the aforementioned modifications, and its glide was excellent, with a recorded time of a little over three minutes, it went o.o.s. still going up. It was never returned.

Orr's contests were graced with many good and desirable prizes. Third place in the 1940 contest was a Herkimer OK49 ignition engine. First and second places received more expensive engines.

The Orr models mentioned were all very good flyers, and were competitive in pre-WWII days.

After the big war, Bob Youngman worked for Boeing Airplane Company and became involved in R/C events, where he was again an innovator and designer, I'm told.

SAM 27 Expansion Plans

We heard recently that several of the members in SAM 27 are building and/or flying Gollywocks. Is this a planned one-design event? If this is true, they sure picked a good model for it. We're hoping for a progress report down the line on this unusual and unexpected activity.

SAM 8 up in Washington state has been sponsoring a one design event for Pacific Ace and Sparky (two events) for many years now. They even got Ed Lidgard to come up to Hart's Lake Prairie and fly his "My Sparky" with them.

We enjoy hearing about special events like this. Write to us about your club's special events.

Ernie Linn - 3505 E. Mt. Vernon, Wichita, KS 67218



Jack Hairsine gives his "Moth" a toss

EASTERN REGION FREE FLIGHT

I'm writing this just before Christmas which is always a busy time of year for me and everyone. Does anyone else get the feeling that life is far more intense and pressured than when we were kids? Maybe that's why SAM and Nostalgia Free Flight are important parts of my activities. This outlet gives me a continuing relation to a period of life when pressure was boiled out of the midnight oil needed to finish that last model for tomorrow's contest. Yes, we did have the Great Depression, World War II and the Korean War to contend with, but, maybe conveniently, I don't remember the intensity that seems so real today. My wife and daughter feel it more than me, thanks to SAM.

In the Middle Atlantic states, we had a very busy year in 1991. It seems like free flight is on a general upswing with more local contests to accompany those held at Petersburg, VA, Galesville, NY, Westover, Mass and the nearby Midwest. SAM Chapter 10, CAAMA, held both Spring and Fall two day contests co-sponsored with the Baltimore Aerocraftsmen. Both were successful from an entry standpoint and even showed a bit of a profit, thanks to the efforts of CD Joe Clawson and his assistants, Fred Blom, Don Srull and others. We will continue next year (1992) with the same format of combined SAM, Nostalgia and AMA events. The spring contest will be held at Bill Saunder's Farm and Free Flight Site near Cuckoo, Virginia (yes, there is such a place on the AAA maps!).

CAAMA members Bill and Dan Belieff sponsored their own Cuckoo Challenge contest there last August and will have another the last week in August in 1992. Bill likes to include several novelty events such as an Australian Scramble and .010 free flight as well as several of the more common ones. Bill makes his own very beautiful and unique hand made trophies that are well worth competing for. Get a SASE to Marty Schindler (304 Roosevelt Ct., Vienna, VA 22180) if interested in any of these events.

The Brainbusters of Hampton, Virginia, also held their two traditional spring and fall meets at Petersburg airport. These meets are basically AMA contests with SAM and Nostalgia events added. Next spring will mark the 50th Anniversary for this illustrious club with a three day celebration scheduled for the last weekend in April. There are a large number of notable current and former members expected to attend. You probably have seen announcements in this and other publications by now for this celebration. Contact Ed Sullivan (19 Frederick Dr, Newport News VA 23601) if you haven't and are interested.

Up in SAM 100 territory, Lancaster PA, there is always a lot of activity, judging from their newsletters and talks with John

BRAINBUSTERS



HAMPTON, VA.

The Brainbusters will host a 50th Anniversary Reunion during April 1992. We would appreciate SAM Speaks passing the word. THE WORD IS PASSEDI

Many thanks,

*Interested parties should contact:
Ed Sullivan
19 Frederick Dr.
Newport News, VA 23601*

Delagrange and his cohorts. There are some flying site changes apparent, but they continue regardless. I haven't managed to join them in their fun but plan to do so soon.

Well, it's time to get back to current affairs and the workbench. "Keep Em Flying"

Jim Coffin, SAM 10
Free Flight Columnist
Eastern Region, SAM



John Scott with his 1/2 A Texaco scale Folke Wulf 56 "Stosser"



Charlie Thuet & Herb Walters work on Herb's 1/2 A "Ensign" at J.A.M. Contest



Paul Vignone (SAM 100) and his Forester 29 powered "Thermal Thumber"

Chuckle For The Day

Swiped from Jack Tatum's SAM 74 (Clear Lake, CA) newsletter. Keep that model shop clean, guys!

Do you remember in one of our newsletters I mentioned that **Meg Reifers** was going to clean up **Jack's** workshop? Well I just talked to Jack this morning, and he told me that while she was cleaning out his drawers she found a worm. The next time you see Jack you might ask him about that one. It might be a good idea for all you guys to go out to your shops and check your drawers for worms. For all of you that find worms, just remember to always "practice safe modeling".



Special Event at UK Wakefield Competition

In conjunction with the Anniversary Wakefield Competition sponsored by SAM 1066 in August 1992, there will be a special flying wing free flight event. Britain's David Baker sends the following information for those who plan to travel to England for this outstanding



A "Rearwin Speedster" 1/2 A Texaco Scale by Bob Mieli of SAM 76.

Pete Van Dore photo



Purple "Valkyrie" at Chicopee. Bob King steadies the of his son Ed's ship.

Jim Adams photo

nostalgia event. There will be more details in the next SAM Speaks regarding the planned trip to Italy after the Wakefield competition.

--DMB

TAILLESS POWER PRIZE - FREE FLIGHT

This event will be flown at Middle Wallop on August 9th, 1992 thanks to Dave Baker and 1066.

The prize fund is currently over 400 pounds and still growing slowly. Most of this will go to the winner, but there will be runner up prizes and a prize for the best vintage power tailless - pre December 30, 1950. Scaling up or down disqualifies in this class, but substitution of i.c. engines, for CO2 allowed.

Models to be i.c. powered, 30 secs engine run and max. Hopefully 3 minutes. 3 flights and F.O. if required. Tailless models shall have no horizontal or oblique stabilizing surface separated from the wing. Separate elevons must be mounted within a half chord length of the wing.

There is much debate about what is tailless and what is not. To avoid disappointment entrants are invited to submit details of proposed models (preferably before building) IN CONFIDENCE to John Pool to be submitted to a jury for approval. Annular, diamond and do-nut wings have been ruled out. V.I. elevons encouraged.

One reserve allowed as usual, but entrants can make as many entries as they have separate models. Proxy flying allowed for illness and overseas, if we can find proxies.

No Entry Fees



Walt Geary's "Cessna AW" 1/2 A scale Texaco model from Jim Adams' plans. Took 1st with a max flight at SAM 76 contest, and placed in the Spirit of SAM at the Champs.

Van Dore photo

CHET LANZO MEMORIAL

R/C Old Timer Contest - Shelby, Ohio - 1991

It was a great contest due to the fantastic weather and large grass strip to fly from at the the Shelby Airport. To top it off Joe Elgin brought Dick Korda to the contest. Dick Korda really looks good. Dick timed some of Joe Elgin's flights. He also spent some time on the flight line talking to the contestants. Dick stayed for the Bean Feed and renewed his old friendship with his flying buddy, Howard Robinson. Howard was the AMA District III vice president in those days.

It took a little time for Dick to recognize Mike Granieri, but he remembered Mike. It takes a little while to remember when you get a little older. It was a real tribute to Chet Lanzo to have these Great Old Timers at the contest. It also was a tribute to Chet to have 39 contestants signing up for 18 events offered. A total of 324 flights in two days. Seven states were represented. Nineteen contestants from Ohio, 8 from Michigan, 4 from Pennsylvania, 4 from Indiana, 2 from New York, 1 from New Jersey, and 1 from Florida. It was nice to see that a 1st place in an event was won by a contestant from each state represented.

The loss of Buck Zehr a few weeks before was a shock. We were looking forward to have Buck attend. Buck always said he would talk to the Man Upstairs for good weather when a contest was threatened with bad weather. The forecast was for two days of rain. Buck has sure got an in, for we got beautiful weather for Chet's Contest. Thanks, Buck, we won't forget you!

One big note appreciation goes to Cleland J. Wingart for letting SAM 39 put on this contest at his airport. Cleland is a true friend to Model Aviation. Cleland attended the pilots' meeting each morning and told stories of his modeling youth; one of which was mounting two Dyna-jets to his bicycle and riding through town. Of course, with the two Dyna-jets running. My friend, contest helper and photographer, Bob Redinger, had a Dyna-jet complete with instructions and spare tube, which he presented to Cleland at the Thursday

morning pilots' meeting. Cleland was speechless. Later that afternoon Fred Mulholland asked Cleland if he got that Dyna-jet mounted on his bike already.

Chet Lanzo had just about completed a 12 foot span Racer at the time of his death. It was originally designed as his 1939 Nats entry. I completed Chet's Racer and flew it at his Memorial Contest. It was the first model to take off. It sure left a big shadow as it flew overhead. Really has a great glide!

The high point winner received Chester Lanzo's last SAM Champs trophy he won at Lawrenceville in 1988. Also a \$50 cash prize. There was also a high point spark ignition winner which received a Delong 30 which Chet used in his Class B Swayback free flight model. You had to declare which two events each day prior to flying for the high point award and the high point ignition award. By far, Fred Mulholland flew the most events, won 4 first places and placed in just about all of them. Unfortunately Fred chose the wrong events for High Point. Art White and Larry Davidson tied for the High Point award, and the \$50 prize was split between them. Art lost the flip of the coin, so Larry received the High Point Trophy. Fred Mulholland won the spark ignition award and took home the Delong 30. He also won over \$60 in cash prizes.

It was a memorable meet. I'm sure both Chet and Buck Zehr would have been proud to see the enthusiasm for old timers — their great legacy.

—Bucky Walter, SAM 39



Hurst Bowers, AMA Museum Curator, installs newly restored Lanzo "Puss Moth", donated by Chet's widow for new Lanzo Exhibit

FIRST BROWN JR. EVENT

On Sunday August 25th S.A.M. 100 and S.A.M. 76 held the first Brown Jr. Event and it was a great success! Here are the entrants and their planes:

1. Charlie Thuet -Commodore - Wahl Brown Jr.
2. Jim Davenport - GHQ sportster- Orig. Brown
3. John Delagrang - Krupps 1937 Bowden Org. Brown
4. Doug Koch- TD Coupe Wahl Brown
5. Fred Quedenfeld - Lanzo RC-1 - Orig. Brown
6. Jack Conrad - Trenton Terror - Wahl Brown
7. Andy Phillipczak - Mis-fortune X - Wahl Brown

Event- Any pre-'39 model powered with Brown Jr. or replica Brown. 90 sec. engine run, R.O.G. 3 attempts, for 2 official flights, best (longest) time one flight.

Placques like this were awarded to 5th place (Placques made by John Delagrang especially for this event). The Dave Ritchie Memorial Fun Fly. The same kind will be awarded at our Nov. 10th Old Timer Convention at Myerstown.

SPECIAL NOTE: It was particularly meaningful that this joint S.A.M. 76, S.A.M. 100 sponsored Brown Jr. event was flown on the day of the Dave Ritchie Memorial Fun Fly. Dave Ritchie was a true Old Time model builder and flyer and he was known to come out to many meets with Brown Jr. powered airplanes and walk away with numerous trophies, beating many models powered with later and more powerful engines. So if you've got a Brown Jr. or Wahl Brown Replica get a model built and join in the fun. This event could really catch on! It's alot like 1/2 A Texaco, in that everyone has the same engine, give or take a few hundred RPMs. The 90 second engine run is sorta half-way between a limited engine run and a fuel allotment event. The 90 seconds is long enough and gets you high enough to be in good thermal territory. So with an average running engine, a little luck and a little skill, anyone can win. And best of all it's true old time engine sounds and slow graceful climb-outs are heartwarming to watch.



Bill Brown & Herb Wahl with awards



A "CHALLENGE" TO ALL S.A.M. MODELERS!

The passing of Chester Lanzo has left a deep wound in the hearts of model builders the world over. This gentle, quiet spoken man who contributed so greatly to the enjoyment of model aircraft builders and flyers will be sorely missed.

He will be missed not only by those who knew and loved him but the hundreds and hundreds who have proudly announced . . . I just built the Lanzo Bomber, or Lanzo Record Breaker, or the Lanzo Stick, or the Lanzo . . .

Chet's spirit and memory will live on and on and on, as long as there are modelers to build his planes and to carry on his pioneer spirit and tradition.

Chet's death is a vivid reminder that S.A.M. is losing about 30 members a year to the one inevitable fact that our existence is ephemeral and fleeting.

We would like to challenge all S.A.M. members the world over to stop, think, and make this promise and commitment in honor of Chester Lanzo:

Be It Resolved That:

- . I will read once again the S.A.M. Preamble and, from this day forward, conduct my modeling endeavors in the true spirit of the Preamble.*
 - . I will help to build, rather than criticize.*
 - . I will contribute, rather than take.*
 - . I will encourage, rather than discourage.*
 - . I will be a friend, rather than make an enemy.*
 - . I will negotiate rules, rather than argue them.*
 - . I will help my fellow S.A.M. modelers, rather than hurt them.*
 - . I will attend contests and meets to enjoy the gift of life and of friendship.*
 - . I will not let the winning of prizes and trophies get in the way of camaraderie, fun and fellowship!*
 - . I willingly sign my name to this document as proof of my belief in and my commitment to the S.A.M. Preamble.*
-

DON'T READ THIS!

**Unless you're interested in pure antique modeling!
If you are, then check the following:**

YES or NO Do you have a Brown Jr. or Wahl/Brown Replica spark ignition engine?
Do you know where you can get your hands on one?
Do you have a friend that will loan you one?

If your answer is no to all three questions, then don't bother to read any further.

If your answer is yes to one or all of these questions, then read on:

YES or NO Would you be interested in taking part in a special event for "Pure Antique Models", R/C, non pylon type, powered by Brown Jr., or Wahl/Brown Replica engines only?

If your answer is no, then don't read any further.

If your answer is yes, then you are cordially invited to take part in a Special Event that is officially scheduled to be held at the SAM CHAMPS, July 5 thru 10, 1992, at Mid America Center, Lawrenceville, Ill. (Event is scheduled on Thursday, July 9).

SPECIAL PRIZE

SAM 100, Sponsor of the Brown Jr. Event, is donating a **Wahl/Brown Replica Engine.**

All entrants in this event will have a chance to win the engine. A drawing will be held at the awards banquet on Friday, July 10.

**BROWN JR. EVENT****PURPOSE:**

This special event is an attempt to turn back the clock to the 1930's. To try to re-enact, as close as possible, a model aircraft contest of that era.

Should you choose to enter, it is expected that a maximum effort will be made to build your model using techniques and materials of the era.

It is hoped that all SAM modelers who come to take part in this event will have the SAM Preamble uppermost in their minds.

Special Brown Jr. Event Parameters: This event will include awards to 5th Place in each of these two categories:

- A. Flying performance/Duration
- B. Static Authenticity

NOTE

All entrants will receive a special award with the inscription:
*"I flew in the Brown Jr. Event at SAM CHAMPS
Lawrenceville July 9, 1992".*

A. FLYING PERFORMANCE / DURATION

Model: Any pre 1939, non pylon, pure antique model aircraft, (no scaling up or down).

- *No minimum weight
- *Builder of model rule in effect
- *Engine: Original Brown Jr. or Wahl/Brown Replica Spark Ignition Engine
- *No modification to engine to enhance performance beyond original specifications.

Flying Event: (Thursday, July 9th)

- *90 second engine run
- *3 attempts, 2 officials, 1 best time
- *Unlimited duration
- *1991 approved transmitter and receiver

**B. STATIC JUDGING FOR AUTHENTICITY EVENT
(Friday, July 10)**

ON A SCALE OF 1-10

- * Strict adherence to plans (*builder must bring plans*)
- *Authentic materials used in construction, covering, landing gears, etc.
- *Quality of workmanship
- *If plans show or specify Brown Jr. power
- *Reasonable attempt at maximum concealment of radio gear; i.e. switches, charge plugs, antenna, servos, controls, etc. etc.



Mickey Deangelis & John Delagrange, a familiar team at eastern SAM events. John is checking the run time for 1/2 A Texaco on his version of Mickey's "Miss Fortune X"

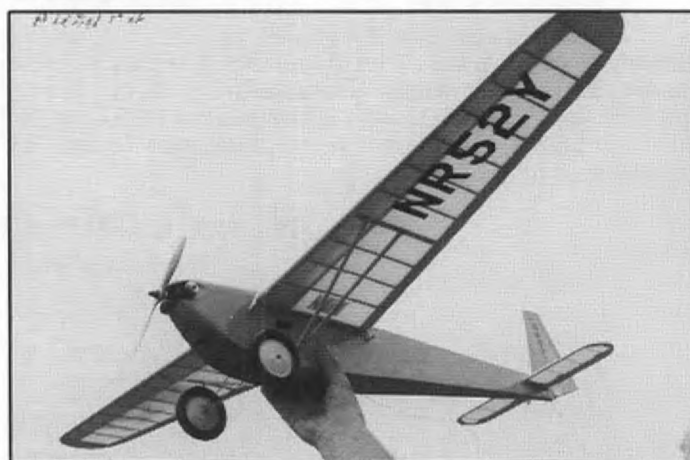


"Mystery Man" silk covered beauty by Dick Monaghan, SAM 26, powered by a Forester 29



Andy Philipczak, SAM 100, with his silkspun covered "Rambler", Atwood Champ power

VanDore photo



"Allen A4", a fine 1/2 A Scale Event model, recently published in Flying Models. Built by Bob Peru, NJ



"Remo's Ranger", a rare "old timer", designed and built by SAM 27's Remo Galeazzi in one week prior to a club meeting, then presented to Don Bekins as a gift, with the promise it would be adapted to R/C



The R/C installation in this unique 300 sq.in. rubber model (the ultimate DT!). The Cannon Rx/servo block and 100 Mah battery weighs just under 3 oz., total wt. is 16 oz. After trim and balance adjustments, the model made 2 flights over 12 minutes!

OLD TIMER VISITS SAM ITALIA

Some time ago in reading Volume No. 99 of *Sam Speaks*, I noticed the note about contacting Mr. Cesare de Robertis in Italy in the event that anyone was contemplating a trip overseas.

It was my good fortune to see this before my wife and I went to Italy in October. We contacted Cesare and he responded immediately to my inquiry.

When we arrived in Rome, we arranged to meet and Cesare turned out to be a wonderful host.

Besides providing me with plans for several Italian old-timers, he took me out to the Italian Air Force Museum outside Rome - the highlight of that tour was seeing several of the Schneider Cup Racers - as well as a Super Marine Spitfire!

For those who may be interested in going, Cesare speaks excellent English and is very knowledgeable about their activities. It was such a marvellous visit that I want you and the entire SAM membership to know that an opportunity such as I have just had the pleasure of enjoying makes belonging to SAM very worthwhile! It also points out (without getting too philosophical) that throughout the world we are all brothers and we have a very strong bond.

For my own part, I am 62 years of age and have been modelling all my life. I can't really tell you when I started but I do remember as a boy in school in Grade 5 bringing a model airplane to class to talk about "my hobby".

In the past I have been an active competitor both in Canada and the United States, Plymouth Internationals, U.S. Nationals and Canadian Nationals in many different categories. SAM is a great organization and I look forward to receive *SAM Speaks* with a great deal of enthusiasm.

Happy Flying,

George E. Chapman, Q.C.
Winnipeg, Canada

Editor's Note: How about an International Directory of SAM members? Perhaps each of the international SAM chapters could send a membership roster to Bob Dodds, SAM Secretary. --DMB

From: Fresno Gas Model Airplane Club Newsletter

Bill Booth, Sr., Editor

Don Bekins has taken over as *SAM Speaks* Editor, a major undertaking. As I read his first copy, I was consumed in fear this too, would go the way of all model publications, since Don is a stalwart R/C Old Timer. As I read through the *SPEAKS*, my worst fears seemed to be coming true.... all I saw was R/C stuff... and became righteously indignant. As I mulled it over, I became more angry and just about wrote a letter. THEN, I decided to let it stew a couple of days before I made a fool of myself.

I then read the *SAM Speaks* again, and much to my surprise, the thing was quite fair in its coverage. Free flight, non-R/C, was indeed given perhaps the majority of space .. and pictures and general coverage. This goes to show that if you have your mind made up, you read and interpret almost anything as though it were a self fulfilling prophecy. It comes out as I thought it would, almost no matter what it really says!

Apologies, Don, for what I thought, but be careful, some

of us FF Old Timers have a hair trigger when it comes to that subject.

Best of luck in your endeavor as editor, and in the flying you still have time to do ... Even though some of us feel that R/C free flight is a contradiction in terms! --- Thanks, Bill.

Your prophecy about my future building and flying time appears to be coming true. The good thing is I am beginning to learn desk-top publishing -- the bad is that, at least in the initial stages, it is indeed very time-consuming, taking away from modeling (and family). ---DMB

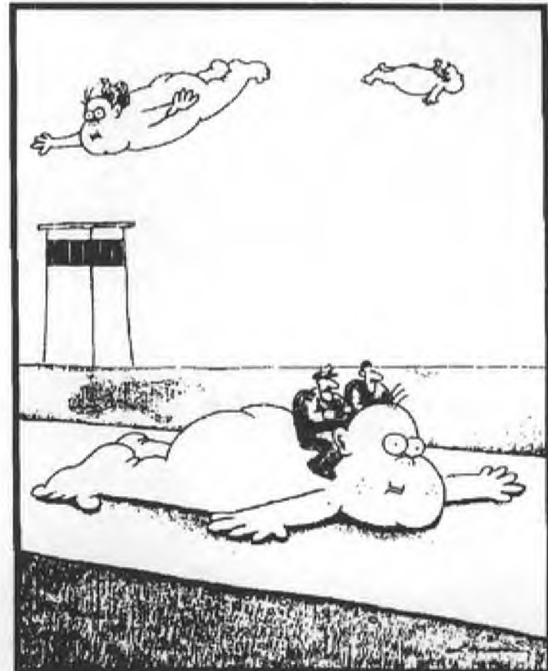
Error in Champs Free Flight Results

Good job on your first edition of *SAM Speaks*. One little item for the erratum file. Under SAM Champs Free Flight Results, I am listed as the third place winner for Gas Scale, which is correct. However, I took two scale jobs to the Champs — a Rearwin Speedster and a Waco SRE. It was the Waco that I flew in the contest.

Could it possibly be the first biplane to compete in gas free flight at the SAM Champs?

Regards,

Larry Clark, SAM 192L, Lucerne Valley, California



"Fuel...check. Lights....check. Oil pressure....check. We've got clearance. Ok Jack-- let's get this **baby** off the ground!"



"Torpedo II" by Don Blackburn, TX, a design by Leslie Anderson, 1938 Zaic Yearbook, Ohlsson 60. Placed 4th in Spirit of SAM & Ohlsson Sideport at Champs. Ron Kell photo

AN OPEN LETTER TO MY FRIENDS AND FELLOW SAM MEMBERS

Printed below is an excerpt of Art Groscheider's report of the SAM Champs at Jean, Nevada (page 23 of September SAM Speaks).

Art admits in his article he was wrong being late, but his "Ten minutes late" was actually 22 minutes late, I had noted the time by the time they had the partially collapsed sun shelter up and had arranged all the equipment on the tables it was over 30 minutes.

I felt the entire crew was shamefully negligent in their duties to the SAM contestants and I told Art so, for this Art called me, I think "an egotistical fathead".

If you wish to comment on this write to Don Bekins, Editor of SAM Speaks or to Art Groscheider, 2045 St. Paul St., Denver, CO 80210.

Thermals,

Sal Taibi AMA 3255
 SAM 004

Hat size 7 1/4



A "Bucker" by Walt Geary of SAM 12 at a SAM 76 1/2 A scale meet. Not only was it the best looking, but the best flyer as well. 1/2 A scale is really catching on! Peter Van Dore photo

SAM Speaks: No Place for Foul Language

I'm forced to convey to you my thoughts on two items in Art Groscheider's article in the Sept/Oct edition of SAM Speaks.

First, the foul language has no place in this publication. I never thought I'd have to censor it before my young grandchildren read it.

Secondly, in my opinion, SAM Speaks should not be a forum for any personal disagreement. The comment about Sal Taibi not wearing a hat is uncalled for and is highly objectional.

I believe a written and personal apology is in order.

Glenn Foulk SAM 1189

The SCIF'S Speak

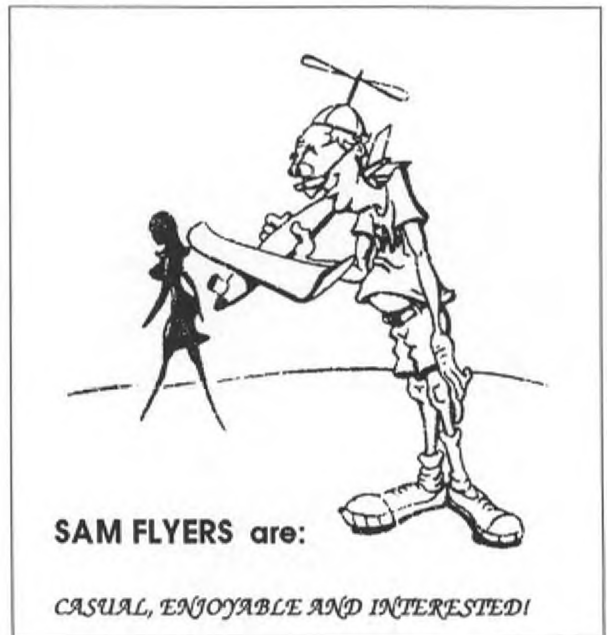
Regarding that controversy between you (Sal Taibi) and Art Groscheider at the 1991 SAM Champs as reported in "SAM Speaks" — I wish to make some comments.

The remark that Art said about you was entirely uncalled for, besides being untrue. No one — and I mean no one — through the years has been more giving of his time, help and knowledge to us Free-Flighters as you have, Sal. You were absolutely right for chastising him for his lateness. There should be no such poor excuse for any official to be late at our national meet.

I think you are owed a public apology by both Art and "SAM Speaks".

Sincerely,

Ed Reuben, SAM 1507
President, SCIF's



An Old Timer's Experience with CA Glues

Having returned to the world of free-flight: last year after a "slight" hiatus of almost 33 years, I experienced something rather interesting, although quite disturbing to both me and my family.

Having been both a designer and builder for YEARS in the past, I was thoroughly versed in the art and application of Ambroid and similar adhesives, and the judicious use of dope, both nitrate and butyrate. However, wishing to get back in the air as soon as possible, the idea of using cyanoacrylate as an adhesive sounded like just the ticket, since this would enable me to build at a much greater speed, and hasten field repair.

However, just before my retirement last year while getting into a "building-frenzy", I noticed myself sneezing uncontrollably, followed by COMPLETELY "stuffed" nasal cavities. Not realizing WHAT was causing the problem, I chalked it up to some sort of pollen or similar allergy, or perhaps even a Radon seepage in my basement workshop.

This condition persisted for 10 months, getting progressively WORSE, and I found myself using nasal sprays at an ALARMING rate. I then postponed my building for doing some engine restoration on my my old ignition engines for myself and people like Bob Dodds, and the condition DISAPPEARED!!! I then realized that the missing component was CA, since my head had completely cleared.

To prove my point, while building an Old Timer, I used CA on JUST the dihedral joints, and the condition appeared within one hour of doing this. That SETTLED it! I wasn't about to desert the hobby, but reverted to the old standby Ambroid, and things have been just "dandy" since that time.

I don't know if others have had the same experience, but I thought this information might prove beneficial for other people who might not realize what is causing this problem if they experience it. I'm now 68, and need these problems like I need a 50 Volt booster battery!

I've THOROUGHLY enjoyed my re-entry in the field, met many old buddies like Sal Taibi, Joe Beshar, Hank Struck, etc., etc., and am looking forward to many successful contest experiences over the coming years. Jim Bocckinfuso and I are trying to get some "young blood" into the hobby, but here on Long Island it ain't easy.

With warmest regards and a life full of thermals, I remain,

Sincerely,

Bill Kimbell, SAM 168 (Life)
2 Noel Place
Smithtown, NY 11787
(516) 265-1269

Have other SAM members had similar experiences with CA glues? --- DMB

Request from SAM Member In Australia

I started aeromodelling in England in 1932 at the age of eight, and I'm still at it, on and off that is. However, since I retired, I seem to be busier than I ever was, with so many other interests as well.

The reason for this letter. Well, around about WW2 to 1949, I used to take various American model aeroplane magazines; "Model Airplane News", "Air Trails", and the like. In one magazine, I saw a model plan of a gas job I have never forgotten. It was called the "COLOSSUS" of fairly large proportions, with the wing high on the deep fuselage, and this sharply curved down to the tail, which was low mounted.

If you have spare space in SAM Speaks could you ask any of your Old Timers if they recall this plan?

I always wanted to build this model, but after coming to live in Australia, 42 years ago, could never find that plan. No one in my club here (THE VINTAGENTS) can recall the model. I'd be so grateful if you could help.

Kindest regards to you, and all the Old Timers in your country.

John Wallen, SAM 84
P.O. Box 24
Mudgeeraba, Queensland 4213
AUSTRALIA



John Wallen with his current model, "A 1937 design, 9 feet Span", .65 Saito 4 stroke, Challenger 4000 radio.

This model looks like an interesting design. What is it, John? I'll bet some SAM members in the U.S. would like to build this monster! ---DMB

Well Known SAM Modeler III

I have recently been in contact with one of SAM's early members, Ed Rangus. He flew and was friends with many of the Society's well known names like John Pond, Sal Taibi, Carl Spielmaker, Bill Bowen etc.

"Big Ed" at this time is not in the best of health. He has had two strokes and is confined to a wheel chair at a home in Des Moines, Iowa.

It would be nice, especially at this season of the year when thoughts turn to sometime lost and forgotten friends, to make the extra effort to get in contact with them. I know Ed would enjoy it and it might make us all feel good!

Mr. Ed Rangus
5516 Meredith Dr. #2
Des Moines, Iowa 50310

Sincerely,

Jay Boehm, SAM #66
66 Fox Hollow
Littleton, NC 27850



Arthur Fox's Twining O1-P1 at Old Warden. Each rib built up, covered with Solartex, powered by 90 four stroke

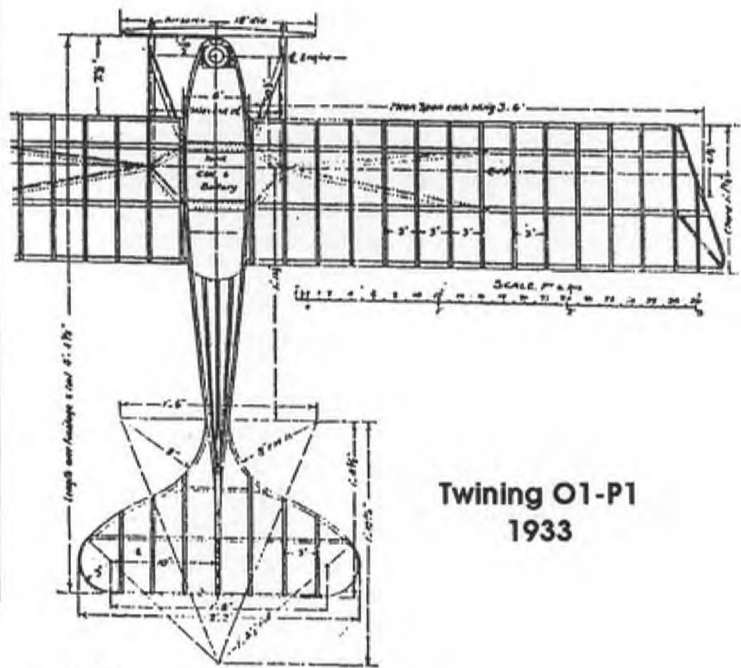
Special Model from Old Warden Aerodrome VINTAGE DAY

I just returned from a month in England, during which time I attended a number of model and aviation events. At VINTAGE DAY at the Old Warden aerodrome? August 17-18, I saw a most interesting antique model, the Twining O1-P1, which had been constructed by Arthur Fox and some colleagues. Fox kindly gave me xerox copies of the 1933 magazine/newsletter HOBBIES article which originally described this aircraft. I am enclosing a set of copies (4 pages).

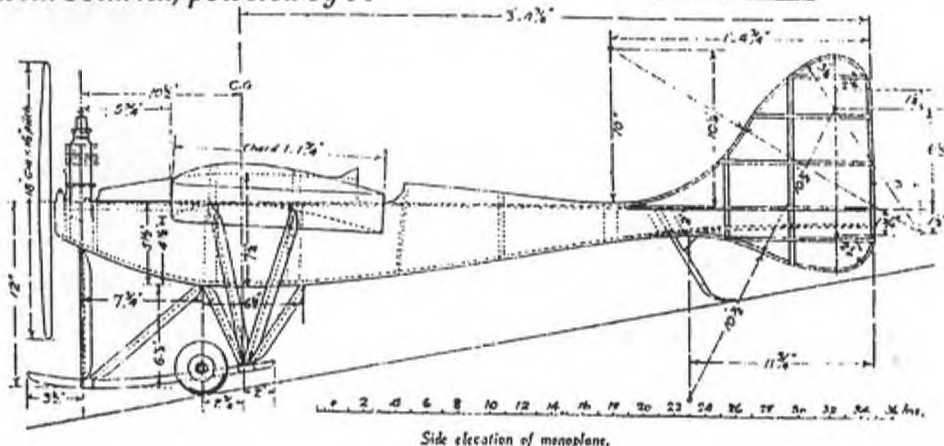
Since I don't know exactly how SAM authenticates the old models, I would appreciate your setting this one on the way to approval. Although it is hardly a competitive type, it is a good flyer and a most interesting design. Fox had built up every rib as per prototype, covered it with Solartex, powered it with a 90 four stroke, and flew it quite nicely. I have a few photos of him with his model.

Thanks,

Robert H. Munn, SAM 474



Twining O1-P1
1933



Side elevation of monoplane.

Torp 29 To Be Produced Again

I'm a member of the Ft.Worth Plainsmen. I have just purchased the tooling and parts to reproduce the Torpedo 24, 29, and 32 from Larry Jenno, and expect to start making deliveries in February 1992.

Also available is a parts and repair service on the Jenno Torpedos and the original Torps.

The price will be approximate \$200, with no deposit required to place an order. In addition, we are in the process of tooling up for the McCoy 19, and we are looking for a 60 to reproduce.

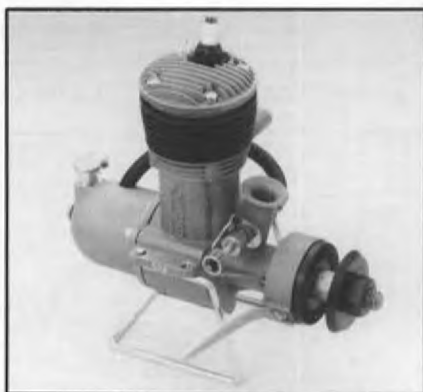
I must check into the SAM legal aspects of this engine. I assume it will be legal because I am making no changes on the Jenno Torp.

For those interested, please write:

Ed Shilen
Shilen Aero Sports
P.O. Box 1300
Ennis, TX 75120
Phone: (214) 875-1442
FAX (214) 875-5402

New Shilen

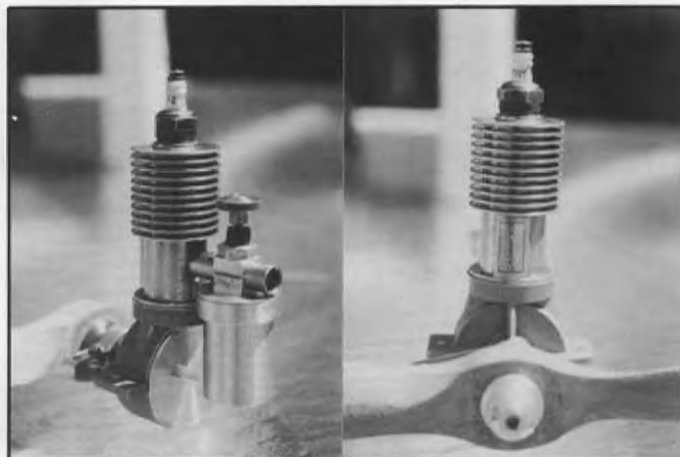
Torp 29



Jenno Now Producing The Ohlsson 12

Larry Jenno has started production of 100 replicas of the 1934 Ohlsson 12, the first engine made by Irwin Ohlsson. The price will be \$240. Larry requests a \$100 deposit. Deliveries will start early in 1992. Irwin Ohlsson will certify each engine shipped.

Larry Jenno
4341 Flanders St.
Las Vegas, NV 89121
(702) 731-4029



New Jenno Ohlsson 12, limited reproduction of the 1934 engine, certified by Irwin Ohlsson



Back office parties while the boss works. Bob Angus, Joan Bekins, & Ned Nevels kick up their heels while Don Bekins tries to concentrate on flying his Playboy in C Glow LER at SAM Champs. Despite all the "help" he placed 5th.

Ed Hamler photo



Don Wrench of the AMPS with his O&R .33 powered "Brooklyn Dodger" at the 30th Annual S.O.T. in Madera, CA.

Jim Person photo



Don Reid, president SAM 86, Canada, retrieving his Reich "Double Feature" at the '91 Sam Champs
Noel Kirby photo



Rado Cizek & Don Bekins in Czechoslovakia preparing to fly Rado's own design R/C glider. Rado is well known OT designer and organizer of Czech SAM 78, 1st eastern block SAM Chapter
Joan Bekins photo



Double size Thermic 50 by Jim Blum of Dansville, NY, Solartex & silk covered. From plans scaled by Don Bekins



John Delagrang, SAM 100, cranks up his Anderson Spitfire in and "MG" at SAM 76 contest in Hatfield, PA, May 1991.
Peter Van Dore photo



Dick Davis readies his 10 ft. "K.G." for R/C Texaco event at the '90 Champ. O.S. 4 stroke power. J.Adams photo



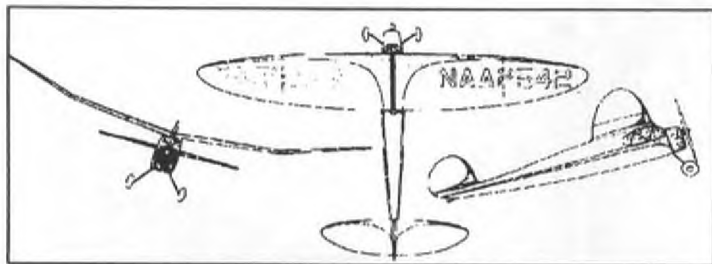
The late Howard Osegueda doing what he liked best, flying old timers. His good friend Dale Bowers timed one of his many flights. Howard always placed in the money, often taking home the sweepstakes trophy. He donated the Ohlsson 23 Perpetual Trophy to be flown at the SAM Champs as a special event. He also donated a new Ohlsson 23 as a prize for the Ohlsson Sideport event at the Champs to help encourage participation in the Ohlsson Special Events.

Bekins photo



"Diamond Demon", double size, shown at the Spirit of SAM competition at the Champs. It is one of Howard Osegueda's finest pieces of craftsmanship. Powered by a silky smooth running Forester 99, the model has a full flying stab and was covered flawlessly in bright orange Mica-film. Howard was the acknowledged expert in covering with this difficult material.

Laycook photo



Carl Goldberg's Clipper Mk II

1992 SAM MEMBERSHIP RENEWALS DUE

-Bob Dodds, Secretary/Treasury

If you have not already sent in your dues for this year, they are due now for January thru December 1992. Dues are \$15.00 per calendar year. You may pay up to three years in advance or buy a Life membership for \$150. (Your expiration date will be printed on your SAM Speaks label if you have or are going to pay for 2 years or more.)

Life members are authorized to put an "L" after their SAM number, i.e. 217L. All paid-up members will receive our bimonthly newsletter, SAM Speaks.

All new members will also receive a SAM decal and a copy of the SAM Rule Book. Decals are .50 cents each, large or small. (Large 4 x 2 1/2, small 2 x 1 1/4) SAM patches are \$2 each.

Rule books are \$1 each.

SAM Membership and Renewal Application

Subscription rates include annual fee of \$1.⁰⁰ in the Society of Antique Modelers. The balance of the fee in each category is for subscription to SAM SPEAKS, the official publication of the Society of Antique Modelers. Subscriptions are not available without membership.

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Fees are due on January 1 of the coming year.

New member Renewal Address change

Current expiration date: _____

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City

State

Zip

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SAM Chapter No.

I agree to follow the rules of the Society of Antique Modelers and uphold the principles stated in the SAM Preamble.

Signed _____

Note: Full membership in SAM requires membership in the Academy of Model Aeronautics or equivalent national organization. Be sure to put your SAM # on your membership renewal check.

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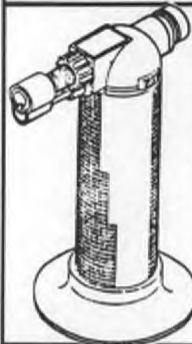
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MOVING?

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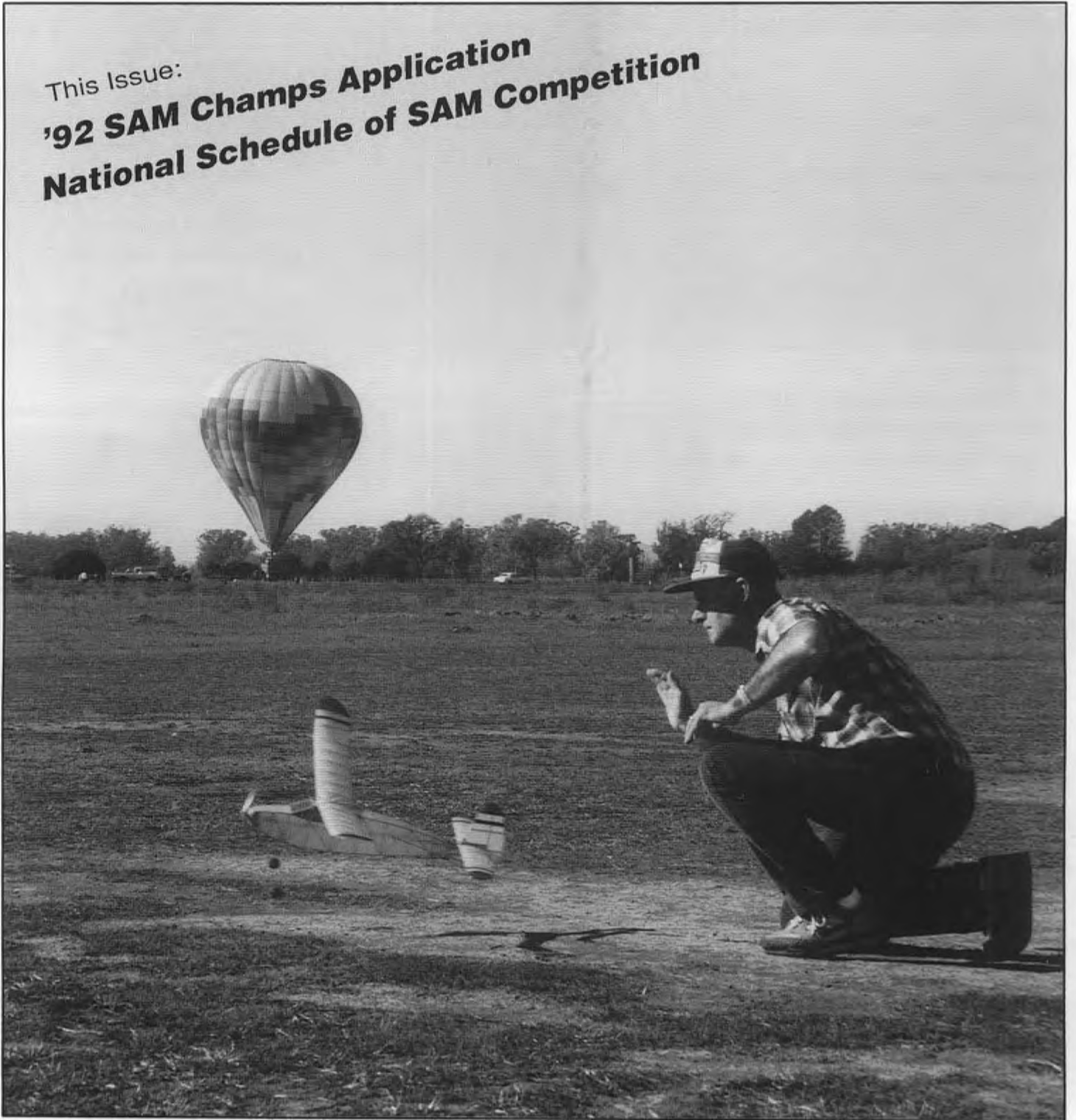
SAM SPEAKS

DEDICATED TO OLD TIME MODELERS EVERYWHERE

January 1992 ♦ February 1992

Number 103

This Issue:
'92 SAM Champs Application
National Schedule of SAM Competition



SAM SPEAKS

Official Publication of the
SOCIETY OF ANTIQUE MODELERS

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COVER

Jerry Rocha, SAM 27, Napa, launches a 1939 "Albatross", 36 inch Commercial Rubber Class old timer. The hot air balloon landing in the background is a common sight in the Napa Valley, but an unusual one at most model flying sites.

Editor

Don Bekins
 85 Bellevue Ave.
 Belvedere, CA 94920

Production Director
 Jim Adams

Desktop Publishing
 Don Bekins

Contributing Editors

Rubber Power
 Ernie Linn
 3505 E. Mount Vernon
 Wichita, KS 67218-3959

R/C Asslt
 Bob Angel
 1001 Patterson Rd.
 Santa Maria, CA 93455

Photography
 Steve Roselle
 933 Barbara Ave.
 Mountain View, CA 94040

Free Flight Eastern Region
 Jim Coffin
 4604 Hillbrook Dr.
 Annandale, VA 22003

OT Electric and 1/2 Texaco Scale
 Jim Alaback
 12366 Nacido Dr.
 San Diego, CA 92128

**Society of Antique Modelers
 Officers**

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

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 Bob Angel
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F/F Coordinator
 Abe Gallas
 28 Rustling Wind
 Irvine, CA 92715

R/C Coordinator
 "Woody" Woodman
 233 Longview Dr
 Bayville, NJ 08721

Secretary/ Treasurer
 Bob Dodds
 209 Summerside Place
 Encinitas, CA 92024

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POSTMASTER: Change of address, orders for subscriptions and mail pertaining to orders should be sent to SAM Speaks, 209 Summerside Place, Encinitas, CA 92024. Mail pertaining to editorial comment should be sent to P.O. Box 722, Tiburon, CA 94920.

AN APOLOGY

We owe the members of SAM, Sal Taibi, Art Groscheider, Art Hillis, Mike Fields and the entire free flight crew an apology. I want to say the editor of SAM Speaks and myself personally, are very sorry for our treatment of the incident at the 1991 SAM Champs about starting the free flight events late.

The facts are that the free flight crew did arrive late one morning to start the flying. The Contest Director explained to me the crew was late because of the slow service at the hotel coffee shop. Because of his own medical problems, he said he must eat his meals on a regular schedule or suffer medical complications.

Sal Taibi became very upset over starting the events late and made a verbal protest to the Assistant Contest Manager.

SAM Speaks republished a story about the SAM Champs from the Denver newsletter that was considered very humorous. Our intention was to omit certain controversial remarks about the incident contained in the article, but this did not happen. Our editorial policy is not to publish material that will embarrass SAM members.

We later published letters from Sal and two SAM members about the incident thinking that we would give each equal time.

Unfortunately, the whole issue has become one mistake after another. Without doubt the incident on the field was a mistake, our publication of the article and the letters was also a mistake.

At this point, I would ask you to accept our apology and I would hope that the others involved in this can forgive what happened and look forward to good times again at the flying field. The creed of SAM is to enjoy again what we all cherish most and this does not include embarrassing our contest officials or SAM contestants.

Sincerely,

Jim Adams,
President

ELECTIONS FOR SAM OFFICERS

It is time again to look at election of officers for SAM. Each even numbered spring this opportunity presents itself to the members. The term for SAM officers runs from July 1, 1992 till July 1, 1994.

The current officers have indicated that they will be running again this year for re-election.

Should you want to submit a members name for a position in SAM it is first required that you get his permission to submit his name. The persons name should be submitted to the election committee by April 1, 1992. Submit the name to the chairman of the election committee. Jim Adams, 2538 N. Spurgeon St., Santa Ana, CA 92706.

The Ballot will appear in Sam Speaks and the results of the election will be announced at the annual SAM meeting at Vincennes.

SAM HALL OF FAME

Nominations are open for the Sam Hall of Fame. If you would like to submit the name of an old time modeler, that you feel has made major contributions to our hobby, now is the time to send his name to the committee chairman. Each year SAM selects 10 deserving modelers to be honored at the annual business meeting at the SAM CHAMPS.

Honorees are usually chosen from the various fields of modeling such as model design, model competition, engine manufacturers, organizational leaders, and writers.

If you would like to submit a name to be considered, send your recommendation and a short write up about your choice to:

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

SAM CHAMPS APPLICATION ISSUE

The full application for the SAM Champs to be held at Vincennes, Indiana, July 5 through July 10, 1992 is in the center section of this issue of SAM Speaks. We felt that by including all the Champs information within our newsletter, more of our members will have what they need to know to attend. This issue of SAM Speaks will be somewhat shorter than the last in order to insure that the SAM Champs information is disseminated in a timely fashion. The next issue #104 is nearly ready to go to the printer now and will be longer, with the usual complement of columns, articles, and pictures. With issue #104 we hope be caught up and back on a regular bi-monthly publication schedule.

—DMB

SAM 62 ITALIA WAKEFIELD

GORIZIA (ITALY)

News to supplement the announcement in the last issue of SAM Speaks.

NOW A THREE DAY EVENT!

(following Old Warden, and bus trip to Italy)

21st August: F/F glider - rubber - power 22nd August:
Bob Copland 4oz Wakefield
Chester Lanzo 8oz Wakefield 23rd August:
'A' frame - Jumbo Rubber
RC Assist? Prize giving and refreshments 24th August:
Museum - Air Show "

Hotel accommodation in Gorizia as follows:

Bed and Breakfast

\$18 - 3 to a room, \$21 - 2 to a room, \$42 - Single

—contact—

DAVID BAKER 1066
24 PINETREES
NORTHAMPTON NN33ET
0604 - 406822

Volveno PECORARI
via Valentinis I22
34030 Monfalcone (G) ITALY

A \$18 deposit is needed per person for the accommodation in Gorizia. \$38 per person for the coach/accommodation out and back. Total \$56 deposit each person. Any queries 0604-406822 David Baker. (British Pounds converted US \$ at \$1.90 to the pound)



Jim Adams photo

Art Watkins, SAM 21, builder and flyer of unusual rubber, free flight and R/C old timers, usually shows up at most West Coast contests, and last year travelled to Old Warden in England for that nostalgic gathering. Art is shown here with an HBW 101, designed by Bill Bexley, England.

PROPOSED INTERNATIONAL 1933 LANZO CABIN POSTAL CONTEST

In view of a surge of interest in the 1933 Lanzo Cabin, both here in Canada and also in the U.K., I'm proposing to run a Postal Competition for the design in the Fall and would be glad if you could publicise same at an opportune moment and also add the event to any contest listing that might appear in SAM Speaks.

Details as follows...

International Postal Contest - 1933 Lanzo Cabin

Three consecutive flights anytime in period August 8th. to September 13th. inclusive, to 2 1/2 minute maximum; any entrant making three max's may attempt a fourth flight of 3 1/2 minutes.

Scores to be advised to me by September 30th., all entrants will receive results list by mail during October.

Entry fee: \$2.00. This is to assist in defraying postal costs of entry forms/ results lists, etc.

Many thanks for your help - enjoy the magazine a lot!

Yours

Jim Moseley
Apt 406
2000 Sheppard Avenue West
Downsview,
Ontario M3N 1A2
Canada



Jim Adams photo

Mike Heatherington, of Sam 1066, England, proudly displays his 1929 Stinson Detroit, a Joe Ott design, in Jean, Nevada. A large contingent of Britishers graced us with their enthusiastic and 'humourous' presence at the '91 SAM Champs.

SAM 1. Contest Managers. would like to thank the following for their donations to the SAM Champs

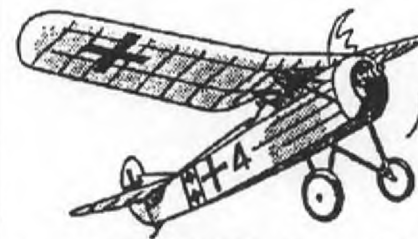
Altec	Klarich Custom Kits
Bert Pond Inc.	Leisure Electronics
Carl Goldberg Models, Inc	Lone Star Models
CB Industries Corp	Master Airscrew
Cox Glow	McCoy Engines
Edjer	FAI Model Supply
Flite Line Products	Fox
Futaba	J-Z Props
Julia Cantanzaright	Ken Sykora's Oldtime Model Supply
McDaniels R/C Inc	Model Aircraft Labs
Pacer Tech	Peck-Polymers
Sig Manufacturing	Sonic-Tronics, Inc

Vinylwrite



Jim Adams photo

Terry Rose, SAM 1066, Harlow, England, built this beautiful jumbo rubber Taylor E-2 from a Megow kit.



**OLD
TIMER
FLYING SCALE**

1/2A SCALE R/C

By Jim Alaback

The 1/2A Scale R/C event is a rather new one, and it has had an enthusiastic reception. It is basically flown to the 1/2A Texaco R/C rules, but is for scale models of full-size airplanes of pre-1943 vintage. The event was proposed by SAM 48 (Niagara Frontier Chapter) in 1989. SAM Speaks published their rules, as submitted by Jack Brown of SAM 48, in the May/June 1989 issue. This generated enough interest to include 1/2A Scale as a Special Event at the 1990 SAM Champs. In the meantime, SAM 48 had held their first 1/2A Scale R/C event in August, 1989.

At the 1991 SAM Champs a 1/2A Scale Special Event was again included. There were 21 entries. Other Special Events had from 14 to 29 entries, so this 1/2A / scale event seems to be off to a good start. The event rules are quite liberal in their scale requirements. They state that the model shall be a "replica a reciprocating engine powered, man-carrying aircraft of pre-1943 vintage... capable of R.O.G. Powered sailplanes are not acceptable."

"Although models are not judged for scale, a reasonable effort should be made to simulate realistic coloring and markings."

"Model to be balsa / plywood construction. Foam to be used for detail only. No foam ARFs. Plan or 3-views needed for confirmation. The bottom line is the model must resemble a real plane of the era."

Some people have expressed concern that the models built to these rules might not be "scale" enough. So far, however, the models we have seen at local contests and the SAM Champs have been very nice jobs, most being more accurate than typical pre-1943 flying scale models. In fact, Walt Geary's 1/2A scale Cessna AW took 3rd place in the Special Event and then went on to take second place in the Spirit of SAM Concours d'Elegance!

The size of the 1/2A scale models seems to be about the same as for 1/2A Texaco, averaging about 300 square inches of wing area. However, Jim Lang's Focke-Wulf FW-47 has 370 square inches and took first place in the Special Event.

The Weather at the SAM Champs prevented many entrants from flying and others were limited to a single flight. The first three places, however, went to contestants who got in their two flights and went over 24 minutes total time:

1. Jim Lang Focke-Wulf FW-47 (370 sq. in.) 24:35
2. Eut Tileston Taylor Cub J-2 (231 sq. in.) 24:16
3. Walt Geary Cessna AW (300 sq. in.) 24:10

At other contests, these scale models have seemed able to hold their own pretty well with the regular 1/2A Texaco ships under normal weather conditions.

In general, it seems that the same airplanes that made good free-flights scale subjects before the war are good R/C duration candidates. For hands-off thermal flying they may do best with some increase in dihedral and horizontal tail area from exact scale, as did the old free-flight scale jobs. We have seen such old favorites as the "Curtiss Robin", "Rearwin Speedster", "Interstate Cadet", and "Corben Super Ace" as subjects. Also, uncommon subjects are promising; we have seen several "Avro 56s", a "Taube", and an "Erla 5A", for example. Most certainly, there is a wide range of choices available!



Jim Alaback photo

Ken MacLean of San Diego shows his beautiful new silk-covered Taube. Ken designed his 1/2 A Scale Texaco model by scaling up a 3-view drawing of the Taube.

Flying Models magazine (September, 1991) carried an article by Bob Aberle on 1/2A Scale R/C and the "Aeronca L-3" model Bob built from Dick Say's plan. A rolled plan for this model is available, for \$10.00, postpaid and mailed in a tube, from: Aero Plans 'N Parts, P.O. Box 939, Olean, NY 14760). Model Builder (December, 1991) published Stuart Warner's plan for 1/2A Scale "Heath Midwing". The full-size plan is available from Model Builder for \$11 plus postage. Another excellent, recent article was written by Jim Horner of SAM 82, Houston, for the January, 1992, issue of Model Aviation. This gives a survey of 1/2A scale activities and includes many pictures of 1/2A scale models and their builders.

SAM 82 of Houston has offered to sponsor a 1/2A Scale Postal Challenge event in 1992. This will be patterned after the 1/2A Texaco Postal Challenge of recent years, with one exception: each SAM club's score will be determined by the total time for the top three entries, not the top five. If you would like to get your SAM chapter involved, write to: J. E. (Jim) Horner, 15746 Walkwood Drive, Houston, TX 77079-5070 for information on participating in 1992!

SAM 82, Houston, sponsored the first 1/2 A Scale Postal Challenge Contest on the weekend of September 28-29, 1991.

Jim Horner reports the results as follows:

First Place: SAM 82 - Houston - Total Time, 3830 Secs.		
Arthur Milam	AVRO	1705 Secs.
Lou Faerman	Taylor Cub J-2	1116
Dave Gilbert	Fiesler Storch	1009
Second Place: SAM 40 - Taylor, MT - Total Time, 3051 Secs.		
Chuck Hutton	Cessna AW	1291
Jason Josaitis	Lincoln Beachy	945
Mick Lasker	Luton Minor	815
Third Place: SAM 41 - San Diego, CA - Total Time, 1820 Secs.		
Jim Alaback	Taylor Cub J-2	1363
Ernie Wrisley	ALCO	457

Jim Horner has just advised us that a 1991 1/2 A Scale Postal Challenge date will be set soon. We will report it in this column.

1/2A TEXACO ENGINES

by Larry Davidson (from SAM 86 newsletter)

1/2A Texaco is probably the most difficult event to master, followed closely by the full size Texaco because of the problems inherent with trying to make the engines run long with enough power to do the job.

I have never found any exact science which will make a low power and/or short duration engine much better. The method I use is to keep testing many engines until you find one that gives you the results you need. My parameters for a "GOOD" engine is one that will give me 7200 to 7600 rpm and a duration on a Rev-Up or Cox 8-4 of at least 5 to 6 minutes. (Hey, Don! Tell them about the 9 1/2 minute run at the Caughdenoy SAM 58 contest!). This got Reid thoroughly disgusted, and by the way, I couldn't repeat that run again.

The engine also has to be easy to set the needle valve and each engine varies significantly with this. The fuel I have been using successfully in the last two years is Cool Power 4 cycle fuel as it comes from the jug. I have tested many other combinations and this has proven to be the best for me.

My break-in procedure consists of the following: I start out by using a Cox 6-3 grey, and run 5 to 6 tankfuls with this prop, and then go to a 7-3 1/2 Cox grey and run several more tanks, always letting the engine cool between runs. Then I put on my flying prop and begin taching the rpm's and duration. If the engine looks like it has promise, I will start changing things like glow heads, needles, reeds, and glow head gaskets to see if an improvement can be made. I once changed a glow head on an engine that was giving me good duration (about 6 minutes) but did not give the power I wanted and this increased the rpm's by 400, ending in the range of 7400 to 7600 rpm's. This was the engine I had used during the 1990 - 91 contest season. I have changed plugs in other engines and have had various results, but none as significant as above.

The fuel tubing which comes with the engine is changed to a small diameter piece of silicone tubing going forward from the backplate in a "U" shape and ending in the bottom of the backplate where I cut a small "V" so the tubing does not seal itself against the backplate. I also put a piece of silicone tubing over the needle valve and spring which seems to make for better needle settings. I have experimented with glow head gaskets and have found that I wind up with just one gasket on the engines I have run lately. The ideal engine is also one which you can lean out almost completely and it will continue to run the tank dry. Surely, by getting the leanest mixture, you will get the longest duration and the most power.

In summary, as I said at the beginning, you will have to have patience, and perhaps many engines to find the parameters I have given above, and an unnatural desire to sit and play with these little devils for many hours and days to come up with a winner.

P.S. I have at least 15 engines, and only two are acceptable by my standards.

NEW : OLD TIMER ENGINE COLUMN

The detailed article below is the first in a series by Charlie Bruce, written from his 50+ years of experience with original and reproduction OT engines. The column is intended as a guide to the flyer in the use and maintenance of his engines. Charlie welcomes comments, corrections, questions, etc. He promises to do an analysis on any engine not on his list, which numbers some 26 engine types, including the Ohlsson and Mc Coy series. --- DMB

OLD ENGINE ANALYSIS

By Charlie Bruce

Number 1- Anderson Spitfire

The sturdy Spitfire, which can be described as a Super Cyclone on steroids, has been a solid, dependable runner since its introduction in 1947. Designed and produced by Mel Anderson first as a 60 (bore 15/16" x stroke 7/8"), then as a 65 by increasing the stroke to 15/16", it was one of the last spark ignition engines to be introduced at the beginning of the glow era. A mechanical success but an economic failure, the engine dropped off the market in 1949. About 9 years later it was resurrected by McCord Precision Products and sold as both ignition and glow models with a machined aluminum, blue anodized head and different cam/prop drive arrangement. REMCO produced additional Spitfires around 1970 with the die cast head. There are at least three different heads found on these engines: a standard compression die cast with rounded combustion chamber lobes, a high compression die cast with large

squared lobes and a machined barstock "Denver Head", high compression anodized blue. The engine will generally perform better with the high compression head, certainly better if alcohol fuel is used. At this writing (1992) the 65 is being made and sold by Marvin Miller using original dies and essentially duplicating the 1948 engine.

There are no serial numbers on the engines and no marks to distinguish the 60 from the 65. The 65's are supposed to have 4 "port holes" for sub-piston induction drilled thru the cylinder front and back. However, since all cylinders are interchangeable the only sure way to determine size is to measure the stroke. This can be done thru the spark plug hole without disassembling the engine. Use a depth mike or caliper with a depth stem and measure from the plug seat to the top of the piston at bottom dead center and again at top dead center. The difference between the two measurements is the stroke: 7/8" (0.875) indicates a 60 and 15/16" (0.938) is a 65.

The engine is basically a refined and beefed-up Super Cyclone. It weighs a bit more, 13.8 oz. to 10 oz. for the Cyke. The added weight comes from thicker castings and a larger crankshaft mounted on a ball bearings to take radial and thrust loads. Mel Anderson did a fine job in correcting two problems with the Cyke, namely fragile castings and excessive crankshaft/bearing wear. The 1/2" dia. shaft of the Spitfire with its 11/32" dia. gas port provides 21% more breathing area than the 7/16" x 5/16" Cyke crankshaft.

The Spitfire came in both lapped and ringed piston models. I have no personal experience with the ringed engine, but Don Blackburn who does says that the ringed engine runs smoother and has more power than the lapped one.

DISASSEMBLY: To remove the timer you must first remove the prop drive washer. If the cam is on the crankshaft, the prop drive washer just slips off. If the cam is on the drive washer, it is a pretty tight press-fit onto the crankshaft and should be removed with a small gear puller. Use snap ring pliers to remove the ring retaining the timer, loosen the timer clamp screw and slip timer off its seat on the bushing. Be careful not to lose the two plungers and tiny springs which fit into the holes in the front of the crankcase and engage the timer ratchet teeth.

The plastic fuel tank is held in place by a special nut and long spindle with 3-48 threads on both ends. There are gaskets at the tank/backplate surface and under the special nut. If the tank is shriveled from alcohol fuel use or stuck, warm it with a hair dryer and it should come off by hand.

The back plate is threaded in place. To remove it you need to make a wrench. Take or make a hardwood dowel a bit smaller than 1 1/4" in diameter and 4 to 6 inches long, set it vertically in a vise and saw two slots in the end at 90 to each other forming a cross. The slots should be about 0.2" wide and 1/4" deep. These slots are to fit over the projec-

WELCOME TO THE



26TH ANNUAL SAM CHAMPS

MID AMERICAN AIR CENTER, LAWRENCEVILLE, IL, JULY 5 - 10, 1992

CONTEST MANAGER, DON SACTJEN, RR5, BOX 56B, BLOOMFIELD, IN 47424
PHONE (812) 384-3102

SCHEDULE OF EVENTS

SATURDAY, JULY 4	9:00AM -4:00PM	MECA GRAND NATIONAL COLLECTOGETHER- GREEN AUDITORIUM, VINCENNES UNIVERSITY
	12:00PM	MOTEL AND UNIVERSITY REGISTRATION
	12:00PM	TEST FLYING AT FIELD
	1:00PM -4:00PM	LATE REGISTRATION AT FIELD
	DUSK	FIREWORKS DISPLAY AT ROGERS & CLARK MEMORIAL IN VINCENNES, IN
SUNDAY, JULY 5	8:00AM -4:30PM	NOSTALGIA FLYING EVENTS
	1:00PM -4:00PM	LATE REGISTRATION AT FIELD
	7:30PM	MECA GENERAL MEMBERSHIP MEETING - TBA
MONDAY, JULY 6	8:00AM -4:30PM	NOSTALGIA FLYING EVENTS
	1:00PM -4:00PM	LATE REGISTRATION AT FIELD
	6:00PM	NO HOST COCKTAILS - EXECUTIVE INN
	7:00PM	SAM BEAN FEED - EXECUTIVE INN
TUESDAY, JULY 7	8:00AM -4:30PM	SAM CHAMPS FLYING EVENTS
	7:00PM	SPIRIT OF SAM CONCOURS - GREENE AUDITORIUM, VINCENNES UNIVERSITY
WEDNESDAY, JULY 8	8:00AM -4:30PM	SAM CHAMPS FLYING EVENTS
	7:00PM -9:00PM	SAM HALL OF FAME VIP AWARDS AND ANNUAL BUSINESS MEETING - GREENE AUDITORIUM, VINCENNES UNIVERSITY
THURSDAY, JULY 9	8:00AM -4:30PM	SAM CHAMPS FLYING EVENTS
FRIDAY, JULY 10	8:00AM -4:30PM	SAM CHAMPS FLYING EVENTS
	6:00PM	NO HOST COCKTAILS - EXECUTIVE INN
	7:00PM	SAM AWARDS BANQUET - EXECUTIVE INN
	9:00PM	SAM AWARDS PRESENTATION - EXECUTIVE INN

GENERAL INFORMATION 1992 SAM CHAMPS

***** Directions *****

The Mid American Air Center is located two miles east of Lawrenceville, IL. Take Hwy. 50 to the airport exit and follow the signs.

***** Accomodations *****

Arrangements for accomodations have been made with The Executive Inn of Vincennes and Vincennes University.

The Executive Inn has a block of rooms reserved for us. Rates start at \$35. They require a deposit of \$35 in advance. Room assignment will be made at check-in. **Mail your deposit before June 12 to: Executive Inn, 1 Executive Blvd., Vincennes, IN 47591. Phone: 1-800-457-9154.**

Vincennes University has the following accomodations: Dormatory rooms with multiple occupancy are \$14 per person. Shared shower and bathroom facilities are on each floor. Private rooms including a shower and bathroom are \$18 per person. Towels and linens are provided **but bring your own blankets and pillows. All liquor is prohibited on the campus.** Breakfast will be available at the Tecumseh Dining Center from 6:40 to 8:00am. Reservations should be made by sending your printed name, address and phone number stating the number of persons, arrival and departure dates, private or shared room and any other special requests. No deposit is required. Confirmation and a map will be sent you. Payment will be made at check-in. **Mail your request to: Mr. Paul Wendell, Conferences and Conventions, Vincennes University, Vincennes, IN 47591. Phone (812) 885-4229.**

Overnight parking of campers on the flying field is permitted, however a donation of about \$4-5 per night to the Mid American Air Center is appropriate. **Check in at the administration building with your donation and vehicle information.**

Other accomodations may be obtained at the following:

The Holiday 1300 South West Olney, IL 62450 (618)395-2121	Mr. K's Motel 407 State Lawrenceville, IL 62439 (618)943-5112	Gas Lite Motel Rt#1 South Lawrenceville, IL 62439 (618)943-2374	Kiwanis Park Camp 460 11th St Lawrenceville, IL (618)943-3636
Holiday Inn 600 Wheatland Rd Vincennes, IN 47591 (812)886-9900	The Inn of Vincennes 2500 Old Decker Rd Vincennes, IN 47591 (812)882-2100	Travelodge 1411 Willow St Vincennes, IN 47591	Kimmel Park Camp 525 N. 4th St Vincennes, IN 47591 (812)882-1140

***** Awards *****

Nostalgia Awards to 3rd, plus Grand Champion.
SAM Awards to 5th in basic Events, to 3rd in Special Events and 3 Grand Champion Awards.

***** R/C Requirements *****

All fifty 72 Mhz frequencies will be used (11-60). **GOLD STICKER REQUIRED.**
All ten 50 Mhz frequencies will be used (00-09). **GOLD STICKER REQUIRED.**
All eight 53 Mhz frequencies will be used. **NO STICKER REQUIRED.**
All six 27 Mhz frequencies will be used. **NO STICKER REQUIRED.**

***** Emergency Phone Nos. *****

Vincennes University, Emison Hall - (812) 885-4252.
Executive Inn - (812) 886-5000.
Mid American Air Center - (618) 943-5733.

ENTRY FORM

26TH SAM CHAMPS JULY 7-10, 1992

MID AMERICAN AIR CENTER LAWRENCEVILLE, IL

Free Flight CD: Bud Brown (618) 943-2076
Radio Control CD: Bill Brenchley (410) 398-4611
Contest Manager: Don Sachtjen (812) 384-3102

Contestant Number _____

Date received _____

AMA Sanctioned Class C Open

Name _____ AMA Number _____

Address _____ SAM Number _____

City _____ State _____ Zip _____ Phone _____

To avoid inconvenience and delay please attach a copy of your AMA card.

FREE FLIGHT

Event	Model	Engine	Area	Min Weight
Tuesday July 7 8am-4:30pm				
Class C Fuselage (1)				
Class B Pylon (1)				
.020 Replica		N/A	N/A	N/A
Small Rubber Stick (2)		N/A	N/A	N/A
Large Rubber Cabin (2)		N/A	N/A	N/A
Compressed Air			N/A	N/A
Twin Pusher		N/A	N/A	N/A
Wednesday July 8 8am-4:30pm				
Class B Fuselage (1)				
Class C Pylon (1)				
Large Rubber Stick (2)		N/A	N/A	N/A
Small Rubber Fuselage (2)		N/A	N/A	N/A
Catapult Glider		N/A	N/A	N/A
Compressed Air			N/A	N/A
Twin Pusher		N/A	N/A	N/A
Thursday July 9 8am-4:30pm				
30 Second Antique (1)				
Class A Fuselage (1)				
Class A Pylon (1)				
Pre 1937 Wakefield		N/A	N/A	N/A
Hand Launched Glider (2)		N/A	N/A	N/A
Compressed Air			N/A	N/A
Twin Pusher		N/A	N/A	N/A
Friday July 10 8am-4:30pm				
Slag Engine				
Ohlsson 19/23 Sideport Cabin				
Gas Scale			N/A	N/A
Rubber Scale		N/A	N/A	N/A
Commercial Rubber		N/A	N/A	N/A
Compressed Air			N/A	N/A
Twin Pusher		N/A	N/A	N/A

1 Basic Events counted for Free Flight Gas Champion Award.

2 Basic Events counted for Free Flight Rubber & HLG Champion Award.

Two days of Nostalgia are offered by SAM Chapter 57 on July 5-6. To ensure a gradual transition to the relaxation of the SAM Champs send a large SASE to:

"Nostalgia Entry Request" c/o Don Sachtjen, RR5, Box56B, Bloomfield, IN 47424

Name _____ Contestant _____

Please fill in other information on
other side of form.

Date Received _____

RADIO CONTROL

Event	Model	Engine	Area	Min Weight	Freq.
Tuesday July 7 8am-4:30pm					
1/2 A Texaco 1					
Class A Ignition LER 1					
Class C Glow LER 1					
Ohlsson 23 Event					
Wednesday July 8 8am-4:30pm					
Antique 1,2					
Pure Antique 1,2					
1/2 A Scale Duration					
Brown Engine Event					
Thursday July 9 8am-4:30pm					
Texaco 1					
Class A Glow LER 1					
Class B Ignition LER 1					
Ohlsson Sideport Event					
Friday July 10 8am-4:30pm					
Class B Glow LER 1					
Class C Ignition LER 1					
OT Electric					

1 Basic Events counted for Radio Control Champion Award.

2 Only one Antique Event may be entered.

Entry Fee: \$10 first event, \$5 each additional event to \$35 maximum.
On field entry and additions will be \$10 per event. Total \$ _____

SAM Champs commemorative hats and shirts. _____ hats @ \$8
 _____ sm _____ med _____ lg _____ xl _____ xxl _____ xxxl t-shirts @ \$12
 _____ med _____ lg _____ xl _____ xxl _____ xxxl golf shirts @ \$24
Order now! No on field sales are planned. Total \$ _____

Bean Feed: Monday 6:00pm Executive Inn, _____ tickets @\$8.50 Total \$ _____

Awards Banquet: Friday 6:00pm Executive Inn, _____ tickets @\$17
 Total \$ _____

Note: Meals are 1/2 price if under 16 years old.

Grand Total \$ _____

Mail entry with remittance made to:

Don Sachtjen, RR5, Box 56B, Bloomfield, IN 47424

Early entries must be postmarked by June 12th.

Refund of entry fee if no show. Meal costs refunded prior to June 19th.

I (we) hereby release the "Society of Antique Modelers" and all persons connected with this meet from any liability whatsoever while participating in this meet. I (we) agree to abide by all flying and field rules, **including prevention of damage to crops and cultivated fields**, in force at this meet.

Signed _____
 (Parent or Guardian if under 21)

SPECIAL EVENTS - 1992 SAM CHAMPS

***** "SPIRIT OF SAM" CONCOURS *****

Any gas or electric powered model which qualifies under SAM rules as an Antique or Old Timer may be entered in this event. No documentation, formal judging, or timed flights. The aircraft entered in this event shall fly at least once during the general contest, be timed and recorded on the provided scorecard. An official flight in another event will meet this requirement. All entrants in the general SAM contest are invited to vote for this event. The aircraft entered will be on display at Vincennes University, Greene Auditorium, 7:00PM, Tuesday, July 7, 1992 and votes may be cast at that time. In making the choice, such factors as use of appropriate materials of the era, construction techniques, uniqueness and special interest of design, complexity, general workmanship, etc. should be considered. Each participant should choose the subject aircraft which best represents his/her concept of the "Spirit of SAM". There is NO entry fee.

***** R/C 1/2A SCALE DURATION *****

Model shall be a replica of a reciprocating-engine powered, man carrying aircraft of pre-1943 vintage. Model take off shall be ROG. No scale judging, however a reasonable effort should be made to realistically simulate scale outline, color and markings. The contestant shall provide plans or three-view to the C.D. upon request. Minimum wing loadings are 8 oz./ft. sq. for monoplanes and 6 oz./ft.sq. for multiwing aircraft. Model to be constructed of balsa/plywood structure. Foam may be used for details. The intent is that the model resemble a full-sized airplane of the era. In general, regulations pertaining to the current SAM 1/2A Texaco event will also apply to this Scale Duration event.

***** R/C O.T. ELECTRIC *****

Any SAM recognized Old Timer model may be flown in this event. Scaling is permitted. there is no minimum or maximum size or weight of model, but it must have a minimum wing loading of 8 oz. per sq. ft. of wing planform area. A 7 cell Nickel Cadmium rechargeable battery pack with a maximum rated capacity of 800 m.a.h. shall be used. Any D.C. permanent magnet motor that operates on 7 cells may be used. Either ferrite or non ferrite motors may be used. Motors may drive the propeller directly or indirectly via a belt or gear reduction drive. Fixed diameter and fixed pitch props must be used. Folding props must be restrained from folding in flight. Motor runs shall be continuous. 90 seconds is permitted for ferrite and 75 seconds for non-ferrite motors. Four attempts will be allowed for three official flights. Flights not declared an attempt during the engine run will be official. A maximum is 7 minutes. The pilot must demonstrate the ability to shut off the motor. Motor restart following the initial motor run will be awarded a zero official score.

***** R/C FLYING PERFORMANCE/DURATION (BROWN JUNIOR) *****

The engine shall be an original Brown Junior or SAM approved replica Brown Junior. Any pre 1939 pure antique non pylon model may be used. Scaling up or down is not permitted. No minimum weight or wing loading is required. The model shall be allowed a 90 second engine run. Three attempts will be permitted to obtain two official scores. The largest of the two will be the final score. Maximum flight time is 30 minutes or as otherwise announced by the contest director.

***** R/C OHLSSON SIDEPORT EVENT *****

Ohlsson sideport engines with spark ignition. (.19,.23,.60) No pressurized engines. Antique models only. No scaling. Ten oz. wing loading. 45 second engine run. Four attempts for three official flights. Seven minute maximum flights.

***** R/C OHLSSON 23 EVENT *****

Ohlsson .23 sideport or front rotor engine with spark ignition. Any Oldtimer model, scaling permitted. Minimum wing area of 450 sq. in. Ten oz. wing loading. No pressurized fuel systems. Engine runs: 25 seconds for front rotors and 35 seconds for sideports. Four attempts for three official flights. Five minute maximum flights.

***** FF CATAPULT OLD TIME GLIDER *****

Any SAM legal Old Time HAND LAUNCH glider design may compete. No auto surfaces, FOLDING WING, slider modifications are allowed. The glider shall have a maximum weight of 1.5 ozs. Launch device shall be a six inch dowel with a nine inch single loop of 1/4 inch flat rubber, provided by the entrant. A tow hook/ arrangement must be provided to the bottom of glider fuselage to facilitate launching (a location anywhere from LE of wing to nose of fuselage works well). Each contestant shall be allowed a maximum of three models in this event. He/she may use any or all to complete flights. The three models may be of different designs. ALL FLIGHTS ARE OFFICIAL FLIGHTS, regardless of duration. Flights during which any part is dropped shall be declared an official flight with zero time. Nine flights are permitted with the best three to be totaled to determine the winner. Flight Maximum is two minutes. In the event of a tie a single flyoff flight of unlimited duration shall determine the winner.

***** FF 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 at his choosing and/or elect to make flights on different days.

SPECIAL EVENTS - 1992 SAM CHAMPS

***** FF .020 REPLICA *****

Must be a scaled-down or full size replica of an Old Timer 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.

***** FF RUBBER SCALE *****

Model must be of a pre-1943 aircraft and pre-1943 plan from a national kit or publication. 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.

***** FF GAS SCALE *****

Model must be of a pre-1943 aircraft. Any plan date is OK, but it must have been commercially available in a publication or kit. Models must be of built up construction. No sheet quickies or profile types allowed. No scale judging. Any size or type engine 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 with no attempts allowed. The model must land or D/T within sight of the timer to score as an official flight.

***** FF TWIN PUSHER *****

To be flown on an appropriate day as announced by the contest director. Flights will be in a mass launch with the last one down declared the winner.

***** FF PRE '37 WAKEFIELD *****

The rules for the 1936 Wakefield class will be followed, i.e., 200 +/- 10 Sq. In. wing area, 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.

***** FF SLAG ENGINE *****

Any Old Timer or Antique model may be used. The engine must have an aluminum cylinder and piston, neither of which may be plated. Examples include; Thor, Judco, Buzz, Rogers and Genie. The Mark Fechner assembled Thors are permitted. Modification of points on the engines is acceptable. Engine run time, flight limits and weight rules are the same as for Old Timer events.

***** FF OHLSSON 19/23 CABIN *****

Any Old Timer or Antique cabin model with windows may be entered. The engine must be a Ohlsson 19 or 23 Sideport. Engine run time, flight limits and weight rules are the same as for Old Timer events. Front intake Ohlsson engines are not permitted.

***** FF COMMERCIAL RUBBER *****

Model must be an Old Timer rubber design without a folding propeller. The model must have a projected wingspan of 36 inches maximum. It must have fixed landing gear and wheels as shown on the plans. There is no limit on the motor weight but the motor must be enclosed within the fuselage. Propellers must be as shown on the plan. They may be modified to free-wheel. If no propeller is shown on the plan, the builder may use a wooden prop of any pitch with a diameter no greater than 1/3 the projected wingspan. There is no minimum weight requirement, however the covering material, wood sizes and number of parts may not be reduced to reduce weight. The structure may be beefed up and reinforcement spars may be added to the wing and stab while otherwise conforming to the original design. Models will ROG and flight limits will be the same as other rubber events.

FIELD AND FLIGHT RULES

Chase bikes are permitted. Their usage by youngsters must be closely supervised. Watch out for drains, animal holes, runway lights and full size aircraft. DO NOT RIDE BIKES IN CROPS OR ON FRESHLY CULTIVATED OR PLANTED FIELDS. Do not use the taxiway for travel to the administration building. Clean up after yourself, and others if need be, and let's leave the facility better than we found it.

This is a fly one time one meet. Bring your stopwatch. Assure fairness in timekeeping and scoring. Return scorecards for posting of scores in a timely manner to avoid the last minute rush and in due fairness to other entrants. Check at the CD desk each morning for engine run times and fly off provisions. Help us by familiarizing yourself with the rules, in the SAM Rulebook and printed above.

HAVE FUN!

ENTRY FORM

SAM 57 NOSTALGIA MEET JULY 5-6, 1992

MID AMERICAN AIR CENTER LAWRENCEVILLE, IL

Contest Director: Louis Merlotti (314) 631-4777
 Contest Manager: Don Sachtjen (812) 384-3102

Contestant Number _____
 Date received _____

AMA Sanctioned Class C Open

Name _____ AMA Number _____

Address _____ SAM Number _____

City _____ State _____ Zip _____ Phone _____

To avoid inconvenience and delay please attach a copy of your AMA card.

NOSTALGIA FREE FLIGHT

Event	Model	Engine	Area	Min Weight
Sunday July 5 8am-4:30pm				
Class 1/4 A Nostalgia				
Class A Nostalgia				
Class C Nostalgia				
Small Ignition Nostalgia				
Monday July 6 8am-4:30pm				
Class 1/2 A Nostalgia				
Class B Nostalgia				
Payload (Combined) Nostalgia				
Large Ignition Nostalgia				

The SAM Champs will follow this meet. The entry form and other information will be found in "SAM SPEAKS". If you need this information send \$1.00 and a large SASE to:

"SAM Champs Entry Request" c/o Don Sachtjen, RR5, Box56B, Bloomfield, IN 47424

Entry Fee: \$9 first event, \$4 each additional event to \$25 maximum.
 On field entry and additions will be \$10 per event. Total \$ _____

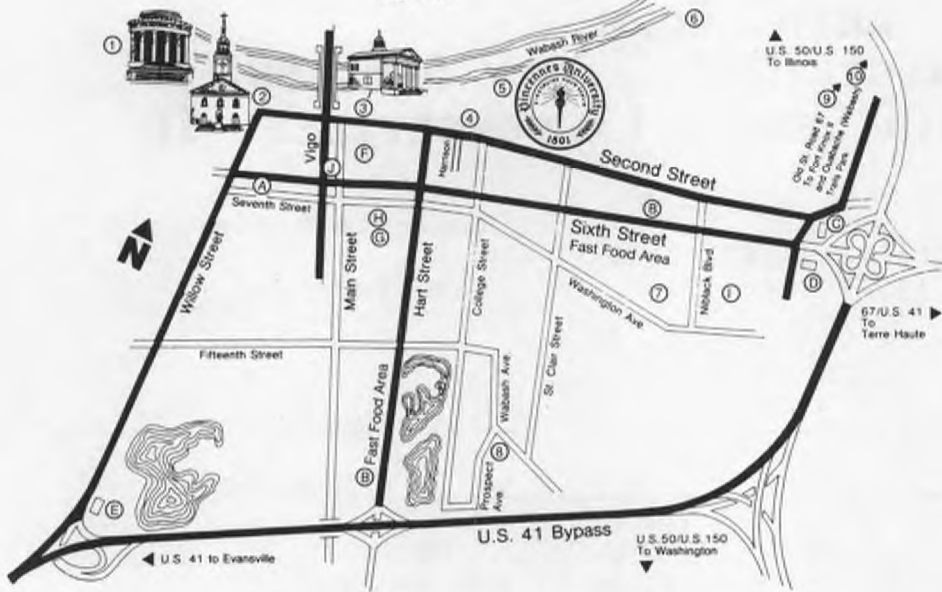
Mail entry with remittance made to:
 Don Sachtjen, RR5, Box 56B, Bloomfield, IN 47424

Early entries must be postmarked by June 12th.
 Refund of entry fee if no show.

I (we) hereby release "Sam Chapter 57" and all persons connected with this meet from any liability whatsoever while participating in this meet. I (we) agree to abide by all flying and field rules, including prevention of damage to crops and cultivated fields, in force at this meet.

Signed _____
 (Parent or Guardian if under 21)

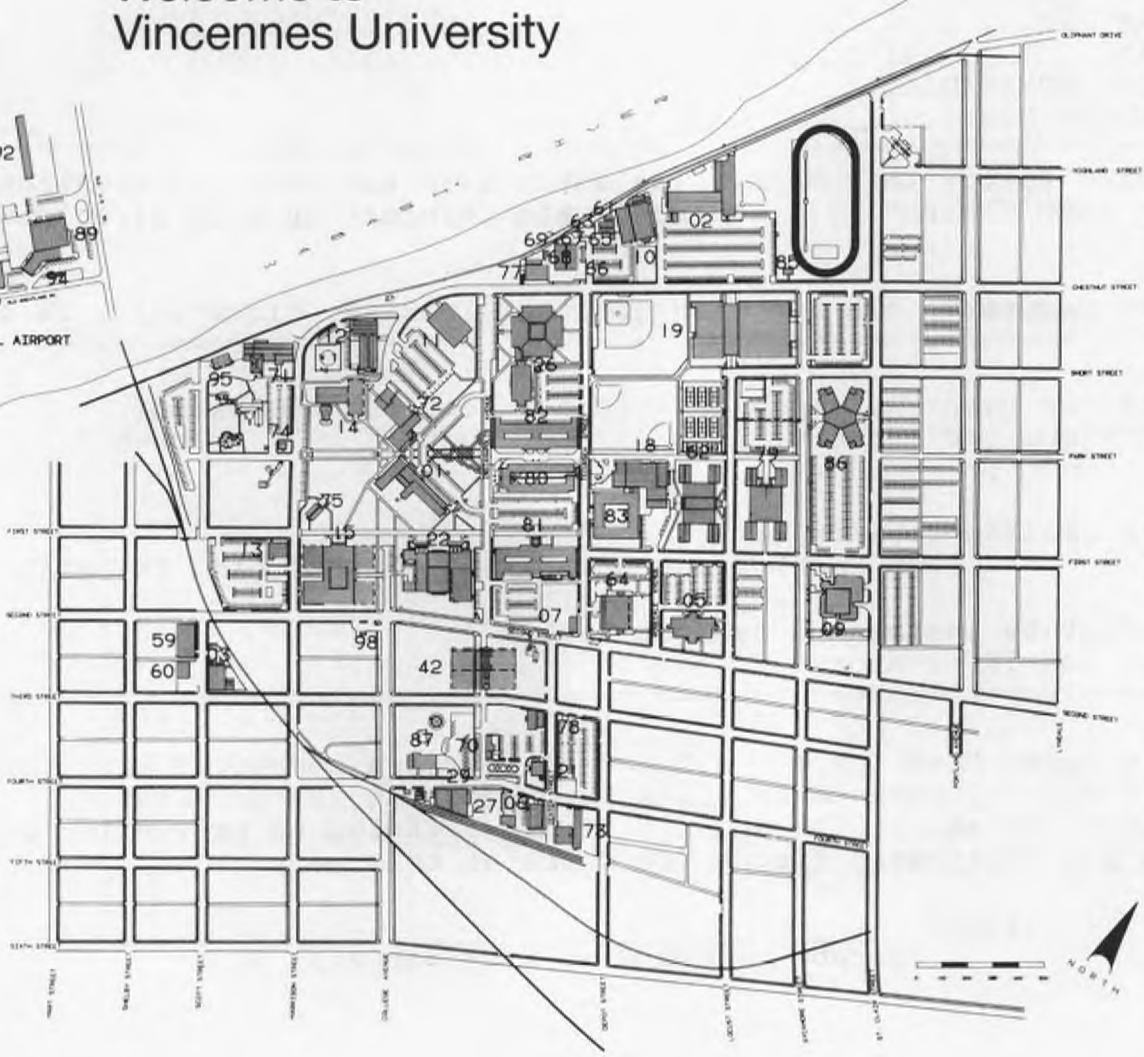
ILLINOIS



- 1. George Rogers Clark National Historical Park - 882-1776
- 2. Old Cathedral of St. Francis Xavier - 882-7016 or 882-5638
- 3. Old State Bank Art Gallery - 886-0332
- 4. Log Cabin Visitor Center - 885-4339
- 5. Vincennes University - 882-3350
- 6. Kimmel Park
- 7. Gregg Park (Public Swimming Pool)
- 8. Sonotac Prehistoric Indian Mound (2401 Wabash Avenue)
- 9. Fort Knox I
- 10. Outbacke Trails Park
- A. Good Samaritan Hospital - 882-5220
- B. Fast-Food Services Area
- C. Executive Inn - 886-5000
- D. Holiday Inn - 886-9900
- E. Inn of Old Vincennes - 882-2100
- F. Vincennes Area Chamber of Commerce - 882-6400
- G. Police Station - 8th & Busserson - 882-6630
- H. County Court House - 7th & Busserson
- I. Plaza Cinema, Vincennes Plaza - 882-4847
- J. Showplace Cinema, 8th & Main St. - 882-0885

All streets indicated are primary routes, side streets are not shown.

Welcome to Vincennes University



- 01 Welsh Administration Building
- 02 Automotive Technology Building
- 03 Art Department Annex
- 05 Business Division Building
- 06 Classroom Building A
- 09 Printing Technology Building and Mailroom
- 10 Technology Building
- 11 Ray C. Beless Gymnasium
- 12 Florence Hall
- 13 Funeral Service Education Building
- 14 Health Occupations Building
- 15 Shircliff Humanities Building
- 18 Tecumseh Dining Center
- 19 Physical Education Complex
- 21 Dunseth Planetarium
- 22 Shake Learning Resources Center/Lewis Historical Wing
- 26 McCormick Science Center/Physics and Engineering Addition
- 29 Zella Young Hall
- 61 Greenhouse-Science
- 62 Francis Vigo Residence Hall
- 63 Greenhouse-Horticulture 1
- 64 Walter A. Davis Hall
- 65 Greenhouse-Horticulture 2
- 66 Building Materials Masonry Lab
- 67 Building Materials Carpentry Lab
- 68 Building Materials Millwork Lab
- 70 Administration Annex
- 71 Robert E. Green Auditorium
- 72 Isaac K. Beckes Student Union
- 73 Central Receiving Warehouse
- 74 Log Cabin Tourist Center
- 75 Maria Creek Chapel
- 77 Building Materials Technology Building
- 79 Godare Residence Hall
- 80 Estelle Emison Residence Hall
- 81 George Clark Residence Hall
- 82 William Henry Harrison Residence Hall
- 83 John Morris Residence Hall
- 85 Campus Police Building
- 86 Vanderburg Residence Hall
- 87 Maintenance Building
- 89 Aviation Maintenance Airframe Building
- 90 Aviation Maintenance Power Plant Building
- 92 Tee Hanger Building
- 94 Aviation Maintenance Classroom/Office Building
- 95 Green Auditorium Annex

Anderson Spitfire, continued from page 8

tions inside the rear cover. To use, place the wrench in the vise, warm the rear of the engine with the hair dryer, fit the backcover onto the wrench and unscrew by turning the engine counter-clockwise. You may need gloves to hold the engine and if it's an old dirty gummy one, you may have to get it hotter. A heat gun for shrinking plastic covering will get much hotter than a hair dryer. A propane torch can be used in badly stuck cases but be careful! You can melt aluminum with the torch and set all manner of things afire! There is a paper ring gasket between the backplate and case. If not torn, it can be reused in most cases.

The cylinder head is retained by eight screws. If the head is stuck, try warming it and gently prying around the edges. Remember die-cast aluminum is soft and brittle. The head gasket will probably have to be replaced. Be sure and remove all of the old gasket and gunk by carefully scraping with a razor blade. If you want to remove the cylinder it is best to be sure the engine turns over freely first. If the piston is stuck, try soaking in carb cleaner for a few hours (remove tank first!) A little heat will usually allow the shaft to be turned with a prop. Don't use pliers. Sometimes a little WD-40 in the exhaust and thru the plug hole will ease the process. Do not use open flame around WD-40 or other solvents. The cylinder is retained by four screws. There is a paper gasket between the cylinder flanges and case. It can be re-used if in good shape.

With the cylinder lifted off and backplate removed, the piston/rod/wrist pin assembly can be slipped out. Be very careful not to lose the two little wrist pin pads. These are aluminum or brass inserts which slip into each end of the wrist pin to prevent the hard steel pin from scoring the cylinder. When you re-assemble the engine be sure these pads are in place.

Remove the snap ring from the front of the crankshaft. (Engines with pressed on cam/prop drive do not have a snap ring.) If the crankshaft turns freely it should push out the back by hand. You may have to squeeze it out in a large vise. Be sure and protect the rear of the case and front of the shaft with pieces of hard wood to prevent damage. If the ball bearing comes out with the shaft, it may be removed by wedging using two sharpened flat blade screwdrivers, one on either side of the bearing. Wedge between the bearing and the shaft. If the bearing is in the case, place a flat piece of soft wood (2x4 or 2x6) on the bench, heat the case, and tap it sharply on the wood, back side down. The BEARING is removed by inertia. You may have to heat the case to around 300 F to get the bearing out. Use gloves and don't melt it. If the bearing is rough, replace it with a new one. It's an MRC #R-8 or equiv. unshielded.

RE-ASSEMBLY: This is essentially a reverse of the disassembly process

with a few special notes. Be sure to oil the moving parts

before assembly and don't forget to oil the screws. I use Marvel Mystery Oil but any light non-gumming oil will do. Slip the ball bearing onto the crankshaft and be sure it's seated. Do not pound on the outer race! It should seat by hand. If not slip a piece of metal tubing over the crankshaft so that it contacts only the inner race and press the bearing in place. Heat the crankcase and place the oiled shaft/bearing assembly in position. It should drop in, seat solidly and spin freely. You may have to tap the shaft gently with a piece of soft metal or a wood dowel to seat the bearing. Let the case cool before proceeding. Be sure the crank spins freely. The cylinder can be installed with the exhaust facing right or left. Decide which way you want it and install the piston/rod assembly so that the piston baffle is furthest from the exhaust. If you put the piston in backwards, the engine will FIRE, it may run but it won't have any horsepower. Remember to see that the wrist pin pads are in place. A few minutes running without them can score the cylinder liner beyond repair.

To install the cylinder head use a new gasket or be very sure the old one is in excellent condition. A bit of vaseline or moly grease spread on the gasket surfaces will generally keep it from sticking so bad. Note how the combustion chamber lobes are cut to clear the piston baffle and be sure you install the head so that there is no interference.

Remember to install the timer ratchet springs and plungers in their holes in the crankcase before you install the timer. Be sure cam is positioned to just open the points at the top of the piston stroke with timer arm horizontal. The cam will go on two ways so be sure it's right or the spark timing will be wrong and it won't run. Start the cam onto the crankshaft flats by hand to be sure they line up with the recesses in the cam. Seat the cam by installing a propeller.

The spark plug is 3/8" Champion V-1 or VR-1 or equivalent. Plug gap is 0.012 to 0.015". Breaker point gap 0.006 to 0.010". Recommended fuel is 1 part 70 wt. oil to 3 parts unleaded gasoline (by volume). You can use a gasoline mixable castor oil if you prefer. The Spitfire runs great on 3/1 methanol and castor oil also, but don't use it in the plastic tank! Start with timing retarded, arm horizontal or one click above horizontal.

Parts, Engines and Repairs: Original Spitfires show up regularly at swap meets and MECA collectos. Original parts are a bit harder to find but Marvin Miller at M.B. Miller Co., 250 Bronco Rd., Soquel, CA 95073 has all parts, as well as new engines. They are beautiful. Send an SASE for his list.

Bob Hopper at PO Box 296, Logansport IN 46947 has repro tanks and unmachined timer castings.

George Aldrich at 12822 Tarrytown, San Antonio TX 78233 does restoration and repair as does Don Blackburn, PO Box

Anderson, give me a call or card. Charlie Bruce Rt. 1 Box 766 Milano TX 76556 (512) 455-9543

NEXT OLD ENGINE ANALYSIS:—Arden .099 & .199



This will be the first in a series of articles by prominent modelers who have contributed so much to our Old Timer hobby. If you have a good memory or modeling story you would like to share with our readers, please let me hear from you. -- DMB

RECOLLECTIONS ON MODELS & MINIATURES

By Robert H. "Bob" Munn, SAM 474L

Like many of my contemporaries, I was swept up in enthusiasm for all kinds of flying things during the "Golden Age" of aviation in the mid-1930s. As a boy in the Midwest, my parents had little sympathy for my fascination with tales of Bill Barnes and G-8 and His Battle Aces, so there wasn't much support for my early years of building mostly solid models. Later, after weeks of futile attempts, I finally got a Comet "PHANTOM FLASH" to ROG off the gym floor and do a couple of staggering circles. I was hooked! My first really successful rubber model was the Comet "SPARKY", and I progressed through a series of the smaller Scientific, Burd, Berkeley and Comet rubber kits and gliders, paying for many of these by selling Burpees Seed Packets to neighboring gardeners.

My best rubber effort was Jim Cahill's "CLODHOPPER", with which I won a few local contests. One evening while test flying just before a big event, I launched a low-energy wind on the college campus across the street from my house. The "CLODHOPPER" circled slowly, drifting slightly in the sunset breeze, and edged into the street. It was demolished, in fact engraved into the asphalt, by a passing car. You can bet I cried my heart out that night.

My earliest prize of any note was a blue ribbon for Handicrafts at the Kansas State Fair in 1940, for my rendition of a Cleveland "CURTISS HAWK P6E". Lacking

the resources for large kits or engines, I helped friends build and fly a number of free flight models such as the "SAILPLANE", "BUCCANEER", and "POWER HOUSE", while in High School prior to World War II

Remaining in the military after the war, I built a number of rubber and free flight models. I had a brief fling at control line types, then ended when testing a Mc Coy 49 powered speed model at Glenview Naval Air Station a few days before the Nationals was set to take place there. The plane came off the lines while doing something over 100, smashing straight into a concrete hangar wall. Ah Well! Finis control Line!

My next serious turn at modelling came in 1954 and 55 while attending the University of Southern California on the GI Bill. A downtown hobby shop which provided Los Angeles firms with many types of models for display or window dressing staked me to a kit of the JOE LANE revenue cutter ship model. It brought a good price and by contract building a variety of aircraft and ship models I was able to acquire my first radio control set, a Babcock single channel and my first RC aircraft, a Kenhi "BUZZARD". This six foot model with its heavy battery load and K&B 19 engine would stagger into the air, fly around about 15-20 feet high, and manage to find hiding in the dense greenery of the carrot patches surrounding Mile Square in those days. We would rise about 5, drive south until we found a place to have breakfast, then go to Mile Square and fly until about 10 when the wind became too strong for our models. I became acquainted with many modelers who later became prominent in the industry or sport during these days. Much of the time was spent searching for stray aircraft, since the "control" element was often lacking in our radio models.

During this period I became very active in free flight competitions, and flew many times from Mirage Dry Lake and Taft with my dear friend Howard Johnson who some years later became President of AMA. We experimented with radio controlled free flight, but the size and weight of equipment in those days was too much of a burden for all but the largest models. We had a very simple formula for RC free flight in those days: after all preparations for launch were completed, you handed the transmitter to the timer. The flight began with take-off and ended when you took the transmitter from the timer (or when a max was achieved). The "purity" of all those careful flight adjustments was thus fully preserved, and you always had the chance to get your toy back if it drifted too far or got into trouble. I guess that formula is too simple for today's competitors.

Returning to government service in 1956, I had lots of opportunity for RC flying while assigned in Tripoli, Libya. We flew mostly sport planes and some seaplanes, but I built a handful of free flights to take back to the US with me during a vacation in 1959.

In Washington DC during 1962-63 I was again an active member of the DCRC and built quite a few aircraft, mostly sport-scale types. The club finally threatened to



Bob Munn proudly holds his beautiful silk covered "Super Buccaneer" powered by an OS 60 4cycle. Bob has authored a series of articles on the art of covering and finishing with silk which we plan to publish soon in SAM Speaks.

"dismember" me if I did not retire my Midwest "TRI-SQUIRE", powered by a BMW diesel and the last of the locally living super regenerative receivers. They always gave me a turn to fly during lunch break, since that diesel would run about 35 minutes on 4 ounces of fuel, and nobody else could fly while I was up! That RC set now resides in the AMA museum at Reston, rigged to show how the old rudder-only and escapement sets worked

Very little modeling then until 1975, when I was assigned in South Africa. There was a large and very active modeling community in which I participated enthusiastically, again mainly scale and sport models. Retiring from government service in 1977, I began serious mode modeling a year or so later after settling in Utah (with frequent visits in California). Long time friend John Pond asked me one day in about 1979 how long it had been since I last built a rubber model or a free flight? I shortly built my second "SPARKY", about 40 years after the first one, and began to become involved in SAM activities. At the same time I have been building and flying a large variety of quarter scale and other sport aircraft and seaplanes, and am often caught in event schedule conflicts. The Old Timers have had the edge lately

Through the years I have written some 20 or 30 articles for various magazines in the US and abroad, treating with a variety of subjects such as finishing materials and applications, fuels, Webra Dynamix carburetors, Fun-Fly events, Floatplanes, reports on major modeling events, and so forth. During 1980 and 81 I worked with a good friend in Cape Town who has a thriving hobby business throughout Southern Africa. We had often thought of establishing some kind of kitting business there. I selected the machines, installed them, designed and built the dies needed, trained the production crew, and designed (or engineered in miniature) several

large sport and scale aircraft, which are still being kitted there.

In the winter of 1983-84 while house-bound with snow and a mild illness, I finally put in order a collection of photos accumulated through the years. My memories were greatly refreshed at that time by the accidental acquisition of a large number of model magazines from the 1930s, some of which reported midwestern events in which I had taken part (without much success!). I began a modelling chronology, listing things built and experiences shared throughout the years. As of this summer I recall building something over 330 models, more than half of which were done in the last 13 years. One of these days I will retire from modeling and have some time for all the other things we had planned to do during these "Golden Years"!!

1992 International 1/2A Texaco R/C Postal Challenge

SAM 26, The Central Coast Chapter announces that this year's dates will be either Saturday August 15 or Sunday August 16, whichever date your chapter elects to fly. Entry packages will be mailed to each group who participated last year. Any SAM chapter who missed out last year and who would like to participate this year should write or phone Ron Doig, of host chapter SAM 26 for an entry packet. SAM 26 became hosts of the event this year by virtue of winning the perpetual trophy in 1991.

Models must meet the construction criteria, and fly by the official SAM USA 1/2A Texaco rules, a copy of which will be included in the entry packet.

Direct Inquiries to:
Ron Doig
1029 N. Lupine St.
Lompoc, CA 93436
Phone (805)-736-9840

NATIONAL CONTEST SCHEDULE

We have had many enquiries about SAM competitions around the country. In response, I have asked Jim Coffin, SAM 10 in Virginia, to compile all the competition schedules, both Free Flight and R/C Assist, throughout the U.S. and many other parts of the world. This is an initial attempt and probably is not complete. It is a start. After looking over this published listing, if you feel some scheduled SAM meets have been left out, please notify Jim Coffin [(703)256-3865] and he will add them to the calendar for later publication. Be sure to include date, contest name and type (R/C, FF, rubber), events, site and contact person. A particular item missing in some schedules was the contact person. In most places Jim listed the sponsoring club or SAM Chapter. Fun Fly events were also listed that seemed to have broad appeal. SAM Free Flight contests were harder to compile; their schedules were more scattered.

I particularly want to thank Larry Davidson (East) and Jack Albrecht (West) for their very complete R/C schedules. Now, as you travel around the country, you will know what is going on with your favorite hobby, Old Timers. --- DMB

CONTEST SCHEDULE

1992 SAM CONTEST SCHEDULE

DATE	CONTEST	LOCATION NEAREST CITY	CONTACT POINT ADDRESS, PHONE
28-29 MAR	SAM 26 R/C SPRING ANNUAL QUARTERMASTER ASSISTANT TEACOS	CONOR FIELD TAYT, CA	CD. H. ROBINSON, SAM 26
4-5 APR	SAM 25 TEACOS	LOST HILLS, CA	SCAMPS
16-20 APR	SAM 1798 CHAMPIONSHIPS C/O OF EVENTS, GAS, RUBBER, R/C & FREE FLIGHT	BAKERSFIELD, CA CARMONIA, NV	DATE BROWN (0651) 51-2513
22-28 APR	45TH MAA INC. NAT'L CHAMPIONSHIPS	WALEBIE, SO. AUSTRALIA	MAA INC (AUSTRALIA) TRY JOHN POND FOR INFO
25-26 APR	OT R/C VINTAGE RUBBER, POWER, GLIDER	CONOR FIELD TAYT, CA	SAM 49
25-26 APR	OT R/C ASSISTANT ONLAND CLOUDGUSTERS	WARGELL FIELD SACRAMENTO, CA	CD. B. VANDERBEEK 13300 SIMON LANE LOS ALTOS, CA 94022 (415) 949-3166
2-3 MAY	SAM 10 SPRING ANNUAL OT R/C OT Rubber (combined), RC (ABC)	SAUNDER'S FARM & FF SITE CUCKOO, VA	JOE GLAVON, CO 1846 GURCH PL, VA 22042 (703) 734-8764
2-3 MAY	SAM 56 FLYING SITE SACRAMENTO, CA	ED SALGUERO	ED SALGUERO
3 MAY	SAM 100: RC OF CONVENTION L&R EVENTS, FUEL ALLOTMENT	TO BE ANNOUNCED LANCASTER, PA	CD. JOHN BELLAGRANGE 1822 LOWMEYER DR. LANCASTER, PA 17601 (717) 567-7243
3 MAY	SAM 79 OLD TIME CONTEST SACRAMENTO, CA	FLAMBOKE WEA STATION SANDUSKY OH	CD. BOB WALTER 5807 CAMBRIDGE CIR SANDUSKY, OH 44870 (419) 625-9078
3 MAY	SAM 1 CLUB CONTEST	CLUB FIELD DENVER, CO	ART GROESBEIDER 2045 ST PAUL
16-17 MAY	BRALINGUSTERS 4TH TWO DAY MEET AMA FREE FLIGHT EVENTS PLUS COMBINED OT FF, NOS GAS	PETERSBURG AIRPORT PETERSBURG, VA	ABRAM VAN DUYER, CO 112 THILANDER DR NEWPORT NEWS, VA 23662 (804) 973-2810
16-17 MAY	PAYLOADS, CLIPPER CARGO SAM 30 HANSHAW'S SPRING ANNUAL	LOREN SCHEIDT'S RANCE ELK GROVE, CA	CD. N. NICHOLAI 2325 HALL ST SACRAMENTO, CA 95833 (916) 442-1210
17 MAY	OT R/C NORTHERN CALIF FF COUNCIL #2 OLD TIMER FREE FLIGHT (NO RC)	TRIA	SAM 76
17 MAY	SAM 56 FLYING SITE SACRAMENTO, CA	WARGELL FIELD SACRAMENTO, CA	DOUG GALESTRATE (916) 753-2520 (M-F, 10-4)

1992 SAM CONTEST SCHEDULE

DATE	CONTEST	LOCATION NEAREST CITY	CONTACT POINT ADDRESS, PHONE
12 JUL	STOCKTON SUMMER BASH OT FF & R/C ASSISTANT	WARGELL FIELD SACRAMENTO, CA	STOCKTON GAS MODELERS TRY DOUG GALESTRATE, (916) 753-2520 RON ROSS (HOST)
18-19 JUL	SAM 26 COASTER COOLER OLD TIMER R/C *FURN FLY	LOMPOK, CA AREA	LARRY BISHOP (316) 538-2412 SAM 76
18-19 JUL	SAM 56 FURNITY & FAC EVENTS SACRAMENTO, CA	SACRAMENTO, CA	LARRY BISHOP (316) 538-2412 SAM 76
19 JUL	SAM 76 RC MEET (To be announced)	SHELBY OH	SAM 39
19 JUL	SAM 39 CLUB CONTEST OT RC ASSISTANT	CLUB FIELD DENVER, CO	ART GROESBEIDER 2045 ST. PAUL DENVER, CO 80210
19 JUL	SAM 1 CLUB CONTEST	WRIGHT PATTERSON AFB DAYTON, OH	BARRY MURPHY, CIA 3824 OAKWOOD BLVD ANDERSON, IN 46011 CD. LARRY DAVIDSON 1 SALLISBURY DR. NORTH EAST WORTHPORT, NY 11711 (516) 251-1255
25-26 JUL	CIA OT & NOS GAS CONTEST O/T FF & NYFS NOS GAS	CAUVERTON, NY	K. WEINBERGER, MOFFA 4568 W. 1415 ST CLAYVELAND, OH 44135 (216) 671-8223
1-2 AUG	SAM 75 R/C CONTEST 1/2A TEACOS, 1/2A TEACOS SCALE TEACOS ANTWERP, ILE ELSC	WRIGHT PATTERSON AFB DAYTON, OH	CD. WALT GEARY 622 FRANKLIN BLVD ABERCON, NJ 08201 DAVID BAKER, SAM 1066 16091 641-5319 24 PINESTREES NORTHAMPTON, NY JET ENGLAND, 0504-006221 122 GARDEN ST LANCASTER, PA 17601 (717) 569-7243
8-9 AUG	NOFFA FF MEET 1/2A, ABC NOS GAS, AMA EVENTS	EGG HARBOR, NJ	ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210
9 AUG	SAM 12 CONTEST, RC: 1/2 A TEACOS	HIDDLE WILLOP, ENGLAND	CD. EOW DOIG, SAM 26
9 AUG	LER (ABC) GLO, LER (ABC) ION SAM 1066 YIGLESS POWER PRIZE SPL FALLES IC POWER FF AMAD, FHE 180, DIESEL, SPL	WRIGHT PATTERSON AFB DAYTON, OH	JIM O'NEILLY (316) 744-0851 CD. JOHN DELAGRANGE 122 GARDEN ST LANCASTER, PA 17601 (717) 569-7243
12-14 AUG	SAM 86 GREAT GAMES GATHERING COMBINED ARC LER FF: Pylon & CARIN, SAM RUBBER SCALE, 3M & L&R RUBBER, ELG	GARANNOQUE, ONT. CANADA	CD. JOHN DELAGRANGE 122 GARDEN ST LANCASTER, PA 17601 (717) 569-7243
15-16 AUG	SAM INTNL 1/2 A POSTAL CHALLENGE	N/A	ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210
15-16 AUG	1/2 A TEACOS (TEAMS OF FIVE) SAM MEMBERS	SAM 56 FLYING SITE AUGUSTA, KS	JIM O'NEILLY (316) 744-0851
16 AUG	SAM 100 FREE FLIGHT MEET *NO POWER EVENTS	SAM 100 FREE FLIGHT MEET LANCASTER, PA AREA	CD. JOHN DELAGRANGE 122 GARDEN ST LANCASTER, PA 17601 (717) 569-7243
16 AUG	SAM 1 CLUB CONTEST	CLUB FIELD DENVER, CO	ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210

18-20 AUG	JOE ELGIN COMMEMORATIVE ALL SAM RC ASSISTANT EVENTS 1/2 TEACOS SCALE, O & E SIDEPONT	DONNELLSVILLE, OH	CD. ROBERT LAVOISIER, 5419/56 6914 W. RAYBORN RD BONNEVILLE, OH 45119 (513) 882-6775
21-23 AUG	SPL: JOE ELGIN DESIGN C ION 978 HISTORIC WAKEFIELD CUP SAM-ITALIA, 4 & 8 OZ VAREFIELD EVENTS	AEROPORTO 61 GORIZIA GORIZIA, ITALY	ARMO CLUB GUZIANO, ZULIANO MARIO Via Trieste n 300 34170 GORIZIA 0421/20744 OR 53109 LARRY WILDS (HOST)
22-23 AUG	OTHER FREE FLIGHT EVENTS ALSO CORFC FALL FREE FLIGHT MEET ABC OT Pylon, COBALT, ION NOS GAS OT STICK/CARIN RUBBER	WRIGHT PATTERSON AFB DAYTON, OH	16341 745-2327 BILLY SAUNDERS 11613 LEBARROW TER SILVER SPRING, MD 20902 (703) 872-7017
22-23 AUG	2ND ANNUAL CUCKOO CHALLENGE O/T FF, POWER AND RUBBER, AMA CUCKOO VA CUCKOO CHALLENGE	SUNDER'S FARM & FF SITE CUCKOO VA	CD. JIM CLARK 1127 DENMARK RD PLAINFIELD, NJ 07042 (908) 756-1364
23 AUG	SAM 15 & SAM 36 R/C CONTEST 1/2A TEACOS, TEACOS, ARC GLO (COMB) (COMB) ANTIQUE OT FF	BRIDGEWATER, NJ	CHICAGO AERONAUTS 1785-6746 ITALIANO, (414) CD. JOE KESNER, SAM 11 198 NERRITT DR ORADELL, NJ 07649 (201) 261-1281
30 AUG	*92 OLD TIME EAGLES FLY-IN 1/2A TEACOS, 1/2A TEACOS SCALE ARC GLO LER (COMB), LMR ELRC NYFS US OUTDOOR CHAMPIONSHIPS ALL BASIC FF & RC SAM EVENTS OT RUBBER SCALE, RC SP, 1/2A FF DURATION	BOPE, NJ	SAM 37, CD. DON SACRTJEN 885 BOX 54-B BLOOMFIELD, IN 47424
3-7 SEP	DEFCON/RCOS GAS CHAMPS AMA NYFS NOS GAS, SAM O/T(1) SAM 1 ROCY MOUNTAIN REGIONAL CONTEST: OT FF EVENTS	LOST HILLS, CA VASCOCO CLUB FIELD DENVER, CO	NYFS ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210 SAM 51
5-6 SEP	SAM 39 C/O BOB WALTER SANDUSKY, OH 44870	WOODLAND DAVIS FIELD DAVIS CA TORONTO, CANADA	CD. WALT LAWRENCE, SAM 54 JIM NUTKOVIC: (316) 713-0979
12-13 SEP	ART GROESBEIDER 2045 ST PAUL	SAM 56 FLYING SITE AUGUSTA, KS	CD. JOHN SCOTT 1408 CARLOW RD WILMINGTON, DE (302) 825-3827
12-13 SEP	SAM 54 OT RC CONTEST EVENTS TO BE ANNOUNCED SAM 56 "SUN KEEN BASH" FF RUBBER STICK, PUFF, SCALE, SUN WARE, OZ REF, ION ARC (COMB)	SAM 56 FLYING SITE AUGUSTA, KS	CD. JOHN SCOTT 1408 CARLOW RD WILMINGTON, DE 19803 (302) 478-6576
13 SEP	MGR. DOW SACRTJEN 885 BOX 56-B BLOOMFIELD, IN 47424	RC: TEX, 1/2A TEX, L&R GLO, ION, ANTIQUE SAM 66 OT RC ASSISTANT CONTEST 1/2A TEACOS, 1/2A TEACOS SCALE WILKINGTON, DE FUEL ALLOTMENT, L&R ABC ION (COMB), L&R ABC GLO (COMB) BROWN JE EVENT	

23-23 MAY	SAM DIEGO OBSTERS ANNUAL AMA EVENTS & TEACOS (RC?) 1/2A TEACOS, TEACOS SCALE, SR & LG RUBBER CARIN & STICK, NOS GAS	LOST HILLS, CA BAKERSFIELD, CA	CD. J. MARTIN 413 ANDERSON ST EL CAJON, CA 92019 (619) 442-1274
24 MAY	SAM 66 R/C CONTEST OLD TIMER RC	FORT WORT, NJ WILMINGTON, DE	CD. JOHN SCOTT 1408 CARLOW RD WILMINGTON, DE 19803 (302) 825-3827
30-31 MAY	CORFC SPRING MEET O/T FF, NOS GAS, AMA	WRIGHT PATTERSON AFB DAYTON OH	CD. BOB WALTER 5807 CAMBRIDGE CIR SANDUSKY, OH 44870 (419) 625-9078
30-31 MAY	SAM 21 OT R/C ANNUAL OT R/C ASSISTANT AERONAUTS SPRING O/T MEET OLD TIMER FF	FREIGHT CO PONG, WI BRIGHTON, VI	LARRY WILDS, (614) SAM 21
31 MAY	AMERICAN ANTIQUE MODELERS EVENTS: SPECIALS, ELG, NOS GAS, TWIN RUBBER, 1/2A TEX RC: 1/2A TEX, 1/2A TEX SCALE ION LER, GLO L&R FF: RUBBER, ION (COMB), OZ REF, RUG	STURGIS, MI	CHICAGO AERONAUTS (IRV. A. ITALIANO, (414) 782-6256 CD. KARL SPIEGELMARE 4550 BURLINGAME ST (516) 536-1071 CD. JIM O'REILLY (316) 744-0851
6-7 JUN	SAM 58 OT R/C MEET LER & R/C GLO & ION, ANTIQUE GLO & PUFF ANTIQUE, OZ ELRC	GRENDLER FLYING FIELD CARLSBURG, NY	CD. JOHN DELAGRANGE 1822 LOWMEYER DR LANCASTER, PA 17601 (717) 567-7243 LO. GUS HANCOCK 105 GUS HANCOCK DR LITETREE, NY 13086 (315) 457-1375
6-7 JUN	SAM 56 JUNE CONTEST 1/2A TEX, 1/2A TEX SCALE ION LER, GLO L&R FF: RUBBER, ION (COMB), OZ REF, RUG	SAM 56 FLYING SITE AUGUSTA, KS	SAM 39 C/O BOB WALTER SANDUSKY, OH 44870 (419) 625-9078 ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210
7 JUN	SAM 100 FREE FLIGHT MEET SAM FF, BUT NO POWER	TO BE ANNOUNCED LANCASTER, PA	ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210
13-14 JUN	SAM 58 OT R/C MEET LER & R/C GLO & ION, ANTIQUE GLO & PUFF ANTIQUE, OZ ELRC	GRENDLER FLYING FIELD CARLSBURG, NY	DATE BELLIU (0691) 65-1869 AMA NJ, RESTON, VA
14 JUN	SAM 39 CLUB CONTEST R/C ASSISTANT	SHELBY OH	ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210
14 JUN	SAM 1 CLUB CONTEST	CLUB FIELD SENEY, CO	ART GROESBEIDER 2045 ST PAUL DENVER, CO 80210
20-21 JUN	LEWTON MAC OLD TIMER MEET AMA NATIONAL CHAMPIONSHIPS ALL AMA FREE FLIGHT, R/C & CL (SAM, NOS GAS NOT SCHEDULED)	SEE CONTACT WELTOWER AFB CISCOPEE, MA	CD. WALT LAWRENCE, SAM 54 JIM NUTKOVIC: (316) 713-0979
20-28 JUN	SAM CHAMPS: ALL SAM FF & RC EVENTS & SPECIAL EVENTS AND NOS GAS ON 5-4 JULY, SEE ENTRY BLANK IN SAM SPEAKS	AIR AMERICA FLIGHT CENTER VINCENNES, IN	CD. JOHN SCOTT 1408 CARLOW RD WILKINGTON, DE 19803 (302) 478-6576

1992 SAM CONTEST SCHEDULE

DATE	CONTEST	LOCATION NEAREST CITY	CONTACT POINT ADDRESS, PHONE
13 SEP	SAM 39 CLUB CONTEST R/C ASSIST LER EVENTS	SHELBY OH	BOB WALTER (419) 433-2378
19-20 SEP	CIA ANNUAL REG'L FF CONTEST ABC OT GAS (COMB), Q20 REFLICA NOS GAS, AMA EVENTS	WRIGHT PATTERSON AFB DAYTON, OH	CD, HARRY MURPHY 1824 OAKWOOD BLVD ANDERSON, IN 46011 (317) 6422-7377
20 SEP	NO CALIF FF COUNCIL #3 OT FF & RC	WAGGELL FIELD SACRAMENTO, CA	DOUG GALBREATH (916) 753-2520 (M-F, 10-4)
20 SEP	SAM 15 & 36 MEET RAIN DATE		SAM 26
26-27 SEP	SAM 26 CRASH & BASH OT RC OT RC ASSIST	LOREN SCHMIDT'S RANKE ELK GROVE, CA	
26-27 SEP	STOCKTON OT ANNUAL	HADERA, CA	FRESNO GAS MODELERS ASSN
27 SEP	SAM 100 RC CONTEST LER (ABC) GLO, LER (ABC) IGN, FA 1/2A TEX, 1/2A TEX SCALE, ELKRC BROWN JK/PURE ANTIQUE 90 SEC SCIF TEXACO CONTEST	MYERSTON, PA	CD, JOHN DELAGRANGE 1822 LONGVIEW DR LANCASTER, PA 17601 (717) 569-7243
3-4 OCT		CONDOR FIELD TAFT, CA	SO CAL IGNITION FLIERS
4 OCT	SAM 39 OLD TIME CONTEST RC TEX, GLO A,B,C, IGN A,B,C 1/2A TEX, 1/2A TEX SCALE, PURE TEX, ANTIQUE GLO & PURE ANTIQU	FLUNBROOK NASA STATION SANDUSKY, OH	CD, BOB WALTER 5807 CAMBRIDGE CIR SANDUSKY, OH 44870 (419) 625-9078
4 OCT	NO CALIF FF COUNCIL #4 FF & R/C OLD TIMER	WAGGELL FIELD SACRAMENTO, CA	DOUG GALBREATH (916) 753-2520 (M-F, 10-4)
10-11 OCT	SAM 30 FALL ANNUAL OT R/C	LOREN SCHMIDT'S RANKE ELK GROVE, CA	SAM 30
11 OCT	SAM 1 FUN FLY:FF	CLUB FIELD:DENVER, CO	ART GROSSEIDER 2045 ST. PAUL DENVER, CO 80210 ERNIE LYNN (316) 687-9552
24-25 OCT	SAM 56 FUN FLY & FAC EVENTS	SAM 56 FLYING SITE AGUSTA, KS	DAVE BROWN (063) 51-2513
24-25 OCT	GLENN SIMMONS MEM TROPHY	LITHROW AEROMODELING CLUB	CD, JOHN DELAGRANGE 1822 LONGVIEW DR LANCASTER, PA 17601 (717) 569-7243
25 OCT	SAM 100 FF MEET *NO GAS POWER EVENTS	TBA	CD, BOB ANGEL, SAM 26 1001 PATTERSON RD SANTA MARIA, CA 93455 HAROLD STEVENSON (02) 53-9212
31 OCT, 1 NOV	JOHN FORD CONKEN XVII OLD TIMER RC	CONDOR FIELD TAFT, CA	DOUG GALBREATH (916) 753-2520 (M-F, 10-4)
31 OCT, 1 NOV	OLDTIMER H.S.L.	HADDENS PLAINS	SAM 49
1 NOV	NO CALIF FF COUNCIL #5	WAGGELL FIELD SACRAMENTO, CA	
14-15 NOV	SAM 49 OT FALL ANNUAL OT RC ASSIST	CONDOR FIELD TAFT, CA	SCAMPS, SAN VALEERS
21-22 NOV	SCAMPS ANNUAL SAM OT, NOS GAS (SAM VALEERS) R/C OLD TIMER	CONDOR FIELD TAFT, CA	JOHN QUIGLEY, R.C.M.C. (02) 316-5339
5-6 DEC	RC GLIDER, PURE ANTIQUE NO CALIF FF COUNCIL #6 OLD TIMER FF & RC	PITT TOWN, AUSTRALIA	DOUG GALBREATH (916) 753-2520 (M-F, 10-4)

1992 SAM MEMBERSHIP RENEWALS DUE

-Bob Dodds, Secretary/Treasury

If you have not already sent in your dues for this year, they are due now for January thru December 1992. Dues are \$15.00 per calendar year. You may pay up to three years in advance or buy a Life membership for \$150. (Your expiration date will be printed on your SAM Speaks label if you have or are going to pay for 2 years or more.)

Life members are authorized to put an "L" after their SAM number, i.e. 217L. All paid-up members will receive our bimonthly newsletter, SAM Speaks.

All new members will also receive a SAM decal and a copy of the SAM Rule Book. Decals are .50 cents each, large or small. (Large 4 x 2 1/2, small 2 x 1 1/4) SAM patches are \$2 each.

Rule books are \$1 each.

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- Renewal
- Address change

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I agree to follow the rules of the Society of Antique Modelers and uphold the principles stated in the SAM Preamble.

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Note: Full membership in SAM requires membership in the Academy of Model Aeronautics or equivalent national organization. Be sure to put your SAM # on your membership renewal check.

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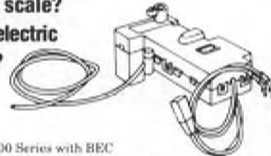
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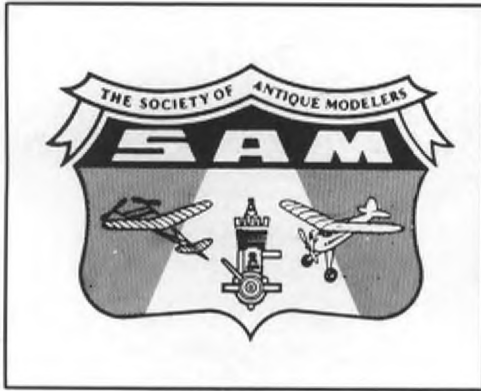
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March 1992 ♦ April 1992

Number 104



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Restoration of a 50 Year Old "Hurricane": Ray Mc Gowan 18

COVER

A young Nick Sanford in 1937 with his original design "Sac-Tex" powered by a Brown Jr. at the Sacramento Airport for a State Fair Texaco event. The model had a 7 1/2 foot wing with a 12 in. chord and a Clark-Y top and RAF 32bottom airfoil. The full size Fairchild 22 in the background is a rare one with a Gipsy 90 H.P. engine. Nick is a SAM 27 member from Santa Rosa, CA, and active R/C old timer competitor.

Editor

Don Bekins
 85 Bellevue Ave.
 Belvedere, CA 94920

Production Director
 Jim Adams

Desktop Publishing
 Don Bekins

Contributing Editors

Rubber Power
 Ernie Linn
 3505 E. Mount Vernon
 Wichita, KS 67218-3959

R/C Assist
 Bob Angel
 1001 Patterson Rd.
 Santa Maria, CA 93455

Photography
 Steve Roselle
 933 Barbara Ave.
 Mountain View, CA 94040

Free Flight Eastern Region
 Jim Coffin
 4604 Hillbrook Dr.
 Annandale, VA 22003

OT Electric and 1/2 Texaco Scale
 Jim Alaback
 12366 Nacido Dr.
 San Diego, CA 92128

**Society of Antique Modelers
 Officers**

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

Eastern VP
 Mike Granieri
 3 Dryden Rd. Box 78
 Pottersville, NJ 07979

Rocky Mountain VP
 Art Grosheider
 2045 St. Paul
 Denver, CO 80210

Midwest VP
 Bob Larsh
 45 S. Whitcomb Ave.
 Indianapolis, IN 46241

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

F/F Coordinator
 Abe Gallas
 28 Rustling Wind
 Irvine, CA 92715

R/C Coordinator
 "Woody" Woodman
 233 Longview Dr
 Bayville, NJ 08721

Secretary/ Treasurer
 Bob Dodds
 209 Summerside Place
 Encinitas, CA 92024

THANKS TO SAM SPEAKS CONTRIBUTORS

Issues #102 and #103 are in SAM members' hands by now. SAM SPEAKS sports a new headboard and new column headings, which we hope make for easier reading. There were 6 columns contributed, with one by President Jim Adams. In addition, 11 letters-to-the-editor were included, and 35 pictures, which brought us a bundle of comments and information. A first pass at a National SAM Schedule appeared in issue #103, along with the application forms for the '92 SAM Champs at Laurenceville in July. Since the SAM Champs Silver Anniversary Issue (#101), I have received much mail and many pictures from all over the country, and, for that matter, the world. Thanks to all the column contributors and correspondents. It makes the job of editor much easier.

When you send pictures, be sure to write on the back or attached caption the details of a model and engine or designer, the person and his SAM Chapter affiliation, state or country, with the name and date of the event where the picture was taken, along with the name of the photographer. Sometimes the picture and its description, if not attached, get separated and the subjects are hard to identify. I would prefer to keep the pictures because of the massive administrative task of returning them, not to mention expense. If there is a priceless picture you wish to share, then I will, of course, return it to you. But, be specific about the need to return pictures.

If you send copy, please try to type it using a daisy wheel with multi-strike ribbon or laser printer for good clean copy. A larger (12 point) print, double spaced, is the best. Then the scanner can read the printing directly into the computer with few input errors. (Ain't modern computer technology grand?) Jim Adams and Bob Aberle of Flying Models have system down pat. Their contributions get printed right away with a minimum, of effort on the editor's part.

At the present time, we are still trying to catch up, so there is no deadline for columns, pictures or letters. It takes a week or more to organize and format the newsletter and to compose captions to the pictures. Then the printer must process the pictures and set up the presses — that takes ten days to two weeks. Following that, the printer



Marcy Martin, Tulsa, proudly displays his FF "Eastern States Champ", Super Cyke power, at SAM Champs

must prepare and apply the labels for mailing, and deliver to the Post Office — another week. So, you see, it takes from three weeks to a month to prepare and mail one issue of SAM SPEAKS. When we get caught up, then I will set a deadline for your contributions to be mailed in. Thanks to all of you for your help. — DON BEKINS

NATIONAL SAM EVENTS SCHEDULE

In our last SAM SPEAKS, #103, we printed a first cut of a schedule of SAM events taking place all across our land and other countries of the world. We wish to express our appreciation to Jim Coffin, President of SAM 10, Capital Area Antique Modelers, for preparing the listing.

Jim is very talented with data bases on his computer and has gone to an immense amount of work to bring the schedule compilation to you. In the R/C assist arena, Jack Albrecht, SAM 49, San Diego, has been coordinating the schedule for years. More recently, Larry Davidson and Bob Aberle, SAM 75, Calverton, NY, teamed up to provide a comprehensive R/C schedule for the eastern U.S. and Canada. We had a real problem gathering the many and active mid-western schedules and the many free flight events planned around the country. The free flighters are an independent lot and it's tough to create a comprehensive schedule of their meets north, south, east and west. We do lack input from Texas, Arizona, Florida, Georgia, Nevada (Las Vegas), SAM 7 and Pacific Northwest (SAM 8).

Because I receive many newsletters from SAM chapters around the country, I saved scraps of schedules and contest announcements, then threw them in a file. When Jim Coffin volunteered to help, I sent him approximately 50 pieces of paper, which he then typed into the computer. The computer sorted and compiled by date SAM's first overall SAM Events Schedule.

President Jim Adams sent out a request to all regional vice presidents asking them in the future to coordinate the competition and fun fly schedules for their area and forward them to the national schedules coordinator, Jim Coffin, at the beginning of each flying season.

Jim Coffin makes the following request future events announcements: "Because this is a first cut at an events schedule, we plan to update it in future SAM SPEAKS issues. Those missing this trip around will be included the next time. Be sure to include the date, contest name and type (RC, FF, Rubber), events, site and contact person (address or phone is important)."

"If you can, get to those OT events that are near by, even if not flying. If you are a free flight advocate, take a shot at attending an RC event to get involved by scoring or timing or otherwise helping out. This participation will heighten your own interest and provide the sponsors with that warm feeling that is necessary for them to consider carrying with future events." — DMB

WHY NOSTALGIA GAS AT SAM CHAMPS?

Our contemporary world of Free Flight and other hitec activities consists primarily of events centered on competition, competition, competition. As a positive and natural bridge into SAM events, Nostalgia Free Flight Gas is a fitting change of pace. A perfect next-to-last piece of the complete aeromodeler's puzzle.

It is my endeavor as your host CD for the Nostalgia Events to make it maximum fun with minimum hassle and SNAFUS.

In the Midwest I will not be held accountable for any "weather". The late Buck Zehr always ran "weather interference" for us. Perhaps he can help one more time with the "Man Upstairs".

Lou Merlotti, CD Nostalgia Gas, 1992 SAM Champs

MODEL AVIATION SEEKING COVER PHOTOS

AMA's magazine needs to build a file of photographs and/or illustration suitable for future covers. Topics can include: Young People, Trade Shows, Club Contests, National and Regional Championships, World Events, a New Flying Field, Famous Person, Education Program, Seasonal shots, Special Holiday Cover, etc.

Format can be either color prints or slides. Top quality is a must. With only 12 issues annually, competition will be tight. Send original slides or prints, but keep a copy for yourself as we cannot return entries. On publication, a \$150 fee will be paid and you will receive photo credit.

Geoffrey Styles, Director Marketing, Model Aviation

SAM FREE FLIGHTERS WORKING WITH KIDS

Our free flight club has been working with two groups of inner city kids, building, trimming and flying a simple hand launch rubber stick job that one of MMAC Club members designed and kitted. The plane is similar to, but much better than, the "Delta Dart" (AMA). Anyway, one of our more influential club members, with the right contacts, got us into the "Metrodome" (where the SuperBowl was played), for a contest/funfly. The kids had a ball, and so did us old geezers! We flew rubber, CO₂, and electric in a 185 foot ceiling. I got three successive flights of two minutes each with my Lanzo "Duplex" and other OT rubber jobs (Whittman "Albatross", FA Moth, etc.) flew great. We didn't think it would be possible to fly the light indoor stuff in there, but we had Pennyplanes & EZB's, Peanuts & Bostonians going like crazy. Lots of fun! Look for an article in Model Aviation in three months or so.

So long from the land of frozen tundra.

Thermals,

John O'Leary
11425 Kell Circle
Bloomington, MN 55437
(612) 889-0638

SAM 78 CZECHOSLOVAKIA: THEIR NEWSLETTER EDITOR SPEAKS

SAM 78 members, our friends home and abroad, families members, and all of you whose hearts and souls are "infected" with the modeling passion:

You are receiving this year's last Zpravodaj (Czech SAM Speaks). It's a little late but it's here, anyway. And it proves that regardless all difficulties we survived and we successfully finished our first year. The year ran out fast and the time came to look back.

The number of our SAM 78 members (now numbering 155!) is relatively stabilized now as our new directory which is enclosed in the "pocket" of this issue, shows. It is great that people are interested and new members keep coming.

There were six issues of our Zpravodaj issued as we planned it. Some of them appeared late and not in the best quality but they appeared. Yes, there is a lot to improve around Zpravodaj. It is in our common interest, the Zpravodaj; it is also a picture of us for other modelers' world.

Our financial situation is fine as you can find out in our Treasurer's report. No, we are not rich - and who is these days - but we can afford to keep our membership fee at 50 Kcs (crowns — or approximately \$2) per year for 1992 [A very low figure indeed; one which will probably not last long according to my Czech friends — DMB].

We might earn some money by selling copies of attractive and unique plans. Unfortunately, Lubos Koci could not complete the archives he is working on because I was unable to give him all materials and data. I am truly sorry for it. But they will be ready soon.

I don't dare to evaluate our sportive and social activity. Others will do it better, I am sure. But isn't it great that during our "zero" year we managed as much as we did: there were competitions at home, there were meetings, there were trips for competitions abroad, there were shows, we flew our models to propagate our SAM. I think we really can say that this was a good start.

Of course we keep having problems. There are always financial problems around organizing any events and enterprises usually start slow. But it should improve soon. And we will certainly keep our SAM needs in our minds when accepting advertisements and we will welcome any activity promising services or bringing new financial resources.

There are some problems and discussions regarding competition rules, ours and those in other countries, and a search of common language in this field. Well, we do not have



Emil Kahanek, Czech SAM 78 newsletter editor; produced 6 issues their first year sent to 155 members in 3 countries

to go into extremes, I guess. There are already extremes enough in today's politics and economics and I hope that commonsense will prevail even there. We should not seek or create problems in our beloved hobby. *This is our relaxation, our pleasure, our beautiful craziness.* There is a democratic way how to bring new ideas or suggestions. But we also should think our ideas over again during long winter evenings and discuss everything in a friendly manner. That's what I would recommend and later on we can write about it again. Competition's "predators" should rather look for another hobby.

So that was some philosophy and I almost forget to tell you that our SAM stickers will be ready in January 1992 and that there will be enough for all of us. A private firm takes care of it.

And now, I am coming to the most important point: I want to thank you. Thanks for your activity, your articles, for your photographs, for your designs. You worked for all of us without expecting any rewards. Everybody has done as much as he could and this was really great. You are models for all members. To all the others I want to thank you for being members, for your interest in the models we like so much and tradition we respect. It is tradition of technical progress in modeling, in aeronautics, in the way to cosmos.

Happy New Year to you and to your families and a lot of success to our SAM 78!

Emil Kahanek
Editor

1/2 A SCALE BUFFS: HERE ARE YOUR BOOKS!

Two new books have recently been released by SunShine House Inc. These books will be of interest to flying scale fans in the modeling world. The books are volume 1 and volume 2 of Paul Matt's Scale Airplane Drawings. Those of you who are familiar with Paul Matt's books know that he had done a series of books on different airplanes, each complete with beautiful drawings and a background story on each particular ship. Many of these books are now out of print.

The new books contain drawings from the collection of Paul Matt and Volumes 1 and 2 include over 60 reproductions of drawings from the original Paul Matt books. Many are very unique airplanes ranging from the Aeromarine 39B to the Wright Martin V. I believe you will enjoy the book, it contains many airplanes that you have wanted to model. The books can be purchased from Aviation Heritage Books-SunShine house Inc., P.O. 2065, Terre Haute, IN 47802. The price is \$24.95 each. The phone number is: 1-800-999-0141.

Jim Adams



Willard Ballou at age 85, has been building models since 1918! Here he displays his own "Pollywog" design, which has done some winning over the years, including the 1954 New England Wakefield eliminations. Though he no longer competes, Willard flies for fun at local gatherings. He tells us the "Pollywog" was named for it's appearance by former AMA President Frank Bushey



John Pond's venerable "Super Clipper" on its graceful takeoff run at Taft. Powered by a rare OS 90 4 stroke with open rockers, this model has been around for years, once running into John's own car on the landing roll!



Scale freeflight, SE-5 powered by a Baby Spitfire .045, flown by John Meinecke of Newport Beach, CA

Rocco Ferrario, Science Teacher Extraordinaire!

SAM 27 member, Rocco Ferrario, has done a remarkable job of bringing excitement and thrill of practical learning to his science classes. We have all experienced the pleasure of helping youngsters discover the joy and skills of modeling. We honor and thank Rocco for his innovative and practical work in exposing old timer modeling to a new generation.

Are there others in SAM who have similar experiences? — DMB



Rocco with his unusual silk covered "Red Ripper", a great flying Class A model.

SCIENCE CLASSES AND AEROMODELING

by Rocco Ferrario

As a student at Redwood Middle School in Napa I used to sneak hand-launched gliders and 1/2 A U-controls to school in my backpack. I would take them out during lunch or after school, run around, make a bunch of noise, and usually end up getting in trouble. Well, things haven't changed much. I'm still sneaking out during school with my planes, making noise, and getting into trouble. The only real big difference between then and now is that now I get paid for it!

This is my fourth year teaching science at Redwood Middle School, Napa, California, and as each year goes by, I'm finding more and more ways to promote model aviation; not just as a "TV Buster," but also as an incredibly important educational tool. In the classroom, we are currently using simple rubber powered stick models to teach basic flight principles, and model rockets for some of the more advanced physics concepts such as Newtonian Mechanics. These are not just "my" students, either. This year all three 7th grade science teachers will be using the SRPSM as a conclusion to their physical science unit. That means over 500 boys and girls building their own planes, making them fly, hopefully dreaming about their next project as they read over the AMA application that I've included in their classroom materials.

Some of our math teachers have also seen the practical application of model aircraft in their classes as well; two examples have been to use simple trigonometry to track and calculate how high a model rocket flies, and graphing the

flight times. I am in the process of organizing this information into a model science presentation that I hope to take on the road as an educational conference presenter.

The modeling activity outside of the class has revolved around our school's Science Club with a membership of over 140 students. Most of our activities in the club are of a general science nature, but there are some neat model projects underway. We have had one design model contests with the SIG "Thermal Dart", a Wright Brother, Memorial Fun-Fly.

We use model planes and rockets as club prizes. There are at present six 1/2 A "Playboy Sr's" being built by students of mine, with Mike McDaniels being the first one to complete his. This was the deal: first the student buys the kit from Joe Klause, builds it and installs the radio. If they can get this far and have a completed airframe, I provide the learning materials and engine. Although it is a beautiful kit and great flyer, it is not very easy to build I am hoping that the roll of Monokote and shiny new Black Widow will be the incentive to get them to finish the model. It's been a fun project, and as soon as I can get mine done, I hope to gather these youngsters (all excellent SAM candidates) together for a mini-contest at school.

I've also had the chance to latch up with a kindred spirit, Mike Dirksen, a science teacher at Howell Mountain School in Angwin, California. Mike tends to think that maybe U-control might be the way to introduce these kids to modeling. The large number of kids working on these planes in his workshop after school would certainly lead you to think he may be right. We are both in the process of developing some easy-to-build slow combat/sport planes powered by any old .35 we can find.

The fields are ripe for harvest! There are so many young people out there that have no idea what modeling is all about. I'll be out some after noon flying my "Red Ripper", giving some kids a little high altitude sticktime, when out of the corner of my eye I'll notice some new kids riding up on their bikes. As the plane comes in for a landing, all rush out to bring it in for me. As they set it down there'll be at least one kid who sticks around, stroke the silk with his fingertips, turn the prop over a few times, look up at me and say, "Hey, this is great. Where can I buy one of these things?"



Star pupil Mike McDaniels with his 1/2 A Playboy from a Klause kit. Three students displayed their aeromodeling science project to a recent SAM 27 meeting.

Barnett Kernoff 1921 - 1991

Creator of the first "Playboy Sr." kit adapted for R/C assist after the old timer movement began with the formation of S.A.M. passed away in May 1991. A neighbor and SAM member, Henry Cohan wrote this fine tribute to Barnett, to which I have added my notable memories of this talented modeler.



Barnett holding a newly built Playboy by George Gissandaner from a TYRO kit, awaiting its 1st flight

Barnett had a noticeable impact on the entire old timer movement with his beautifully crafted kits of the "Playboy Sr." and "Bay Ridge Mike", which he marketed under the name, TYRO Models, from his home shop.

Barnett was a fanatic about quality, and his kits showed it. Their shaped parts, from ribs and formers to cowl blocks, cut by saw and finished on special sanding devices he had designed and built, were undoubtedly the finest and most accurate ever seen in the hobby. There was no die crunching to be found in the kit. The balsa he supplied was always first class and carefully selected for the use — he cut much of it himself, again with tooling he had developed. He went to great lengths to be sure his kits and plans were faithful to the original designs, including doing thorough research.

Your editor built the first proof kit of the "Playboy Sr." which I photographed and was shown on the cover of the kit. In addition, I built two other models he was considering kitting — the "Thermal Thumber" and the Cleveland "Viking" for 1/2 A Texaco and .020 Replica events, both of which won numerous contests. He experimented with a kit of the "Simplex", but never produced it. Barnett also created a double size "Playboy Jr." and produced perhaps a dozen superb kits, one of which I still have, as well as a McCoy 60 powered, silk covered one, built by Nick Sanford of SAM 27. It has flown in many contests, very successfully. This model was lost OOS due to radio failure, but was finally returned some 9 months later in perfect condition — a whole story in itself.

Barnett was a fabulous builder, and constructed

some of the most beautiful rubber models to be found anywhere. I travelled to a number of contests with Barnett. He was a keen competitor and a real intellect. Models were just one of his many interests. We will all miss Barnett Kernoff. — DMB

IN MEMORIAM

Vernon Haynes 1922 - 1992

One of the early members of SAM, with a life membership number 10, Vern Hayes passed away after emergency heart surgery. His close friend Boots Blanton writes:

"Although it is filled to overflowing, Vern's model shop is strangely silent now. Not only is it filled with more RC equipment, building and finishing supplies, plans and engines than three commercial hobby shops, it is filled with the essence of his former owner. Some 75 airplanes of every thing in various stages of meticulous construction hang there — along with 300 or more kits. All of the planes were crafted since the mid-30's by master modler Haynes, whose stated desire was to build one of everything."

"Respected founder of the Gastonia, N.C. RC Club, and public utilities contractor, Vernon was loved and respected as a father and grandfather in the modeling hobby."

"Old modelers never die, they just fly away. And play touch and go forever with our hearts."



Vern Haynes with his unusual creation, a "Quaker" bi-plane with hand-painted SAM logo.

OLD TIME ELECTRIC

By Jim Alaback

In opening this first column let me say that I will welcome your input—pictures, opinions, comments, and suggestions about old-time electric modeling. Let's make it our meeting place for O.T. electric news and views!

Electric Rules

Quite a few SAM members must have voted against all electric rules proposals, probably as a way of saying they didn't want electric events at all! The only other conclusion I drew from the voting results was that the most widely-used rules had by far the highest vote. These rules were listed as the "A" version of RCE #1, and are also known as the "1989, Jean Rules". I suppose electric events continue to use these rules, in most cases, in the absence of approved national O.T. Electric rules. For reference, these rules were most recently published in SAM SPEAKS #100 on page 19, as Jack Alten's Radio Control Electric Proposal #1A.

Perhaps the answer to getting a national SAM rules structure for electrics will come out of Jim Adams' proposal (in SAM SPEAKS #102) for a Rules Committee approach to SAM Rules in the future, to replace membership balloting. I have expressed my support to Jim for that approach. My reasons are the same as those he gave in his article including the obvious cross-over vote by non-electric flyers, which just acted as a spoiler for those who fly O.T. Electric.

Why Fly Electric?

Probably most members who will read this column are already interested in electric old-timers and don't need to be sold on their virtues. Most, if not all, electric flyers I know are either former long-time flyers of gas or still fly both both gas and electric, so you can be sure there's something appealing about

the electrics! In my own case, I fly free—flight, and R/C, and rubber, gas, and electric—and enjoy them all, each in its own way. But based on flying them all, I can certainly suggest a few reasons to fly electrics:

Electrics are clean and quiet. They don't annoy nearby citizens!

With our old-timer rules, the shorter motor run of electrics is not a factor, as it might be for sport flying.

Electrics are the easiest thing to fly. No preparation or clean-up time before or after. And if you have a couple of batteries you can fly with one while you quick-charge another.

Electrics lend themselves to cowled-engine designs, especially the inverted ones, much better than gas. How about a Comet Clipper or a T-D Coupe or a Corben Super Ace, for example?

Well, there are a few benefits for starters. What other ones should be mentioned? Let me have your ideas too. Of course, it must be recognized that



Alaback photo

Not all electrics are Lanzo Bombers or Playboys! Here Gary Fenelli holds a good-looking "Miss America", a competitive flyer.

there are some things that might put off a start in electric too. In future columns I will try to address some of the potential negatives and how they may be overcome.

REQUIEM FOR THE MECHANICAL STOPWATCH

by Bob Angel

I use an old wind-up mechanical stopwatch. Almost any fool can operate it easily without instructions. In fact, I have always operated it with no problems. The dial is crazed from an accident years ago, and really should be

replaced. But I have no plans to replace the watch itself with one of the modern electronic "throw aways". A lifeless lump of plastic would be a poor substitute for the heft and feel of that smooth nickel plated case.

There's a big knurled start-stop button right at the top center which could not be mistaken for anything else. You can keep your eyes on an airplane and easily find that big button just by feel. A small smooth reset button to one side completes the "control console". The buttons work with a distinct crisp click, and can't normally be activated by accident. I have never been caught short by dead batteries.

Not so, with electronic digital stopwatches. About four buttons seems to be the norm, and these are scattered around the dial, so that none stand out from the rest. They are not sharp projections, just soft indentations in a squishy plastic surface. There is no standard configuration, and while some buttons are "color coded", how do you find a color code by feel? At the last Taft contest, I happened to hear of no less than three separate incidents where timers "lost" their contestants time by punching the wrong button at the wrong time on their own electronic watches. If I "heard" of three, how many such incidents were there in total?

Notice sometime how a timer almost always double checks the electronic watch dial to see if it really started. That's because the crisp spring and the sharp "click" of the metal watch have been changed to a wimpy spring and a faint mushy "clack". If you need assurance that the metal watch is running, you can continue watching the airplane while you move the watch to your ear and listen to the staccato music of the escapement echoing in the mainspring.

As youngsters, we learned to associate "round" timepieces with the concept of time continuity. A circular dial gave a clear picture of how seconds become minutes, and minutes become hours. Time because more than a one dimensional set of digits. A round dial helped form mental images of the earth's rotation, and the orbital relationship of our earth to the stars and planets. Here's my pessimistic prediction: The current crop of school kids, will not only be

unable to read and write when they graduate; but by having been exposed to only digital electronic timepieces, will no longer understand the concept of clockwise and counterclockwise. Thus they will be unable to properly assemble and disassemble nuts and bolts; ultimately leading to the collapse of civilization as we know it!



LANZO'S "PUSS MOTH" SOME UNKNOWN FACTS ABOUT THIS MODEL

by Tom McCoy

This story really begins at a spring get together at Bucky Walters (SAM 39 president) home in 1989. Our spring contest was a blowout, windy and rain, so we all ended up in Bucky's basement talking models. Somehow the conversation turned to Chet Lanzo's "Puss Moth". Bucky claimed the Moth had an undercambered wing and I said it didn't.

Well, we chewed back and forth for awhile. Then, who came down the stairs but the tiebreaker himself — Chet. This argument was happily ended when Chet declared we were both kinda right. Chet pointed out that Bucky was thinking of the small "Puss Moth", which was published in Model Airplane News, March 1939. It had a 27" wing span and did show an undercambered airfoil on the plans. The model featured an 8" free wheeling prop. this was a full size plan which took four pages.

It was a little tougher to clear up my side of the argument. I had built the

large "Puss Moth" with which most of us are familiar. This is the model Chet has been most successful with and which had won the AMA National twice. It was a real flyer!

After building one myself, I was sure it had a flat bottom wing. I had lost my Moth at the Lawrenceville SAM Champs the year before (1988). Chet was with me and helped pick the good air. This model was built from the plans published by Air Trails in the forties. There was a re-do of the plans by Hal Cover in the December 1985 Model Builder, which was just a copy of Chet's original plan.

This Moth was a big model. It had a 51" wing and was about 300 sq.in. Both plans showed a flat bottomed wing.

"The flat bottom wing was a mistake", said Chet. "I sent all my plans, which were on shelf paper, to the Air Trails Editor and he had them drawn up nice and pretty for the magazine. The airfoil should have been an RAF 32. The article appeared and it had never been corrected. I can prove it. I still have the model!"

We all looked at each other, exclaiming, "You still have the model, a 45 year old rubber job?"

"Yep", says Chet. "I'll bring it to the next contest and show you guys."



Chet's famous 45 year old "Puss Moth", now in the AMA museum. You can see the undercambered airfoil in this picture.

SAM 39 had its July club contest at Shelby, Ohio airport. What a great place to fly models. Just like the old days, with grass air strips and a group of spectators who came out to "see the models fly". And they brought their kids. Small town America. Just Super!

Chet showed up with the "Puss Moth", a tattered 45 year old rubber job. Sure enough, it had an RAF 32 airfoil!

A side note to this story: the international letters on the undercambered wing are on backwards — should read left to right, as viewed from behind. However, my new Moth will have them on Chet's way as far as I am concerned. A big "Puss Moth" should have the RAF 32 airfoil and the letters as they are in the photo below.

The Shelby, Ohio meet was bitter sweet memory for me. Chet died on August 14th, 1989, just three weeks after the contest. Shelby was his last model meet.

It was a warm July day in a little mid-America town with a bunch of old kids doing what we loved!

RUBBER REVIEWS Old Timer Peanut Scale

by Ernie Linn

This event is suggested as a special event for Old Timer modelers. It would give us SAM types a chance to participate with the guys that schedule and fly indoors during the winter months when we should be building for next year's outdoor events. Combined with the Ed Lamb Rubber Stick event, this would make an occasional trip to the local gymnasium more worthwhile to Old Timer fliers. It might help at outdoor activities, too. The same models could be flown in Flying Aces Club events, also. In order to add a greater number of designs to choose from, we included pre-1943 rubber scale designs and added a penalty to accept scaled down versions for competition. This may not be the best way to do it, but we felt that allowing Lanzo "Puss Moths" and other highly competitive designs to compete on a more equal basis with the true dime kits by Joe Ott, Comet, Megow, and several others would tend to eliminate the designs that this is really about.

1. Rubber scale model kits or designs published or kitted before January 1, 1943, of man-carrying airplanes will be allowed to compete.

2. Approved designs may be scaled up or down if or as required to obtain a wingspan of 13 inches or less. Where original design exceed 13 inches, a 20% penalty (score = .8 times flight time in seconds) will be used.
3. Propellor diameter will allow sufficient ground clearance for model to rise off ground with landing gear length true to approved plan. Plastic propellers may be used.
4. Model will be required to R.O.G. on competition flights unless Contest Director's decision is obtained to hand launch. Table or raised platform may be used to facilitate R.O.G. at outdoor contests.
5. Longest flight in 6 tries will determine the flight winner (see item 2) One flight of at least 5 seconds is required to qualify. Only one model allowed per contestant entry. Additional entry allowed if contestant wishes to use alternate model.
6. Structural design of entry will conform to approved plan, except to add strength, or weight, or both to finished model.
7. Entry must conform to original outline shown on approved design, including airfoil.
8. Burden of proof for authenticity of entry design belongs to contestant.
9. All entries will be judged using the Mooney system. Contestant will provide model plan. First place for best fidelity (per approved plan per items 6, 7, & 8) through last place in numerical order according to judge's choice.
10. All entries will be scored per items 2 & 5 for highest flight time first place through last place in numerical order.
11. Flight and fidelity places for each entry will be added. Low score is first overall, next lowest score 2nd overall, etc., through last place. Ties will be broken by using 2nd highest flight time.



Julian Hatch of Alberta Antique Modelers, Canada, launches his peanut size scale "Puss Moth" at the 8th annual Can-SAM Free Flight Champs

The 20% penalty for scaled down models seems high at first, but after thinking it over, many large rubber scale models were used in competition, whereas the less than 13 inch span models were not competitive. After some hind-

sight becomes available perhaps this could be re-evaluated.

So far, in SAM 56, three models per these rules have been built as follows:

1. Aeronca by Guillow was constructed by Ed Salguero. Model required positive incidence added to wing during trimming, but flies well now.
2. Corben Super Ace by Guillow was constructed by Jack Phelps. Jack gets fair flights occasionally, but model seems to be overly sensitive and inconsistent.
3. Fokker Triplane by Guillow was constructed by Ernie Linn. This one flew with very little trimming required. It is very stable and consistent, but not a Fike-beater time-wise.

Send \$1.00 for list of models that are approved (less than 13 inch wing span) for this event. 297 designs are listed. 120 plans and 19 kits, and where they may be purchased are included:
Ernie Linn, 3505 E. Mt. Vernon, Wichita, KS 67218

We will be pleased to announce information about other cottage industries who sell items of interest to those engaged in Old Timer activities. Please send mailing address, price of catalog, and other information that might be of interest to readers of SAM SPEAKS.

DYED MYLAR: A VIABLE OPTIONAL COVERING FOR RUBBER POWER

by Les De Witt

It is possible to dye 1/4 or 1/2 mill Mylar polyester film and have very attractive lighter weight models, that will have many advantages over tissue. The bright transparent colors last much better than colored tissue. A four year old model can still look like new. It is obviously water proof and will not get brittle. No waiting for dope to season before flying. Panels stay flat over the years.

For the "purist" who must adhere to the precise specifications of the original, that is fine. If the model is to be flown in contests however, the most gorgeous tissue model will soon lose its "bloom". After a few meets, the rubber lube takes its toll and the dust and sun quickly fades the bright colors. Is it possible that the bright transparent Mylar covering which shows off the structure so nicely, will maintain the flavor of these classic designs better in the long run?

How many times have you heard the phrase "It is a shame to cover up all of that beautiful workmanship?" Some of you will recall Planefilm which was in bright colors as a plastic film option in the early 40's, for rubber models. Mylar can be dyed in any bright color with transparency, so the framework is totally visible.

The adhesive for Mylar must hold without slipping, yet the very shiny surface is very difficult to hold. Any slippage, and the film will wrinkle. DuPont engineers were contacted. They said the film will not wrinkle if shrunk just short of burning holes in it. We noted many models on display in hobby shops with wrinkles in their "iron on" coverings. The adhesive or structure must be giving.

Experiments with adhesives included Titebond, Balsa Rite, 3M #77 spray, Leech, Ross, Weld-On, and Goodyear contact cements. C/A, many form formulations from I.P.S. in Gardena, Ca., Dow Corning RTV which bonds to glass, were all tried. The best was a high temperature adhesive from 3M that will take 250 degrees for several hours. It is # 1357 neutral color - 3M.



A dyed mylar covered "1 1/2" built and flown by Les De Witt. This unusual de la Mater design adapts well to this unusual covering material, retains it new appearance for years. B&W picture does not do beauty of this covering justice. It is gorgeous! And outlasts tissue.

This must be thinned down about 50% with MEK, Methyl Ethyl Ketone. It should go on very thin and will have a great "tack" at once. The film can be attached without waiting, in about six inch increments. If it is not laying properly, it can be pulled up and re-positioned, which is great. An iron can follow along after a panel is done, to bond with a low heat. However, the tack holds it in place. I prefer a full size iron, which is then set for a higher temperature for shrinking. It is in contact with the film. Warps and twists will be normal, but in a little time, even the lightest weight framework with soft balsa, can be worked out. The high temperature adhesive helps hold the wash out, etc. very precisely. Very few wrinkles develop over a period of time. A little heat will take them out. Lapped edges help guard against wrinkles, but I do not bother in most cases.

The adhesive should be poured into a small bottle with the top taped over, so only enough room for a brush is open, to reduce drying and evaporation. A second bottle of MEK or lacquer thinner is needed so the brush can be cleaned off every few minutes to prevent build up. Use a very well ventilated location. I often work in the garage with the doors open with a fan to assist in fume removal. Sometimes it can be helpful to tape the very thin film to a piece of cardboard, while trimming. New razor blades are needed frequently, and 600 wet or dry can sand off small burrs of adhesive or film.

Pin holes will be needed in every rib to allow air to escape. External pin holes will be needed in corners of covering on tips and on sheeted surfaces. For large sheeted areas, paint a neat line of adhesive around the edges only. It will

shrink up beautifully, and patches on the large expanses can be done without causing a problem.

This Mylar has a shrink factor of only 1%, yet it works nicely. In some cases, an elliptical wing tip can be covered in one piece which is not possible with tissue, Monokote has a shrink factor of 22% and is many times thicker, which makes it much easier for the novice. The adhesive and ink are integral and run on a large printing press, with the entire surface covered with glue. By contrast, the Mylar has the color dyed in, with no weight increase and the adhesive is located only where needed, on the framework. This very special light weight film is obviously not in the same category as other "iron ons", but can be used by any modeler with some patience and dedication for a great new method to "show-case" classic rubber models.

One manufacturer of a model iron, claimed that some of his competitor's irons could vary up to 40 degrees. The heavy duty, regular electric iron will work very well and maintain a very close temperature. The heavy base holds the heat very well. An 8 mil teflon cloth can be attached to the shoe with soft wire and eyelets to prevent plastic/glue build-up. This is available at suppliers of industrial heat sealing equipment for the packaging industry.

The large iron shrinks the Mylar very consistently. Any tiny wrinkles originating on the wood, can be pushed out with ironing. The heat gun could never accomplish this task, and it would seem to lack consistency in shrinking too. Experiment on an old frame. Develop your settings for bonding and subsequent shrinking.

I suggest an 8" wide roll of Mylar in a 500' roll. 1/4 and 1/2 mil were obtained from DuPont for testing. This can be purchased from industrial plastic supply houses that carry DuPont plastics. It will probably have to be ordered, and will cost about \$50 to \$60 per roll. A group or Club might join in this expense, which would be reasonable when considering that 500' are on a roll, or perhaps any length that you prefer. It is custom run. The material is cast and as such, has no grain pattern as an extrusion for example. 48LB is the designation for 1/2 mil or .00048 gauge, and 25LB is for 1/4 mil or .00025 gauge.

1357 3M adhesive is available in one gallon cans or in a small tube. Specify the neutral color, or it will come in the more common olive drab. It has a short shelf life. I keep it well capped in a refrigerator A gallon is in the \$20 range. In time, it congeals with the liquids coming to the surface. Solvent won't help.

A simple way to start dyeing this is to use an approximate 7 1/2" diameter stainless steel pan which cleans up easily. Fill to about 3" with water, add a package of RIT dye, available at drug stores, and add salt per instructions. Allow it to simmer with slight bubbles around the edge of the pan. Cut off a 6' to 8' length of the 8" wide Mylar, fold it back and forth in a Z pattern, so that it is about an 8" square. Immerse it in the dye and keep it under the surface with a potato masher. Light colors like yellow or orange will take 30 minutes to an hour. Dark colors like deep reds, blues, and black can take up to two hours depending on the depth of color desired. All colors come out beautiful. Black is dyed with a

deeper color than black tissue, but comes out opaque. I am fascinated with two shades of green and must try them before long, on something.

Try to allow the dye to seep into all areas without blocking for good consistent coverage. With a few kitchen utensils, the film can be held lightly under the water, but not resting on the bottom. You can then walk away for awhile. I started with a wire rack and a large roaster over two gas burners, and quite a bit more dye. This is a possibility for more production at a later time. I am content with the small pan at this time. The dye was originally purchased from an industrial supplier, Crompton & Knowles. It is more economical in 5 or 10lb. quantities for any given color. I soon discovered that it was almost identical to the RIT dyes with a great selection of colors. Even more colors are possible by mixing the dyes.

For all of those "fierce competitors" who want an edge with a lighter weight covering, you might gain a slight weight advantage. However, Mylar will not hold a structure or wing as rigid as tissue, and may require some stiffening. Diagonals are usually added on a fuselage for example. Inboard panels may need to be stiffened on the larger size models too. The yield on 1/2 mil Mylar is 41, 600 sq. in. /lb. and twice this for 1/4 mil. The adhesive is definitely a factor. The 1/2 mill is still light weight and is obviously twice as puncture resistant, etc.

Small tears and holes can be patched on the field with a tube of balsa wood airplane glue. Excellent shop repairs can be done by trimming a square patch to size from rib to rib, etc. It is easier to cut small patches on only three sides and leave the fourth side an inch longer for a handle. Iron it down, then slip a piece of paper under the fourth side and trim carefully with a new razor blade. Wash off excess adhesive after it has been shrunk, being careful to not soften the new bond. Similarly, numbers and decorations can be attached that are cut from this light weight Mylar. The black should be very good. Weight is negligible.

Some of the weight savings goes into my auxiliary D. T. which allows the wing to come off and hold with a lanyard for immediate descent in any thermal. When the model can keep a new appearance for years, this may have inspired my development of a means to D. T. so the model will not be lost. This will be covered in the next issue of SAM Speaks.

Any questions will be fielded with your stamped self addressed envelope: Les De Witt (316) 682-9184
P.O. Box 48205
Wichita, KS 67201

SOUTHWEST REGIONALS, ELOY, ARIZONA First Contest of the '92 Flying Season

by Don Bekins

The first meet of the new year is always the Southwest Regionals in Eloy, Arizona. It's a "fur" piece from SAM 27's home territory in northern California — some 814 miles, or 15 hours drive. Ed Hamler had been building, furiously. He needed to really test his balky engine installation in his new Playboy Sr. All business commitments tidied up, Ed decided to make the trip, with or without company and represent SAM 27. Don Bekins, at first said no, but thought about it long and hard.

"It's a long way for a few days of flying", says Bekins, still smarting from the long solo drive back from the SAM Champs. "And I've got this and that to do — must be done — Aw, bother, let's Go! Maybe the weather will be better than last time (1989)."

So Bekins and Hamler loaded up 10 models in Ed's van — like packing ("careful, quick, and kind" - an old BEKINS advertising motto) for a trip around the world. "Make sure we don't put the heavy stuff near in back of models in case we are bumped from behind or have to stop fast."

Somehow we got all the models in (3 full size Bombers, 2 Playboys, 3 smaller Bombers, 1 Foo-2-U-2, 1 Anderson Pylon A ship) with no room to spare. We carried a Bomber for Ned Nevels, who joined us there Sunday.

For entertainment, we carried three Aussie books sent over by our SAM 27 member, Bruce Abell. They are titled, respectively: "Drunk, Insane or Australian?", "New Tales by Uncle Harry", and "Aussie Etiket - or Doing Things the Aussie Way!" Ten hours of down-under laughs, for sure.

We took off about 8:30 in the morning, expecting to stop enroute. Everything went great (2 hours on, 2 hours off driving), and before we knew it we were having dinner on the south of Palm Springs. Eloy was just over 200 miles from there, so we drove straight through, arriving at midnight.

The next morning (Friday) we awoke and the wind was blowing a gale. So much for model meets!

Undaunted, we made our way out to the field and the wind velocity dropped as we went. Dead Calm! What a perfect way to start a model meet!

The Texans were there ("What country ya'all from?"), the Kansans were there, even old timers from as far afield as



Don Bekins photo

Washington, Oregon, Saskatchewan, Canada, were there. Of course, the Californians were well represented. Got a bunch of good action pictures, some of which are shown here.

The action started early the next morning — dead calm again — using the new rules for LER times. Maxes all over the place. Twenty people flew in C LER Ignition, nine maxed out to go for a fly-off. There were double maxes in most of the other events, with three maxes in C Glow LER. Five of the entrants in the Ohlsson sideport event maxed out.



Don Bekins photo

With a beautiful background of mountains 10 miles away, George Tallent launches Gerald Martin's "Alpha Corsair" in the Ohlsson Sideport Event flyoffs at the Southwest Regionals, Arizona

Thus, the new rules appear not to have accomplished their intent of cutting down on flyoffs, particularly in the larger engine LER events.

The weather remained perfect, almost windless, except for the end of the day when flyoff time came. Then, wind and rain appeared out of nowhere and really hampered the flying. All in all, however, the SW Regionals could not have been a more perfect way to start the flying season. Eut Tileston emerged again as Grand Champion.

The highlight of the trip was a gathering of the Texans, who pulled their wagons (RV's) in a circle around the campfire one evening, for protection from the Indians and coyotes. Gerald Martin (TX) and Ed Hamler (CA) kept us entertained playing guitars and singing off color Texas and southern ballads. Ned Nevels (CA) added his singing talent with some old, raunchy Air Force songs.

Barbecues, beer, great stories, wonderful company. That's what SAM old timer modeling is all about!

Thanks to Bob Angus and his Southwestern Gang for a great contest!



Don Bekins photo

Murvil Lipsey points with pride to his country of origin. The talented Texans arrived with humor and winning ways, placing in or winning most events.



Don Bekins photo

Winner of the Ohlsson Sideport Event with his "Alph Corsair", Gerald Martin from Texas is a talented musician and modeler.



Don Bekins photo

Lamoine Schrock, with his proud wife, show off the beautiful silk covered "Sailplane" powered by an Elfin. He placed second in "A" ignition at the SW Regionals.



Don Bekins photo

Engine expert, Don Blackburn, with his unusual and great running OK Twin in a "Cumulus". What a wonderful sound, that twin humming as the model climbed skyward in the pure antique event



Don Bekins photo

Tom Smith, SAM 21 (CA), controls the action as his "Dallaire" is launched by Ken Kuhlman, SAM 1 (CO). Placed 3rd in Antique.



Don Bekins photo

An unusual 95% Fiske Hanley, Astro Cobalt 40G power, 8ft span, by Mike Wilson of Phoenix, assist. CD at SW Regionals

FIRST ANNUAL FLORIDA WINTER FLY

WestPasco Model Pilots Association, Inc.

CONTEST REPORT (January 17, 18, 19, 1992)

by Fred Mulholland, SAM 77

"It ain't over till it's over," remarked Si Jordan as he slogged out to the runway on the drizzly Sunday afternoon. Si was soon followed by other nervous contestants as he began to rack-up the points.

The seagulls, grounded all morning on our runway, had at last begun scud-running back to the Gulf coast.

During the first two days of the contest, thirtynine contestants from ten states enjoyed perfect flying conditions. Then on Sunday, heavy weather settled in for the day.

However, SAM fliers are an adaptive and gutsy lot; they flew 1/2 A TEXACO at 300 foot altitude in and out of IMC! It looked like a 1/2 A pylon race with big Class "C" jobs as pace planes.

Kidding aside, SAM 77 really went all out to make the contest a success. Thirtyfour members of the club volunteered to serve as officials for the three days of flying. We are looking forward to making the WINTER FLY an annual event.

We were fortunate to have in attendance two R/C pioneers, contestants in the first National R/C contest held in 1937: Dr. Walter Good and Elmer Wasman. (See SAM SPEAKS #83)

To all the fliers that came down to Florida: THANKS guys, and we hope to see you again next year.

Contest Results (Awards)

Friday 1-17-92 Weather: clear, light wind

A GLOW	A IGNITION
First Bob Peru	Fred Mulholland
Second Ed Simpson	Ed Shilen
Third Frank Jozwiak	Larry Davidson
ANTIQUE	PURE ANTIQUE
First Larry Davidson	Ed Shilen
Second Art White	Tom McCoy
Third Paul Schmitz	George Murphy
1/2 A TEXACO SCALE	BEST OF SHOW
First Walt Geary	Walt Geary (Cessna)
Second Chuck Hutton	
Third Bob Aberle	

Saturday 1-18-92 Weather: clear, light wind

B GLOW	B IGNITION
First Pete Rafferty	Ed Shilen
Second Bob Peru	Fred Mulholland
Third Art White	Wayne Jenkins
TEXACO	ELECTRIC TEXACO
First Larry Davidson	Pete Rafferty
Second Tom Jozwiak	Bob Aberle
Third Arnie Hernandez	Bob Wargo

Sunday 1-19-92 Weather: 300 foot ceiling, visibility 1/2 mile in rain and fog

C GLOW	C IGNITION
First Ed Simpson	Bob Peru
Second Si Jordan	Walt Geary
Third Bob Aberle	Ed Simpson
1/2 "A" TEXACO	ELECTRIC LER
First Ed Shilen	Pete Rafferty
Second Walt Geary	Burt Spector
Third Roger Laudati	
Fourth Peter Strayer	
Fifth Mel Glucksman	

BEST OF SHOW
Walt Geary (Bomber)

GRAND CHAMPION
Bob Peru



Mulholland photo
 OT designer Carl Schmaedig presents 1st to Art White in 30 sec ABC Cabin



Mulholland photo
 Walt Geary inspects a "Sailplane" as the large crowd looks on at the First Annual Florida Winter Ffly



Mulholland photo
 Bob Peru of Iselin, NJ, emerged as the Grand Champion for the Winter Fly. Shown here with his "Allen A-4", 1/2 Scale Texaco. Great flyers! -- both builder and model --



Mulholland photo
 Tony Wilford, Earleville, Maryland, patiently patches his "Zipper" at the Florida Winter Fly



Mulholland photo
 Si Jordan, Bellbrook, OH, readying his "Hayseed". Si set the pace on a foggy Sunday morning



Mulholland photo
 Relaxing in the Florida sunshine, Ed Shilen of Ennis, TX, shows 'em how to enjoy old timer R/C flying

RADO, SAM 78 CZECHOSLOVAKIA WRITES: "CHALLENGE TO SAM" INSPIRING

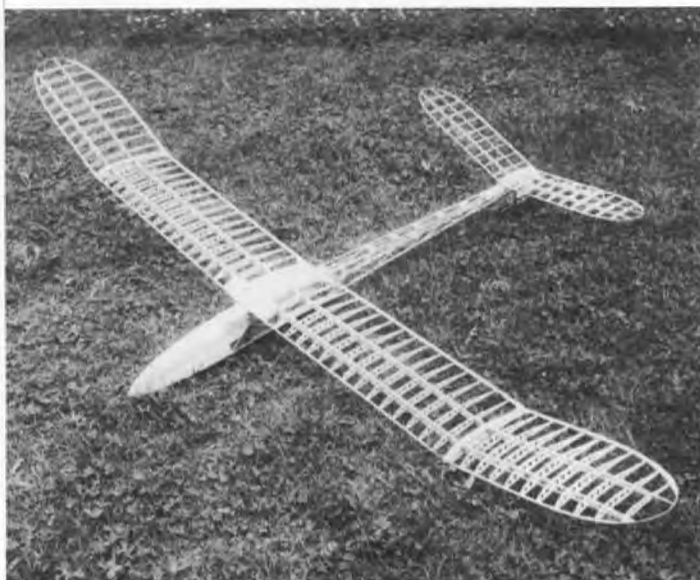
We call here in Czechoslovakia all old models as "oldtimer". We understand (these) are all the models flying before 30 or 40 years. But I think you understand "oldtimers" are only models built (before) 1942. Isn't that so? Well, then explain to me please the specification for the "Nostalgic" class. Probably they are like my models designed after W.W. II?

In our shops, we can see possibly 50% more goods than a year ago, but the prices are 50% higher. We need one year more to stop the inflation. The items that are high for us are: the coal, gas, petrol, electricity, any sort of meat, butter, milk. But the situation here is very different from Russia. We are not hungry.

Regarding the R/C sets (that your editor has been sending): In our model flying club we have together 42 members, including 14 boys and girls under 14 years of age, with 6 of them members of SAM 78. 19 have radio sets in the 27, 120, 35 and 40 Mhz frequency ranges. You see, it's well. Other members are flying mostly free flight. The cost (and reliability) of converting the sets you send (from 72 Mhz) is too high and I am really very sorry. But it will not be any solution to send the sets on (to) me — it only brings troubles on me. If there were any solution, I would do the activity (help) as well as possible.

All the best for year '92. Rado Cizek

Editor's note: I have about 6 sets ready to send, but the cost is prohibitive. I have sent 3 sets already. If someone in SAM is making a trip to Prague, Czechoslovakia, it might be possible to take a box of sets as luggage, thus making them free to the Czechs. It would be a great way to meet some fabulous and enthusiastic modelers.



"Zehrovice 2.2", a 100 in. "old timer" glider design by Rado Cizek, Czech SAM 78, which has been adapted to R/C. Built almost entirely of spruce and plywood due to lack of availability of balsa wood.

I don't know who wrote it, but "A Challenge to SAM Modelers" is certainly inspiring.

Chet and I used to fly together most every Thursday when he wintered in Florida. We'd fly at formal flying fields, but more frequently at old open field which were his favorite kind of flying sites. I know at the time that just being with him was a grand privilege. I do miss him most sincerely.

He lived all the "I wills" in the Pledge. I know, because I was on the receiving end. Being the great human being that he was in no way diminished his competitive mien. One of his oft repeated sayings (especially during poor flying conditions) was: "If you don't fly, you can't win!"

Fred Mulholland, Florida

THE OT ELECTRICS "MESS"

Please don't misunderstand my comments: I am, above all, an enthusiastic SAM member.

Perhaps, after the past 18 months of trying to acquire decent engines (motors? - ed.), at no small investment of my limited funds, I'm a little disgusted with the continuous mess in Electrics in the US and I'm a little tired of the carping I hear about the "high" cost of Cobalt and Neodym magnet motors. Particularly so when I pour through the MECA Swap Sheet looking for an old time ignition engine for SAM use!

Got any good ones you want to sell?

Cal Ettel, Florissant, MO

PITCH FOR THE PROPOSED FOXACO EVENT

I am a relative new member to SAM, only joining in 1992. This is my first letter to SAM SPEAKS. There is something very dear to my heart — it is filled with love for model airplanes.

I read in the Nov - Dec 1991 No 102 SAM SPEAKS of the low participation in the rule voting, plus the sad, but inevitable situation of SAM losing thirty members a year due to deaths, a number which I fear will increase as time passes.

In the prior SAM SPEAKS I read about the new event, FOXACO, being voted out by the small number SAM members who took time to vote.

This event to me was one that I thought would perhaps bring new members to SAM. I feel like there are many modelers out there who are in the same situation as I. This being;

1. We never flew ignition engines in our life nor did we own one. There are many of us modelers who got into modeling during the mid 1940s and early 50s when glow engines were coming into being, available in hobby

shops, and so these were the engines we purchased, especially the Fox 35 stunt engine. This was the engine that was proposed for the FOXACO event. For me it was the O&R FRV Glo 23 purchased in the late 1940s, but still I REALLY looked forward to participating in the FOXACO event, had it been approved.

2. Still, we flew these glow engines in the airplanes that are used by many SAM members today with their ignition engines, such as the Sailplanes, New Rulers, etc.

3. Has SAM ever thought of a RULES COMMITTEE to establish new rules or events as they see the need?

Thank you very much, I REALLY appreciate the time and effort you and the SAM staff are putting into the organization and the SAM Speaks Newsletter.

Sincerely, Ken Wilson, SAM 2591

Editor's note: Thanks very much, Ken. It's true we're getting older and many of the new people coming into SAM never were exposed to the vagaries of ignition engines. Some resisted a FOXACO event because there are so many events already. However, your point is an important one. How do the rest of the SAM members feel?

PRESERVING & BRINGING BACK OLD, OBSCURE MODEL DESIGNS

Keep up the great work on SAM Speaks. You are doing an excellent job of publishing photos of interest.

I'm going to add my "2 cents worth" for your info. I think SAM should be an organization of "Preserving and bringing back all the old engines and most importantly, old and obscure model airplane designs that are of an era long gone." I wonder if most members agree with this.

I see no place for electric power and new 4 stroke engines — power should be close to the original power of the 30's, 40's, and 50's. Converted glow engine to ignition are ok because there is the argument of 'no available engines'. I think too much emphasis is placed on competition and always leads to one or two engine, model combinations. There should be extra points given for 'odd-ball and obscure designs' and the "Playboys" and "Lanzos" etc. should not receive the extra points at the discretion of the CD. (I know this would be a problem to the CD, but his judgement should be final.) If we are trying to re-create an old time era of competition, getting back to the old designs (exactly re-created) and engines should be our main goal. Who but the CD should judge whether the model/engine is in the spirit of SAM competition.

All of the above is from someone who never entered a SAM competition. But maybe someone looking from the outside/in may have a valid idea? —

Best regards, in the Spirit of SAM,

Frank Tobia, SAM 473L
28 Fairfield Rd.
Fairfield, NJ 07004

THANKS FOR THE MEMORY

Tattered old kit boxes,
treasure chests for kid dreams
Yellowed, glue-stained plans
growing into 3-dimensional schemes...
These foolish things remind me of youth

The endless prop flipping,
and the painful quiet
the discovered loose wire,
and the house a sudden riot!
These foolish things remind me of youth

That very first thermal flight
into clouds, beyond our scan
Running outbound just as a kid,
but walking back, a modeling Man!
These foolish things remind me of youth

Old Hands in the clubroom watching
a shy kid showing his new plane
Blushing at encouraging applause
and never quite...a kid again...
These foolish things remind me of youth

That first contest; tagging along
shagging mostly, for the Big Guys
But, a 13th place ribbon!
more precious than a golden prize!
These foolish things remind me of youth

The smell of banana oil,
and cheap, shedding brushes
The closing contest dates, and the midnight rushes...
These foolish things remind me of youth

Years of sunshine and engine whine,
stopwatches and whirring rubber strands
Oily jeans, dirty bandaids,
and tennies full of sand...
These foolish things remind me of youth

And, suddenly, the clock unwinds,
and we extend some kid a hand
Remembering how it works, man to boy,
in our modeling brotherhood band...
These foolish things remind me of youth

"KING SUGAR"

WANTED: PHOTO ALBUM OF OLD TIMERS

I have just received the September/October 1991 issue of SAM SPEAKS. It is outstanding and the photographs are a double outstanding. I have never seen such beautiful models under one cover.

The photographs reminded me of something I would indeed like to have. The old time models are so beautiful particularly as constructed by SAM members. In addition, I often see mention of an old time model that I have either never seen or more than likely can't remember what it looked like. Has SAM ever thought of publishing or having published even in staple format photographs of some of the more noteworthy old time models. I was almost tempted to say all but that would be too much to expect.

Do you think there would be enough interest in such a book to warrant SAM undertaking it? Naturally a full page devoted to each model would be the most striking but even a half page photograph with the name of the builder and designer would permit continued enjoyment of the great craftsmanship possessed by the SAM membership.

Well it is just a thought and please do not let it detract from my compliments on a superlative issue. I know that such results are not achieved without a great deal of hard work. Thank you all again for your efforts on behalf of SAM.

Col. Joseph Dudzik USA Ret
301 Stonehaven Drive
Norman, OK 73072

SAM ITALIA WRITES

Thanks for sending me your *Antique Flyer* (SAM 27 newsletter), which I appreciate very much. Congratulations for your appointment as editor of SAM Speaks: although I am not any longer PR man for SAM ITALIA, I would be happy to send you some contribution from time to time, if you intend to keep that international flavor that Bill Darkow favored. Just let me know.

Best regards,

Ferdi Gale', Baveno, Italy

Editor's note: Yes, we do intend to keep the international flavor, Ferdi. We look forward to hearing more some SAM Italia, particularly since there will be a special Wakefield meet in your country this year. Many from the US, including Jim Adams, SAM President, will be attending that meet.

TWO OLD TIMERS — ONE RESTORED WHILE OTHER RECAPTURES YOUTH

by Ray McGowan, SAM 27

Going to restore an old airplane, eh? Having pulled out of the attic and old 1941 "Hurricane 69", thoughts of grandeur danced through my head. Visions of my youth some fifty odd years ago saw this majestic bird floating in great thermals after a 20 second motor run.

A light in my head said, "Maybe I can recapture my youth by restoring this sadly neglected and forgotten bird. She was a beauty in her day, with her mighty Super Cyclone charging to go to the high heavens." Little did I know what lay ahead!

The plans were long gone. I could have gotten one from the Pond Collection, but heck, it's not that old, I thought. First in order is to strip it of the bamboo paper covering to get to the bare bones. Teasing the covering off was easy, but the seven or so coats of airplane dope was something else. Paint remover was of limited value. Amonia worked better when the top layers were off.

Down to bare bones at last, what a sickening skeleton! Loose joints were held together by the old covering. There were warps galore, missing pieces, broken ribs and fuselage stringers that looked like a starved horse's ribs, all stretched and bowed between bulkheads.



Don Bekins photo

Ray McGowan, SAM 27, with his 50 year old "Hurricane 69" and the original twin-plug Super Cyke prior to restoration

"What did I get myself into," I asked? "I can't quit now," I told my Sam friends. I was going to restore the bird—and I didn't want to be a quitter—or did I? I decided that the hardest part was over.

The fuselage was first to undergo restoration. Old cement glue was removed from the joints, motor mounts were removed and the front of the airplane was de"oiled" with R2 spot remover. It worked great after 2 or 3 attempts. Mounts were reglued with epoxy and area fuel proofed. Bad stringers were replaced and then servo mounts were installed. The old parachute dethermalizer hatch was filled and a radio access hatch cut. Not bad—the fuselage was ready to sand.

Wing was easy after the covering was removed by

amonia. This strengthened the trailing edges as it apparently softened the cellulose in the wood when it dried. The trailing edges were stiff again and straight, as I had it pinned down as close to the original as I could. I pieced on missing sections of bad ribs rather than replacing. To be safer, I added a shear spar at 1/3 chord to 1/2 midspan. Of course, old glue was removed and the wing reglued.

Rudder and stab were basically repaired the same as the wing, except an elevator spar and rudder post were added for R/C assist. An aluminum rudder post with horn was used, so all control functions were kept inside the fuselage — a shame to have visible controls on an ex-free flight.

Plane was recovered with mica film, as it was close looking substitute for bamboo paper.

Now that it is completed, it was fun to show off the 50 year vet. When the weather is again good and the field is available, it will again bring joy to this younger/old man.

It must be said that one could build three planes from kits in the time it took to restore that model, but the effort was worth it. The memories associated with the 50 year old "Hurricane 69" are marvelous. It's too young to be put out to pasture.

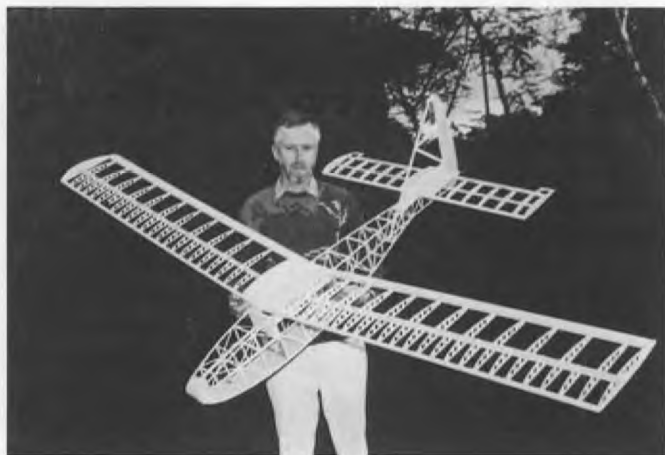


Jack White photo

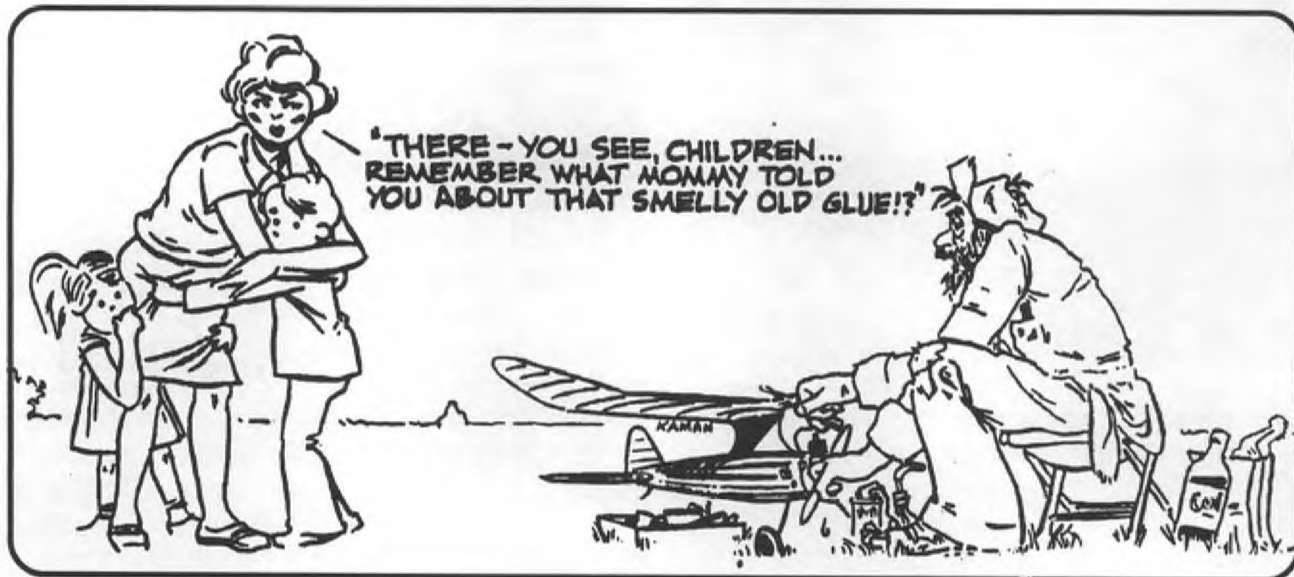
The "Hurricane 69" after restoration, sporting the dates, 1941 -- 1991, on the wing. Ray is an LSF Level V, president of his glider club, now retuning to old timers.



Here is a young man, creating old timers. Tom Ryan, age 22, SAM 2541, with his Elfin powered "Ehling Request". Tom chose the "Request" because he is tired of Bombers and Playboys.



Tom Boudy from Australia proudly displays his monster Zaic "Trooper" glider. Tom did not give us background on what state he is from, but sent another picture of a beautiful "Super Quaker"



OLD TIMER GOES BIGTIME!

Perhaps you've noticed my absence from any contest the past 3 years. Desert Madness! Two moves, building a new house, starting a new practice — I've been busy.

After my full size "Valkyrie", this "Mini-Max" (ultralite) was a snap. It even flies and I'm flying it! Bounces around a bit, but not even the "trash mover" (dust-devil) makes it go up. Great chase plane (for those OOS free flights).

I am getting my herd of Bombers and several lesser models back together. Having to re-radio them this far from civilization is a chore.

Like your handling of SAM Speaks.
Congrats.

Doc Patterson ,Yuma, Arizona

Editor's note: Doc Patterson for many years was a fixture and leader among the Southern California SAM group. He has always been a booster of pure old timer flying -- ignition engines, silk and dope finishes, no scaling, etc. He created and donated the coveted Ohlsson Sideport Perpetual Trophy which stands over 3 feet tall to encourage pure old timer ignition flying as we did in the olden days. I'm sure we will see him again soon with his new chase plane down at Taft regaling us with his limitless supply of jokes.



Doc Patterson and his new homebuilt "model" which he get in and flies. Need to find a lost model: call "Doc".



Mulholland photo

CHAMPS grand Champ, Larry Davidson, continues his winning ways at the Florida Winter Fly, with his Elfin powered "Playboy"

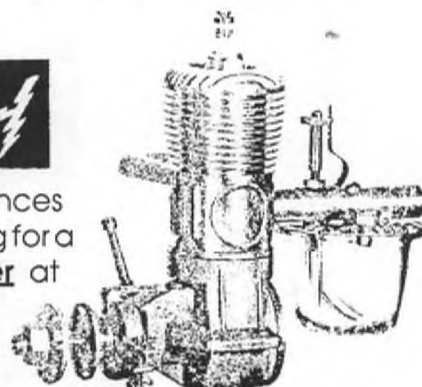


Bekins photo

Guaranteed readership! Speed Hughes, president of SAM 30, No. California, surveys the rough draft of SAM Speaks, #103, before publication.

FLASH

SAM 58, NY, announces that it will be a drawing for a **NIB Wahl Bunch Tiger** at their 6th Annual OT and Antique Model Aeroplane R/C assist



Contest, on **June 13th & 14th** at Grenadier Flying Field, Caughdenoy (near Syracuse), NY. To be eligible, entrants in the contest must make one or more official flights. For information call Dick Sargent, (315) 457-3375. Plan to come join the fun!

From the Fresno Model News, the journal of the Fresno Gas Model Club, comes the:

"Third Incontrovertible Law of Modeling"

There is no question that any model aircraft engine, no matter how normally recalcitrant, balky or generally stubborn, will run beautifully, without any stutter or miss, and at peak RPM whenever it is mounted in a free flight model aircraft with a stuck engine timer and is aimed at the ground in a death spiral. If the ground toward which it is racing happens to be paved with asphalt, an additional 500 RPM is to be expected. If covered with concrete—1,000 RPM.

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Bill Cohen, active OT flyer from Southern California, is seeking to sell his giant, scaled up old timers. These models fly like full size aircraft, float like gulls, but have a storage problem. The engines that go with them are good runners. Two are ready to go, but the third, a "Yates 10 Footer" with an open rocker OS .60 4 cycle, needs work to finish the wing. Give Bill a ring if there is some interest — he will deliver if within a reasonable distance.

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Cohen's monster 14 ft. "Powerhouse", Quadra power, has 4,365 sq.in. wing. Momocote covered and an extra 2 1/2 gal. fuel tank.



A competitive "Super Clipper" for sale, 10 ft span with a throttled Forster 99 for power. Micafilm cover, 8 pounds

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-Bob Dodds, Secretary/Treasury

If you have not already sent in your dues for this year, they are due now for January thru December 1992. Dues are \$15.00 per calendar year. You may pay up to three years in advance or buy a Life membership for \$150. (Your expiration date will be printed on your SAM Speaks label if you have or are going to pay for 2 years or more.)

Life members are authorized to put an "L" after their SAM number, i.e. 217L. All paid-up members will receive our bimonthly newsletter, SAM Speaks.

All new members will also receive a SAM decal and a copy of the SAM Rule Book. Decals are .50 cents each, large or small. (Large 4 x 2 1/2, small 2 x 1 1/4) SAM patches are \$2 each.

Rule books are \$1 each.

SAM Membership and Renewal Application

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Note: Full membership in SAM requires membership in the Academy of Model Aeronautics or equivalent national organization. Be sure to put your SAM # on your membership renewal check.

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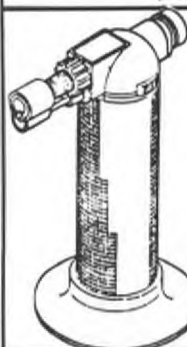
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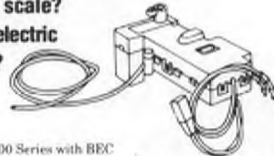
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DEDICATED TO OLD TIME MODELERS EVERYWHERE

May 1992 ♦ June 1992

Number 105



SAM SPEAKS

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COVER

Jim Adams releases Lanzo Duplex on the winning flight. Fiftieth Anniversary Wakefield, Taft, CA, June 1986. The model posted three perfect maxee.

Mik Mikkelson photo

Editor

Don Bekins
 85 Bellevue Ave.
 Belvedere, CA 94920

Production Director
 Jim Adams

Desktop Publishing
 Don Bekins

Contributing Editors

Rubber Power
 Ernie Linn
 3505 E. Mount Vernon
 Wichita, KS 67218-3959

R/C Assist
 Bob Angel
 1001 Patterson Rd.
 Santa Maria, CA 93455

OT Ignition Engines
 Charlie Bruce
 Rt. 1, Box 766
 Milano, TX 76556

Free Flight Eastern Region
 Jim Coffin
 4604 Hillbrook Dr.
 Annandale, VA 22003

OT Electric and 1/2 Texaco Scale
 Jim Alaback
 12366 Nacido Dr.
 San Diego, CA 92128

**Society of Antique Modelers
 Officers**

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

Eastern VP
 Mike Granieri
 3 Dryden Rd. Box 78
 Pottersville, NJ 07979

Rocky Mountain VP
 Art Grosheider
 2045 St. Paul
 Denver, CO 80210

Midwest VP
 Bob Larsh
 45 S. Whitcomb Ave.
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Western VP
 Bob Angel
 1001 Patterson Rd.
 Santa Maria, CA 93455

F/F Coordinator
 Abe Gallas
 28 Rustling Wind
 Irvine, CA 92715

R/C Coordinator
 "Woody" Woodman
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 Bayville, NJ 08721

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 Bob Dodds
 209 Summerside Place
 Encinitas, CA 92024

RULES! RULES! RULES!

(or what to do about SAM's chronic headache)

By Jim Adams

First let me thank all of you who took the time to write me last month and express your opinions about how to handle this every two year, gut wrenching, struggle that we call rules making. Your letters were much appreciated and I now feel a lot better about the chore since I found that most of you feel as I do about the process.

I received several dozen letters and the opinions were pretty evenly divided. The number of persons favoring committee action to resolve rules questions was almost equal to those favoring the present system. (I like to call it the democratic system) since everyone has an equal chance to submit proposals as well as comment on them and vote on what he or she likes.

I received several letters indicating that writers felt that it was irritating to them that we have to look at new rules every other year. One third of the replies suggested that they would like to see a freeze put back on the rule book. They argue that the job of re-doing all of your models to meet rules changes every year or so is not fun and that they would just like to be able to forget them for a while. One man wrote that he was tired of defeating the same old proposals that have been submitted several times before.

Others wrote that they felt that the committee was the way to go, but cautioned me to be sure and pick committee members with plenty of integrity. There were various suggestions as to how to set up committees, all of them with the usual complexities and foreseeable problems that I have experienced before.

Several wrote and reminded me of the old axiom, "If it ain't broke, don't fix-it". Some took the opportunity to complain about a wide range of things that they didn't like. Some apologized and said they hoped that I wouldn't be offended by their comments. I want to assure you that I was not offended by any of the letters and just wish that I had time to answer each one.

In the final analysis I feel that we are doing as well as can be expected in this situation. We have chosen to revive the fun of flying models of yesteryear. In doing so we have elected to hold competitions and give awards. All of this brings with it the possibility that some flyers will become overly aggressive and the old urge to win will take precedence over the desire to just have a good time. I feel that the best we can do, given this situation, is to hold some events that do not reward the "competition predator". (For those of you that have not heard this expression, read Czech newsletter editor Emil Kahane's article from Issue #104. It means, the modeler who is willing to spend any amount of money or go to any length to WIN.)

I feel we have already begun to do this with the introduction of the "Spirit of SAM" event, 1/2A R/C Scale, 1/2A FF Texaco, Ohlsson 23 and 60 side port events, small rubber stick and cabin, Brown Junior and the SAM Hall of Fame. These events can be participated in without owning a super hopped-up expensive engine.

I received a few letters from the doomsayers predicting that SAM will

collapse in the near future due to pressure from the over eager competitors. I realize that this is a narrow path we are attempting to travel. I am fully aware of the goals of the Preamble, and that this is a fragile balance we are maintaining, but I am counting on the desire of the majority of the average modelers to enjoy what we have and make allowances for those that feel the urge to again be "numero uno".

Let me conclude by saying, "I see no urgent need to change the SAM system." I believe that with the large number of modelers in SAM that are determined to enjoy what we have that SAM is in safe hands. We offer something for everyone. The answer is to enjoy the part you like and don't let the other guys "thing" upset your own enjoyment.

INTERPRETING THE SAM RULES

by Jim Adams

Several questions about the legality of certain Old Timer models have been brought to my attention this past year. Questions of this nature are inevitable when we try to conduct an activity based on model airplane competition of 1930 and 1940, while allowing use of engines in competition that were not available until 1950 and later.

Many modelers when first introduced to SAM competition ask, "Why don't you just fly to the old rules"? This would be fine except that when SAM was started it was decided that certain glow and diesel engines, which were currently available, would be allowed in competition. It was also decided that ignition engines produced in the fifties would be allowed. There was a widespread opinion among early flyers in the SAM movement that there was a shortage of old engines that were needed to power our pre-war gas jobs. As time passed, the opinion still exists, although somehow more and more old engines continue to surface and of course these have been supplemented by a good supply of reproduction engines, but at slightly higher prices.

Even in the flying of rubber powered models we found that it was



SAM Speaks columnist, Jim Alaback prepares to launch his Brown B powered Comet Clipper free flight at the '91 Champs

Rules cont. on page 17 -

The Editor Speaks

by Don Bekins

We are now into our fifth issue of SAM SPEAKS since becoming editor. We are finally caught up and on schedule. By now you have received Issue #104 with its album of pictures and stories from the world over. Thanks for the input from many people, and particularly our columnists, Jim Alaback (1/2 A Scale & Electric), Ernie Linn (Rubber), Charlie Bruce (OT Engines), Bob Angel (R/C Assist), Jim Coffin (SAM Competition Schedule & Eastern Free Flight). Keep your letters and pictures coming.

The state-of-the-art in Desktop Publishing is advancing rapidly. We are now experimenting with electronically scanning photos, manipulating, cropping, and then inserting directly into the newsletter along with the text. This has been possible in the past for very costly publishing systems, but is now feasible for home computers with the right equipment. The old system of photographically half-toning photos for publication may be changing.

Having different computer systems talk to each other is still a problem. Specifically, Jim Coffin provided SAM SPEAKS with a fine compilation of SAM activities gleaned from many sources. This was produced in a data base program called D-Base III on an IBM computer. My system is a McIntosh IICI using a data base program called Filemaker Pro. Is there someone out there in "Old Timer Land" who can take a 5 1/4 in. IBM disk and transfer Jim's good work from D-Base III to Filemaker Pro? If so, it would surely save me a lot of time — time more profitably spent creating and editing future issues of SAM SPEAKS. "If you don't ask you don't get!"

Unfortunately I will not be able to attend the '92 SAM Champs in

Lawrenceville. SAM SPEAKS will need to publish results, stories, and pictures from those who do attend soon after the last model is packed away and the contestants head for home. I know our regular columnists will come through, but anecdotes like Fred Mulholland's story about the flyoffs at the '91 Champs will be most welcome. We had a great story from England by David Baker on his Jean adventures, but it arrived too late to include in our special Champs Review issue (#101). So, timeliness is important. As usual, we will strive to only edit for spelling, punctuation and unacceptable language, trying to retain the flavor of each contributor's unique writing style.

Again, thanks for your past contributions and letters to SAM SPEAKS!



Bud Warren of Boulder, CO, with his SuperCyke powered "Super Buccaneer" free flight at the '91 Champs. This same model flew in the first SAM Champs 25 years ago held in Denver.



Jim Adams photo

Bob Oslan's Cyke powered full size "Rambler" looks and flies like a winner. The low aspect ratio wing seems to work well.

THE SAM 25th ANNIVERSARY PINS

This week SAM's president received a package from Pete Rafferty and Fred Mulholland. The package contained 275 freshly minted SAM 25th Anniversary PINS. The note with the package said that they could not accept the fact that SAM was not going to issue pins on our 25th anniversary. So they took it upon themselves to make the pins for us. Free gratis, mind you!! Well they are beautiful. Silver on Black and really slick.

If you want one of these historical treasures, send a self addressed, stamped envelope (\$.39 postage required) to Mike Fields, 13860 W. 75th Pl., Arvada, CO 80005 and your pin will be mailed to you.



'91 Champs Silver Anniversary Pin

There is a limited number of pins available, so send your request as soon as possible! Only one pin to a customer.

Reprinted below is the letter of thanks that I sent to the guys.

To: Pete Rafferty and Fred Mulholland

Dear Guys;

Surprise! surprise!, That hardly says it at all. I can't begin to express SAM's thanks to you for a job well done! You fellows are to be congratulated by each and everyone of us for your great thoughtfulness and generosity.

After all, in looking back it all seems so simple. "Why not just go a different route to get those allusive 25th anniversary pins." My hat is off to you for your initiative in taking on this task with out any suggestion from SAM.

We love you and you can be sure that you have made a whole bunch of friends in SAM.

Jim Adams, SAM President



Jim Adams photo

The "Go-Getter" by Bud Romak is a seldom seen design by Joe Weathers. O&R 23 is running inside the cabin. Flew great!



Jim Adams photo

Jimmy Allen "Sky Raider" by Don Adams. Nice repro of an old time rubber job from the 30's.



Jim Adams photo

Ed Reuben, SCIFS President. Class A-B "Diamond Demon" F/F at Taft SCAMPS Texaco meet April 5, 1992

SAM BALLOT

It is time to vote again for your favorite hard working SAM officers. Those who have served you so well for the last two years are running again, unopposed. If any member wishes to write in a candidate or candidates you may do so on the blank lines. Please fill out your ballots by putting an X in the box after your choice for office. Vote only once for each candidate.

The results of the election will be announced at the Annual SAM meeting to held July 8, 1992 at the Executive Inn, Vincennes, IN, in conjunction with the Annual Meeting of Members during the SAM Champs. Any member in good standing may cast his vote.

Send your completed ballot to:

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

All ballots must be postmarked by June 15th, 1992

Please copy or cut out and send in

OFFICIAL 1992 SAM BALLOT

- President Jim Adams (incumbent)
-
- East Coast VP Mike Granieri (incumbent)
-
- Mid-West VP Bob Larsh (incumbent)
-
- Rocky Mtn. VP Art Groscheider (incumbent)
-
- West Coast VP Bob Angel (incumbent)
-
- Secretary/Treas Bob Dodds (incumbent)

Signature

Sam Number

UPDATE: SAM LIBRARY

We are getting a very good response from the membership on the new SAM magazine library. We had a number of donations this past month from generous friends who are interested in filling out the missing issues that the library needs.

We received a donation of two years of Model Airplane News from Jim Persson who lives in Pleasanton, California. Jim made it possible to fill out M.A.N. for the years 1932 and 1934. Jim Adams from Santa Ana, Calif. donated fifty one miscellaneous copies of Airtrails magazines that allowed us to fill 1941, '42, '43, '44, '45, '46, & 1947. He also added thirty three miscellaneous copies of M.A.N. that helped to fill out the library from 1932 through 1940

We received a donation of 181 British Aero Modeller magazines from William Clegg Esq., Northwingfield, Derbyshire, England. This collection that is nearly complete and spans from 1943 through 1360 needs only thirty two more issues to make it complete. In honor of Mr. Clegg we have designated this the William Clegg collection.

We received a loan of 21 miscellaneous M.A.N. magazines from Robert Hahn for the years from 1932 to 1940. These are being copied and returned to Bob.

Take a little time to look over the charts and see if you can help us fill out the missing issues. IT IS NOT NECESSARY FOR YOU TO DONATE YOUR COPIES. If you will LOAN the library copies that we need, we will copy them and return your copies to you ASAP. I notice that we need all of 1929 and 1930 M.A.N. and Feb, Apr, May, June, July, & Aug of 1931. Our chart showed that we had six months of 1929 in error on last months charts. We also need December 1932, '36, '41, & '51. We also are missing nine other issues needed to complete the series. They are M.A.N. Sept. '33, Jan. '35, June '40, Nov. '50, May & June '51, Aug. '53, Feb. & May '54, and Jan. '55.

The SAM member to contact is our librarian, GENE WALLOCK,

220 W. Leroy Ave., Arcadia, CA. 91006.
Send your magazines by insured mail.

If you wish to purchase copies of model plans from these old issues send \$2.00 for each old plan and Gene will send them to you by return mail, postpaid. If you know the plane or plan that you want and do not know which issue it is in, write to Gene and request him to search the files for the plan you want. Note, when you order the plan, you also get the magazine story that accompanied the plan.

**This library service is for YOU
Please use it!**



SAM LIBRARY

AERO MODELLER

revised 4-11-92

	J	F	M	A	M	J	J	A	S	O	N	D	ANNUAL
1943	o	o	o	o	o	*	o	*	*	*	o	*	o
1944	*	o	*	*	*	*	o	o	*	*	*	*	o
1945	*	*	o	*	*	*	*	*	*	*	*	*	o
1946	*	*	*	*	*	*	*	*	*	*	*	*	o
1947	*	*	-*	-*	*	*	o	*	*	*	*	*	o
1948	o	*	*	*	o	*	*	o	*	o	o	o	o
1949	*	*	*	*	*	o	*	o	*	o	*	o	o
1950	*	*	*	*	*	*	*	*	*	o	*	*	o
1951	*	*	*	*	*	*	*	*	*	*	*	*	o
1952	o	*	*	o	*	*	o	*	*	*	*	*	o
1953	*	o	*	*	o	*	o	o	*	o	*	o	o
1954	*	*	*	*	*	o	*	*	*	*	o	*	o
1955	*	*	*	*	*	*	*	*	*	*	*	*	o
1956	*	*	*	*	*	*	*	*	*	o	*	*	o
1957	*	*	*	*	*	*	*	*	*	*	*	*	o
1958	*	*	*	*	*	*	*	*	*	*	*	*	o
1959	*	*	*	*	*	*	*	*	*	*	*	*	o
1960	*	*	*	*	*	*	*	*	*	*	*	*	o

-*- indicates combined issue

MODEL AIRPLANE NEWS

revised 4/11/92

	J	F	M	A	M	J	J	A	S	O	N	D
1929	o	o	o	o	o	o	o	o	o	o	o	o
1930	o	o	o	o	o	o	*	o	*	o	o	o
1931	*	o	*	o	o	o	o	o	*	*	*	*
1932	*	*	*	*	*	*	*	*	*	*	*	o
1933	*	*	*	*	*	*	*	*	o	*	*	*
1934	*	*	*	*	*	*	*	*	*	*	*	*
1935	o	*	*	*	*	*	*	*	*	*	*	*
1936	*	*	*	*	*	*	*	*	*	*	*	o
1937	*	*	*	*	*	*	*	*	*	*	*	*
1938	*	*	*	*	*	*	*	*	*	*	*	*
1939	*	*	*	*	*	*	*	*	*	*	*	*
1940	*	*	*	*	*	o	*	*	*	*	*	*
1941	*	*	*	*	*	*	*	*	*	*	*	o
1942	*	*	*	*	*	*	*	*	*	*	*	*
1943	*	*	*	*	*	*	*	*	*	*	*	*
1944	*	*	*	*	*	*	*	*	*	*	*	*
1945	*	*	*	*	*	*	*	*	*	*	*	*
1946	*	*	*	*	*	*	*	*	*	*	*	*
1947	*	*	*	*	*	*	*	*	*	*	*	*
1948	*	*	*	*	*	*	*	*	*	*	*	*
1949	*	*	*	*	*	*	*	*	*	*	*	*
1950	*	*	*	*	*	*	*	*	*	*	*	o
1951	*	*	*	o	o	*	*	*	*	*	*	*
1952	*	*	*	*	*	*	*	*	*	*	*	*
1953	*	*	*	*	*	*	*	o	*	*	*	*
1954	*	o	*	*	o	*	*	*	*	*	*	*
1955	o	*	*	*	*	*	*	*	*	*	*	*
1956	*	*	*	*	*	*	*	*	*	*	*	*

How to use the charts.

The year is on the left, the months are across the top. An asteric indicates we have the issue. Airtrails annuals are in the right hand column. "o" indicates we don't have the issue.

FLYING ACES

revised 4-11-92

	J	F	M	A	M	J	J	A	S	O	N	D
1933	*	*	*	*	*	*	*	*	*	o	o	*
1934	*	o	o	o	o	*	o	o	o	*	o	o
1935	o	*	o	o	*	*	o	o	*	o	o	o
1936	o	o	o	o	o	*	*	o	o	o	o	o
1937	*	*	*	o	o	o	o	*	*	o	*	*
1938	o	o	*	*	*	o	*	*	*	*	*	o
1939	*	*	*	*	*	*	*	*	*	o	o	o
1940	o	*	o	*	*	*	o	*	o	*	o	*
1941	o	o	*	o	*	o	*	o	*	o	o	o
1942	*	*	*	*	*	*	*	*	*	*	*	*
1943	o	o	o	o	o	*	o	o	o	o	o	o
1944	o	o	o	o	o	o	o	o	o	o	o	o
1945	o	o	o	o	*	*	*	*	*	*	*	*

o indicates missing issue

SAM Library, continued --

AIRTRAILS

revised 4-11-92

	J	F	M	A	M	J	J	A	S	O	N	D	A	N	N	A	N	N
1935	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1936	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1937	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1933	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1939	*	*	*	*	*	*	*	*	*	○	*	*	*	*	*	*	*	○
1940	○	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1941	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1942	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1943	○	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1944	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1945	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1946	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1947	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1948	*	○	*	*	*	*	*	*	*	○	*	*	*	*	*	*	*	○
1949	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1950	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1951	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1952	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1953	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1954	*	*	*	*	*	*	*	*	*	*	○	○	*	*	*	*	*	*
1955	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	○
1956	*	*	*	*	*	*	*	*	*	*	○	○	○	○	*	*	*	*
1957																	*	*
1958																	*	*
1959																	*	*
1960																	*	*
1961																	○	*
1962																	*	*
1963																	*	*
1964																	○	*
1965																	*	*

SAM SPEAKS NEWS RELEASE

J. Tom Laurie passed away February 12, 1992. Tom was from Fort Wayne, Indiana. He had lived in California many years where he was a project engineer for Northrop Aviation. Tom retired from Northrop in the 70's and had been active in old timer modeling and restoration of his straight winged "Stinson". The restored "Stinson" captured the Best of Show award at Oshkosh in 1984.

Tom will be remembered for his "Experimental" and "Twin Cyclone" designs that appeared in Frank Zaic's 1938 Year Book. His later designs a 1/2a scale "Fairchild 22" appeared in issue #1 (Sept./Oct.) *Model Builder* and his 1/2a "American Eagle" appeared in the Feb. 1976 issue of *Model Builder*.



1/2 A SCALE TEXACO

By Jim Alaback

There are two international SAM contests scheduled for 1/2A Scale Texaco models this year:

□ SAM Champs, Special Event, July 8, 1992.

□ Postal Challenge Contest, July 18 or 19, 1992. Both contests will be flown to the rules originated by SAM 48 (Niagara Frontier Chapter), as printed in *SAM Speaks*, May-June, 1989, Issue No. 89. (A copy may be obtained by sending a SASE to Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128.) For information on the Postal Challenge Contest, send a SASE to Jim Horner, 15746 Walkwood Drive, Houston, TX 77079. Jim is president of SAM 82 which is sponsoring the contest.

Of course many individual SAM clubs are holding their own 1/2A Scale Texaco events too this year. The SAM 77 Winterfly 1/2A scale event has already been held, and eighteen members of SAM 27 are committed to building models, with half of them already underway!

Since the 1/2A Scale Texaco event is quite new, there is quite a bit of interest in what plans are already available and what scale subjects have had initial successes. Several plan sources were mentioned in this column in *SAM Speaks* #103. Since then, Dick Say (Aero Plans 'N Parts, P.O. Box 939, Olean, NY 14760) has added the Piper Cub and the Farman 400 to the previously mentioned Aeronca Defender. Also, Eut Tileston (1800 Carmello Drive, Carmichael, CA 95608) has a reduction of the Peerless 70" span Taylor Cub gas model plan down to 48" span (about 325 square inches planform wing area) for \$6.50 postpaid.

There are no kits that I am aware of that are intended or suitable for this event.

The five 1/2A Scale Texaco award winners at the 1991 SAM Champs have kindly provided us with pictures and information on their models which may be of interest the readers of this column. Jim Lang (SAM 1, Denver) was the first place winner with his unusual Focke-Wulf FW-47 Wetterflugzeug, a 1931-32 German weather plane. He designed his model from a three-view drawing which was published in 1969 by *Flug+modell-technik*. Jim kept to the scale outlines except for a little increase in dihedral. Since he planned a rather large model (370 square inches), he was very careful to build light. He came out at 5/8 ounce underweight, so is able to go back and add in a couple of cabane and landing gear struts that he originally omitted. The FW-47 is not an easy subject with its irregularly shaped wing and tail and its parasol wing mounting, but the layout is good for a model with its long nose moment and high aspect ratio wing. Jim used a Cox 7-3 1/2 propeller and gets an engine run of about



1st: Focke-Wulf FW-47 by Jim Lang of SAM 1

4 1/2 minutes.

Eut Tileston (SAM 51) finished second, only 19 seconds behind Jim Lang, with his scaled-down Peerless Cub gas model. Eut made no deviations in outline from the plan (he says "Large tails are not needed for RC") but did revise the structure as needed. He gets about a 7-minute motor run using an APC 8-7

Walt Geary, of Absecon, NJ, placed third, just 6 seconds behind Eut Tileston, with his beautiful Cessna AW, which was also a Spirit of SAM winner.



Alaback photo

2nd: Eut Tileston's very successful Taylor Cub J-2. He has flown larger versions in LER to numerous wins.

The AW was built from Jim Adams' plan for a 48" rubber-powered model which was published in Model Builder, April, 1974. Walt made no changes in tail size, dihedral, etc., from the original plan. Walt used a Cox 8-4 grey prop and gets a motor run of 4 1/2-5 1/2 minutes.

Fourth place went to George Patrick of Pinehurst, TX, flying an Interstate Cadet. George built his model from rubber model plans by Henry Struck (the 1941 Nats Scale winner) which were in Model Airplane News, January, 1942. The plans were scaled up to 48" span with no changes in tail size, dihedral, etc. George uses an APC 8-6 prop and reports motor runs of 6-7 minutes.



Noel Kirby photo

3rd: Walt Geary and his beautiful Cessna AW - a Concours winner

Fifth place went to the Taylor Cub J-2 flown by Jim Alaback (SAM 41, San Diego).

The J-2 was built from a Megow rubber plan, scaled down from 50" to 45" wing span (about 288 square inches area) with structure revisions as required and increases in both dihedral and tail size. With a Rev-Up 8-4 propeller, the motor run averages about 5 minutes.

The builders report that all of the winning models could be trimmed for hands-off free flight thermalling except for George Patrick's Interstate which

he says he has to "fly" all the time. The winners had several ideas for the success of the 1/2A Scale Texaco event. Jim Lang feels that a scale-like flight should replace duration as the flight criterion, with standards for speed, climb, and maneuvers. He would not require a minimum wing loading. Eut Tileston also suggests the removal of the minimum wing loading to result in life-like climb with lightly-loaded, larger models, but

would keep duration as the flight criterion. Eut also says give the event "publicity and keep it simple- NEVER even consider scale judging." Walt Geary says the event should grow in popularity as it receives publicity and makes no suggestions for rule changes- with which this writer tends to agree, at least for the present!

The pictures here of the winning models will give some idea of the variety of designs and the nice, scale appearance of these good flyers.

Please continue to send in pic-

tures and stories of your scale projects (including free-flight rubber and gas) and your questions, comments, or suggestions for old-time flying scale to:

Jim Alaback
12366 Nacido Drive
San Diego, CA 92128.

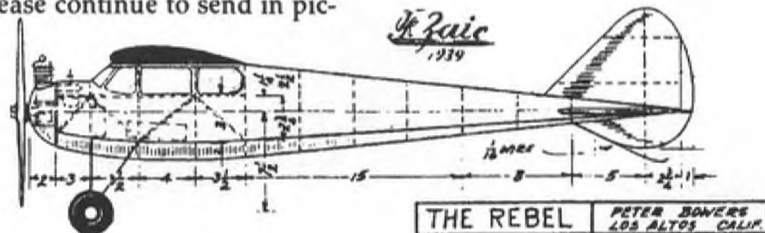


4th: George Patrick's Interstate Cadet (being launched by Ben Beerbower)



Ken MacLean photo

5th: SAM Speaks columnist Jim Alaback with his Taylor Cub J-2



OLD ENGINE ANALYSIS

By Charlie Bruce

Number 2
Arden .099 and .199



Charlie Bruce

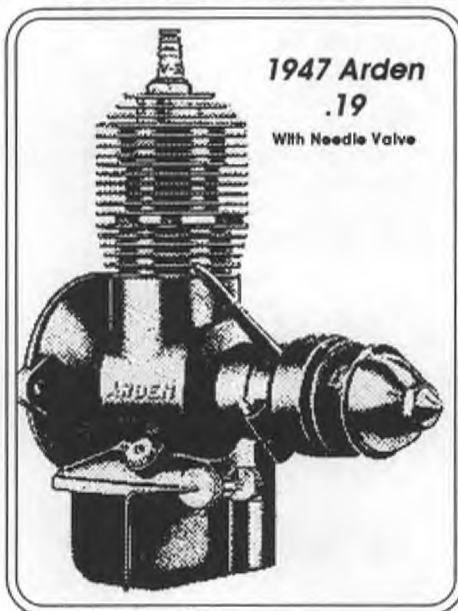
Designed by Ray Arden, who developed the glow plug for model engines, the Ardens were the first really great running small engines. They were introduced in 1946. The first engines had an air throttle

with a fixed fuel jet, similar to the Atom. In late 1946 or early 1947 this was changed to a conventional needle valve system. Removing the intake restriction of the throttle gave a considerable increase in performance. A factory conversion kit was available to change older engines to the new system. It included a new fuel tank, venturi, needle valve and fuel line. The new tanks were black or red bakelite instead of clear acetate. And they were hot fuel proof, Ray knew the glow plug and hot fuel were on the way. In a year or so the spark timer was deleted and the cam covered with an aluminum cap, starting the glow era. There was also a factory diesel head conversion available for those who like engines that smell like a bus. It was hard on the rod to piston ball & socket joint thus was not popular.

The 099 was produced with both sleeve and ball bearing crankshaft the 199 only with ball bearings. Factory glow engines have ball bearings in all en-

gines. Both the 099 and 199 use the same cam and timer assembly. The washers and prop nuts are different. Circumferential exhaust porting gives the Arden a unique sound. They still sound good to me.

DISASSEMBLY: A few general notes are in order before you take tools in hand. Most of the screws in these engines are soft aluminum and are easily twisted off, so be careful. Most castings are very thin magnesium and are easily broken. It's a good idea to remove the needle valve and tank before you



1947 Arden
.19
With Needle Valve

start working on an engine. I put all the parts in a half of a gallon plastic milk jug (split top to bottom, then laid on its side like a tray). It keeps everything in one place and you can wash the parts in the plastic jug, too. It's solvent-proof.

To remove the timer, take off the prop nut and washers. You must remove the timer clamp screw completely to allow the timer to slip off the front of the crankcase. The cam will come off with the timer and remain

inside the timer housing. To disassemble the timer, carefully pry out the circular wire clip from its groove at the front of the timer. Watch out; it's really springy and can jump out of sight or into your eyes in a split second. Now push the cam forward with a 1/4" dia. dowel. This will force the cover plate out and give access to the points. The tank is retained with a single aluminum screw. There is a tank gasket and fiber-plus-aluminum washer under the screw head. The back plate and cylinder are screwed in place with very fine threads. The head is also screwed on. Chances are your engine has pliers or pipe wrench marks on the cylinder and head because the previous owner was in a hurry to tear it down. You can make a couple of tools that will not mar the engine. To hold the cylinder, take a short piece of 3/4" thick maple or oak and drill a hole in the center (7/8" dia. for the 099 and 1.1" dia. for the 199). Saw a slot with the grain in one side of the piece. Put the wood in a vise and the cylinder in the hole. Closing the vise will pinch the cylinder due to the saw cut and hold it while you turn the crankcase by hand. Don't use a wrench or pliers on the engine. If it's stubborn, warm it up with a heat gun. If the cylinder slips, don't just tighten up the vise 'til you mash it flat. Use a bit of powdered rosin like the baseball pitchers use to get a better grip. You can use the same tool to hold the cylinder while removing the head by inserting a 3/8" hex Allen wrench in the socket in the head. (Remove the spark plug first!) The Arden has no gasket between the cylinder and crankcase but does have a 0.005" thick copper head gasket.

To remove the backplate make a "dowel wrench" (0.700" dia. dowel for the 099 and 0.850" dia. for the 199). Saw a notch across one end to fit over the ears

PEANUTS by CHARLES M. SCHULZ



in the backplate recess. Hold the unnotched end in the vise, fit the notched end into the backplate and turn the engine to unscrew the back plate. There is a 0.010" thick paper ring gasket on the back plate and it usually breaks when it's removed.

The rod will slip off the crank pin only at bottom dead center. The rod is symmetrical and has no front or back position. The ball and socket connection to the piston makes it impossible to install backwards. Check the play in the ball and socket joint. It should be just perceptibly loose. If it has excessive play, the engine will not run well and it may come apart, wrecking a very scarce crankcase. George Aldrich can tighten it up for you if necessary. He can also restore the compression by chroming the piston. His ad is usually in "SAM Speaks".

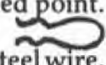
The crankshaft slips out easily from sleeve bearing engines. With ball bearings it may need to be pressed out. Don't hammer on it! After the shaft is out, heat the case and whack it gently on a flat board to remove the rear bearing by inertia. The front bearing can then be pressed out with a small dowel. Both of the 099 bearings and the 199 front bearing are MRC-R4 or equiv. unshielded; the 199 rear bearing is MRC-38 or equiv. unshielded.

REASSEMBLY: After everything is clean and de-gummed, check the ball bearings. If they are rusty or feel gritty when you turn them even though clean, they should be replaced. Place the rear bearing, well lubricated, on the crankshaft and seat it. Warm the case and put the shaft and bearing assembly in place. It should seat fully into the case and the shaft spin freely. Slip the front bearing in place and pull it into the case using a prop between the washers and tightening the prop nut. You may have to rap the end of the crank a couple of times with the handle of a screwdriver or small plastic mallet to seat the bearing and allow the shaft to spin freely. Lube the piston, rod and cylinder threads then hook up the con rod, slip the piston into the cylinder and screw the cylinder home. Hold the cylinder in your wood block and turn the engine to tighten. You can get it plenty tight this way if you wear gloves. Lubricate the head threads and screw it in place (remember the gasket) with the 3/8" hex key, again holding the cylinder in the wood block. You need to get the cylinder and head just tight enough so that they will not unscrew when you are changing spark plugs.

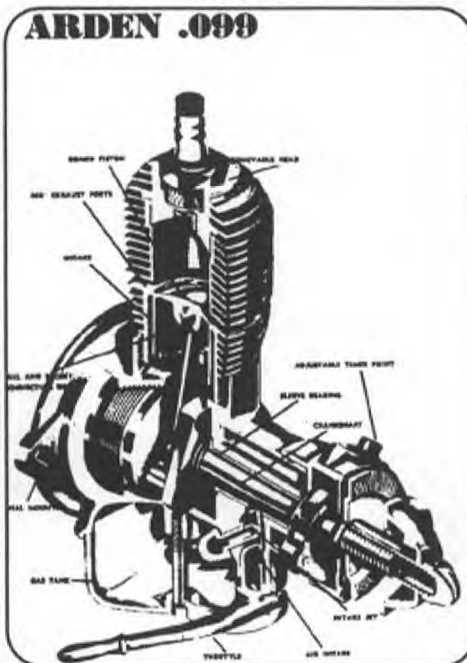
The back plate with gasket is now screwed in using the dowel wrench

held in a vise and tightened by turning the engine by hand.

If your engine has not been run in some time check the little roller in the moving point to be sure it turns freely, and oil its axle.

Slip the timer in place, then insert the clamp screw. The cam will go on only one way, grooved end first, as it engages the flat on the crankshaft. The point gap is 0.007" and can be adjusted by loosening the fixed point screw. The fixed point slides laterally to make the adjustment. Be careful of the small aluminum screw; it's easy to strip or break. Ardens came with a small bent wire clip to connect the wiring to the fixed point. As I recall it looked like this:  and was made of about 0.030" steel wire.

With the cam in place, slip the front cover disc in with the small hole over the point pivot post. The dimple below goes to the outside. Press the spring



wire clip into place being sure it's fully seated in the timer groove all around. If there is dirt in the groove or the wire is not fully seated it will jump out and be lost. Do not run the engine without the cover disc in place as it provides end support for the moving point pivot post.

The tank with its gasket fits into a recess in the bottom of the case and is retained by a single aluminum screw with washer and gasket under the head. The fuel dip tube screws into the bakelite tanks. The throttle valve (early) engines use a different tank since the fuel line is inside the tank and the throttle pivots on the front. A tank of this type for the 099 only is available from: Air Accessories, 3600 Pittman Road, Independence, MO 64052. It can be converted to use on the needle valve engines by cutting off the

throttle support and installing a fuel pickup tube. It's for gasoline fuel only.

Both engines use the V-3 size spark plug. Factory instructions call for a 0.007" gap but I think you'll get better performance at 0.010 to 0.012".

If you decide to clean up the dings and nicks in the cylinder you can do a fair job with a small triangular file and a bit of emery cloth. The original cylinder finish was a black oxide or phosphate treatment. The finish can be touched up nicely by using some cold blue material made for use on guns. The one I like best is Oxpho-Blue by Brownells of Montezuma, IA. Cleanliness is the key to a good job. Whatever you do, don't heat the cylinder 'til it turns blue and dip it in oil as has been recently recommended in another engine advice column, unless you already have a ruined engine and just want to hang it on the wall.

PARTS, ENGINES AND REPAIRS. There were a large number of Ardens produced so they show up pretty frequently at MECA collectos. Unfortunately many have the timer missing and I know of no one making timers at this time. If anyone knows of a source, drop me a line and I'll put it in the next column. Vic Didelot, 4410 Lorna Lane, Erie, PA 16506 has repro prop washers and may have a few other parts, as well as an excellent repro V-3 spark plug made by Herb Hodapp. If you have Arden problems give me a call or a card and I'll try to help.

TEST RUNS. I've had a number of requests to add test run results to this column. Don't take these as the last word; my engines may not run as well as yours.

For Analysis No. 1—Anderson Spitfire

Lapped piston 65: 3/1 gas & oil:
on 14-6 Rev Up 6700 RPM
with H/C head on 13-8 Rev Up
7400 RPM

For this Analysis No. 2—Ardens
.099 Ball Bearing: 3/1 gas & oil: on
8-4 Rev Up 9700 RPM
.199 Ball Bearing: 3/1 gas & oil: on
10-4 Rev Up 8200 RPM

Next analysis—Atwood Champion
Charlie Bruce
Rt. 1 Box 766, Milano, TX 76556
(512) 455-9543

RUBBER REVIEWS

by Ernie Linn



Ernie Linn

We'll start off with a pep talk this time. The subject is how to entice others into this hobby of ours.

First off, let's talk about the old guys. I don't have to tell

you that "Ve haf vays". Publicity and communications are our best weapons. We're darn good at communicating with each other, and getting better all the time. Club newsletters have increased steadily through the years in both quality and quantity. This works fine for those who remain active, but we do suffer from attrition, and many modelers never become involved with organized groups.

So what can we do to overcome the attrition and grow in the process? Talking hobby shop operators into tacking a copy of our newsletter on a bulletin board, or at least a list of coming events for our club including dates, times, events, place (including a simple map), and numbers to call for additional information would help. Also ask your hobby supply dealer if you can display some of your handiwork in his shop. This will help his business as much as our cause.

Also, museums, school libraries, churches, etc., might be willing to display items and information about technical hobbies such as ours. After all, they spend time and money encouraging athletic events, and technical hobbies can do as much for getting persons interested in something other than crack, booze, shooting, mugging, etc., as effectively as athletic events. Some imagination and a small amount of your time could produce surprising results.

Now let's take a look at getting young people interested in our hobby. We old guys can tell them the tricks of the trade, so to speak but they need someone to share their experience with. Friends to

discuss model matters with, and eventually compete with, that are near their own level of experience can be invaluable.

As I see it, our best approach is through organized classes to teach model airplane theory and skills, and provide a little organized competition. Plant the seed and hope it grows. All this isn't easy, but we feel that the average modeler has enough experience and background to do a good job if he is motivated.

Another approach is to make information about the model airplane hobby available to as many young people. SAM 56 has provided yearly subscriptions for Model Aviation to four grade school and two middle school libraries here in Wichita. SAM 56 member Eldon Breazier of Kingman, Kansas, is providing similar service in schools there.

In case you missed it, Model Aviation offers a special deal to anyone wishing to send their magazine to schools. Requirements are as follows:

1. Magazines must be addressed to public school libraries.
2. Cost is \$10 per year in advance for each subscription.
3. No expiration notices will be sent. You will have to set your own schedule for renewal.
4. Send subscription payments to:
Attn: Membership Department
Model Aviation
1810 Samuel Morse Drive
Reston, VA 22090

You may not agree with Model Aviation as the best choice to do this job, but it does give coverage to just about all types of model aeronautics, and they are the only ones offering a special deal for young people.

So now get out there and do something for the long range benefit of model airplane building and flying. You will find that there are a good many short range benefits that will crop up, also.

Probably the best remembered modeler from here in Kansas in the 30's and early 40's was Leo Rutledge of Wichita. Leo was an excellent craftsman, and his models flew well, but he seldom entered contests. He was always there serving as timer, judge, or in some other official capacity. He secured the backing and

sponsorship of the local Junior Chamber of Commerce and Wichita City Park Board for model airplane activities. He organized "hands on" stick and tissue model airplane classes in at least ten public schools at one time. One estimate set a figure of 500 students enrolled in these classes.

Leo made up and sold kits to young persons enrolled in the above mentioned classes. Five cents bought a hand launched glider kit, a dime bought one for a stick model, and for fifteen cents you could buy a kit for his cabin model. Although no record of it's success is available, Leo built one of the first radio controlled model airplanes in the state of Kansas.

Leo was involved in such organizations as Air Youth of America, an officer in the National Aeronautics Administration, and later served as vice president for the Academy of Model Aeronautics district IX. He also served as the first chairman of the Model Aeronautics Division of the Kansas State Aviation Association. Another of his accomplishments was promoting a complete model airplane workshop in the Wichita Municipal Airport terminal building where he was in charge of activities for many years.

Leo's favorite expression was "We must air condition our youth". We can't all be Leo Rutledges, but every little bit helps.

The theme for our next column will be rubber model propellers.

If you have news items, tips, or other items of general interest that you would like to see in this column, please mail copies to: Ernest Linn, 3505 E Mt. Vernon, Wichita, KS 67218-3959

Thanks - Ernie Linn



A Copland "Northern Star", built and photographed by Bob Jones

F. T. - FLIGHT TERMINATOR

An alternative to lost models

by Les De Witt

Most of us have lost models over the years and recall hours or even days searching for that great model. This new concept should be a viable option.

The stab D. T. is a fine concept, but has its limitations. A long chase can result with wind and a hot thermal, or even with no wind and a strong thermal. My Australian Record 200 sq. in. stick weighs only 5 oz. and went out of sight after 20 minutes overhead at Taft. Light weight models have little chance in a strong thermal. When a model becomes a black speck, and you can not chase any farther with a bike, because you can't keep it in sight, it is a real frustration.

This system still uses the regular stab D. T. In strong thermal activity or wind, just hook the wing release rubber band over the fuse. The wing comes off and the tail pops up. The wing is a drogue when rigged properly and allows the model to descend at a reasonable speed to avoid damage on impact.

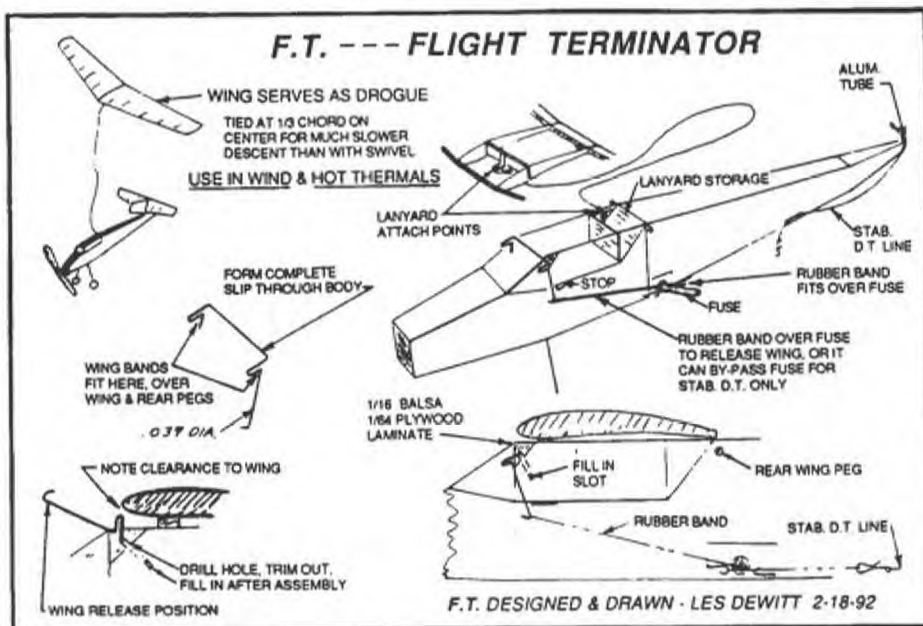
Do not confuse this with the usual system that we have seen, where the wing comes off, but is tied at the wing tip with a swivel. The wing comes down with very little drag, in a low drag vertical position, rotating very fast. I tried this on my 8 oz. Chatelain Wakefield. Luckily it crashed in 6' tall grass. The swivel was changed to the center of the wing with exactly the same results.

My drogue concept has been developing for years. An article showing this on a modern Wakefield was in a '86 NFFS Free Flight issue. There is a lot more impact when the body separates on the slender, modern fuselage, because it starts falling with less drag. It was working fine, and now it is installed in a whole series of Classic O. T. rubber models. It is easier since they have more drag and come down slower with less impact on separation. I still use it on my modern Wakefields too.

The basic answer was to eliminate

the swivel and use the wing as a drogue to slow the rate of descent. Locating the lanyard at 1/3 chord is about right. If you placed it at the leading edge, it would come down with less drag, and too much speed. If you place it at the center, the wing centers itself and rides down just like it was still on the body. It was really a strange sight to see this coming down with the wing riding 9' off the body! This was during a very calm period. Locating the lanyard near the trailing edge places the weight of the heavier leading edge toward the back and seems to create more gyrations. It also was chafing the trailing edge which is thin and prone to more damage than the leading edge.

It is interesting to watch the model descending through a hot thermal, as it will momentarily slow down now and then, as if you can see the thermal. In calm air it can remain very steady with the wing looking like a flag or marker.



The lanyard has snapped at about a 1,000' with the wing rotating away, and the body coming down like an arrow. I tried a short lanyard, and it proceeded to chew up the rudder. Another time the lanyard slipped through a tear in the tissue, and twisted into the unwinding motor during flight. The body twisted into a ball!

The biggest problem has been to keep the lanyard from breaking or the attach points from failing at the fuselage or wing. I am still amazed at how much stress is exerted when the wing comes off in a hot thermal. It is a greater force on the small cross section Wakefield as I mentioned. The large cross section O. T. fuselages are noticeably slower on descent, but they still get down in a hurry.

The wire fitting to secure the lanyard to the fuselage and wing should be about .025 to 1/32" music wire, bent into a U shape. Push it through the wood bracing, bend over the ends, so it can not pull out. Use hard balsa and note this is a stress point. Use .037 wire for the one piece wing hook form.

The lanyard is made from 1/2 A control line dacron, put up on small spools. The ends must be very carefully tied. C/A on the knot will cause the line to become brittle and break. You can carefully apply it on the ends of a knot to keep it from unraveling. For 8 ounce models, use a double line, as one will surely break. I am planning to try a three line braid in the future. The lanyard should be about 6' to 9' long. A longer line allows the wing to slow down a little after the fuselage lands. I add weight to the right tip for the glide and beefing it up serves a second purpose to aid the fast descent. I have never broken a wing tip, but always re-enforce it on the right side.

The lanyard should be located in a thin sheeted compartment so it can't possibly get into the motor during flight. It can also be located in the center section of the wing, by leaving the covering off on one section, etc. The concept can also be used on the wood runners on a wing mounted above the body, as on my American Record C stick from the '38 Zaic yearbook. I have this system on 12 models and firmly believe in it.

The lanyard can be wound on two fingers and then stuffed into the compartment. This may take some time, but just think of the time in chasing down a plane after it has D. T.'d. It is well worth this extra effort.

You can depend on the model coming down rather precisely after the desired 3 or 5 minute max. If the contest site is suitable, it should land on the field. If it will have to land in a crop of corn, etc., it may be possible for someone to be stationed out there. It will drift very little after it F. T.'s. This is a strange new term, that should become familiar. It will terminate the flight!

Thermals! May all your models return safely to earth.

Les De Witt

P.O. Box 48205, Wichita, KS 67201

R/C MATTERS: THE HOT NEW ENGINES

By Bob Angel

I hate to bring up a controversial subject, because the messenger often gets shot. But it's bound to come up soon, and we might as well deal with it as early as possible to do the least damage to everyone. The subject is the new high-tech, very expensive and very high performance engines, as typified by the .40 sized Nelson Quickee 500 racing engine at \$325 each. At least a couple of serious California competitors have already bought these engines (in 2 different class sizes) for SAM competition, and they'll be showing up shortly on the contest circuit.

These engines are perfectly legal under our existing rules so what, you may ask, is the problem? Well, SAM history shows a pattern of controversy arising whenever something new, different, high-tech, or expensive shows up and starts winning. Typically, one or two examples of a new engine will show up, and if it does well, half the competitors buy one or more just before the other half manages to get them outlawed (e.g.; OS 90 FS, Wankel, etc.). By then money and effort have been wasted, and people go away mad. This isn't just limited to SAM. On page 98 of the May 1992 R/C Modeler, Clarence Lee discusses the problems surrounding these same engines among the pylon racers.

In the contest listings section of Model Aviation, May 1992, page 124, second column, a Quickee 500 race at Rockford IL, will give a 10% time handicap to the Nelson engine. Further down that same column, you will see another contest limiting engines to K&B, OS, or Fox (outlawing Nelsons and others). On the opposite page, last column, a Q500 contest in Albuquerque restricts engines to those costing no more than \$150. These Quickee drivers already have experience with these engines, so there is little doubt of potential controversy.

Since the problem is clearly foreseeable, let's address it early, not handle it like the budget deficit in the hands of congress. First, for those of you who don't want to see such engines become a real or imagined necessity for winning in SAM competition, let's hear from you

right away, or forever hold your peace. Remember, people using these engines are not "bad guys", they are simply competitors operating well within the rules, so please be courteous.

And for balance we also need to hear from those who don't want the rules changed. If you're concerned either way, do this. Write me a quick note, or even a postcard, indicating your informal "vote" yes, or no, for allowing continued use of these engines under our existing rules. This by itself won't get anything done, but it will let the rest of SAM know your sentiments. And if you'd like to enter a comment for publication, try to be brief, and I'll try to get at least a portion of your message into what could become very limited space. The main thing we're looking for is viewpoints and good suggested solutions.

And for anyone planning any "official action" through the SAM President or Board of Directors, please start that early also, or consider the matter closed. My address is inside the front cover. — RLA

OHLSSON TUNING TIP #2 TIMERS

by Bob Angel

The O&R timer has a tendency to loosen and drift off setting. It's hard to tighten the two holding screws enough without distorting the timer housing. They need frequent re-snugging. It helps to use Locktite #290 on the threads and to snug them just short of distorting the housing. Locktite works best if put on clean dry threads before assembly. But in the field, it seems to help just to loosen the screws a little, flush what threads you can see with drying solvent (alcohol, acetone, gasoline, etc.), then put a drop of loctite where each screw enters the timer arm, and re-snug the screws.

I had an O&R 60 which was stuttering at high speeds (only). Stuttering can be caused by a dirty plug, weak batteries, loose wiring, dirty points, weak coil, etc. The wiring was solid, and a new plug and fresh battery charge didn't help. A continuity light showed the engine had only about 15 degrees dwell. The points probably had excessive gap to begin with, but they were probably sent "over the hill" by repeated tightening "tweaks" of the fixed point nut dur-

ing frequent engine changes. This squashed the insulating washer just enough to open the points almost completely. With low dwell, an engine can sound ok at slow speeds, but at higher speeds, the points aren't closed long enough for the coil to build up enough energy, and the miss develops.

Some people **bend** the moving point to adjust, but I don't recommend this, unless the geometry of the whole timer assembly is so far off, that's the only way to make it work. Original O&R moving points are very hard and can be broken this way. It's slower, because you have to disassemble the timer, and "cut and try", but I prefer to stack small washers under the insulated point for adjustment. You only need one insulated washer inside the timer housing, and the other washers can be either insulated or metal. While the insulated point is removed, grind a small flat on either side of the round point surface with a fine wheel, so you can use small forceps to hold the point while installing the nut. The small amount of metal removed will never be missed, especially with a transistorized ignition system. Try for about .007" to .011" point gap, but gap usually isn't critical on an Ohlsson as long as you end up with dwell in about the 60 to 100 degree range.



Don Bekins photo

Dave Lewis, SAM 21 newsletter editor, launches his O&R 23 powered "Gas Bird" at Waigell Field, CA. A prolific builder of unusual silk covered models, Dave turns up at most contests in the west and usually places in the money.

ARE WE LOSING SAM MEMBERS DUE TO TOO MUCH EMPHASIS ON COMPETITION?

Your editor received this thoughtful letter from Joe Wagner, Pennsylvania. It deserved an answer. My reply is in the form of a letter following Wagner's comments printed here in the Air Mail forum of SAM Speaks. It is my philosophy about competition, about where SAM is going, about the special aspects that make up SAM.

This letter's from Joe Wagner — the only SAM member with the same AMA and SAM license numbers. (835)

I'm responding in a non-structured way to various things in recent issues of *SAM Speaks*.

I thoroughly subscribe to your "Lanzo Challenge". That's something that should have been done LONG ago. In fact, the super-emphasis on competition, competition, COMPETITION the last dozen years or so has cost SAM a lot of members!

I personally know several modelers who have dropped out of SAM because of its hotshot competitive direction. There used to be a lot of interest in SAM around here, and the local R/C model club had six or seven SAM members — enough to include SAM events at several contests we put on.

But that was over ten years ago. Now the ONLY SAM member left anywhere around here is me — mainly because I bought a Life Membership back when SAM was young and unspoiled.

I've got about a thousand feet of 8mm movies I took at SAM meets in the mid-'60's. (Would SAM benefit from having these in their Library?) You should SEE the wide variety of model types they flew then, Don! Super Buccaneer, Valkyrie, Red Zephyr, Wedgie, Megow "Cardinal", Scientific "Ensign", Megow "Super Quaker", 8-Ball, American Ace, Flying Quaker, Thermal Magnet, Interceptor... These were the NORM, and appeared in greater numbers than Playboys, Zippers, and Strato-Streaks.

Better yet, all those designs were powered by the same engines they employed in the Good Old Days — and flew the same! A Brown-powered Miss

America had to roll quite a ways to get airborne — totally unlike the leap-into-the-sky-and-climb-vertically flight path of a model I saw at the last SAM meet I attended.

That's what's turned off LOTS of former SAM members, Don. A complete return to the "Preamble Principles" is probably impossible now. But if it WERE possible, I'm sure you'd see quite a lot of the "old gang" re-join — those of us that are still alive, anyhow!

Dagnabbit, just look at how competition has ruined the participation in MANY model airplane events. Back in the postwar years there were many thousands of guys flying U-Control speed — many of 'em with Ohlsson .60's, Super Cykes, and Tiger Aeros, not to mention DeLongs, Forsters, Bantams, and Ardens. It was a lot of fun while speeds stayed under 100 mph. Nowadays nobody in the world flies ukie speed for the fun of it any more! Team Racing's another event that was once popular enough to support production of several commercial kits. Indoor's suffered too. Those "beginners' events" like Pennyplane and Easy B have been taken over by the hotshots — thus discouraging participation by the "average modelers" those events were designed to attract!

What model aviation in general needs BADLY is a NON-competitive attitude. We need LESS rules-composing; FEWER "classifications"; and MUCH MORE cooperation and camaraderie.

I've seen your SAM models flying at Madera and Lawrenceville, Don. That's not my style at all — but so what? I don't begrudge anybody his own thing, so long as it doesn't harm or discourage others from doing THEIR thing. I like flying my old Veco "Dakota" and "Sioux" designs, and my 1937 Cleveland "Cloudster" R/C conversion. When people see those craft in flight, they don't holler, "WOW! Awesome!!" — and I wouldn't want them to.

What I would like the spectators to think is, "Say, that looks like fun! Not too tough or expensive, either... Bet I could do that myself!"

Joe Wagner
135 Waugh Avenue (P. O. Box 15)
New Wilmington, PA 16142

SAM SPEAKS EDITOR REPLIES

Thanks, Joe, for your thoughtful letter about SAM, where it's going and where it's been. The "Lanzo Challenge" came from a SAM chapter in Ohio, and John Delagrang sent me the original copy so I could enter it into the computer to adjust for our format. I'm glad you feel the way about Chet's philosophy as I do.

SAM competition may have cost some members, but it has also brought in members with new ideas about old models. For example, look at the enthusiasm nationally for 1/2 A Scale Texaco. In our SAM 27 chapter, we have a club project — everyone is building a 1/2 A scale for this flying season. Most of our members are non-competitor types — great builders, but not competitors. Our deal is that those who do not feel confident in their flying ability can team up with the better flyers to see their works of art perform with experienced hands. Voila! At our meeting last week we eight framed up scale models almost ready to cover by guys who rarely go to contests, but are great craftsmen. They have the hardy-waits to go into the competitive fray.

As you know, I really love competition, because I like to fly with the hawks catching thermals. One of the reasons I go to meets is see the other old timer enthusiasts. I live in an area where there are few modelers and competition gives me a chance to meet and cavort with a group of guys who love the same thing I do. And besides, I might learn something. Ever try going out and flying by yourself days on end? Who is going to say Wow! when you hook a thermal 25 feet above the ground and go on to max? Competition gives one a chance to measure both his building and flying skills. Why else would 300 odd OT modelers travel long distances (some over 2,000 miles) to compete in the SAM Champs? It's really a charge to meet Hall of Famers Herb Greenberg or Joe Elgin and fly **with, not against** them.

Incidentally, I have never been to Lawrenceville, but I did fly at the Champs in Madera, CA. Besides the Bombers and Playboys, I fly a Zombie, Hayseed, Foo-2-U-2, Clipper Mk II, Scientific Ensign, Gas Bird, "Forster" 99 powered Valkyrie, Anderson Pylon. In past years I have flown Thermal Thumbers, Alerts, Strato Streaks, Air Trails Sportster, Thermic 100 glider, and so

on. It's not the model or the engine you use — it's **how you fly your model** that wins contests. I've been a keen observer of wildlife, particularly the hawks and turkey vultures. I try to emulate their expert soaring instincts, sometimes succeeding, thus winning contests. There is no greater thrill than to join a hawk doing lazy circles in the sky and stay with him enabling you to max. I don't soup up

engines and I don't like schneurle glow powered old timers (though I have flown them in contests). I do make sure my engines run well and reliably, and I always have a backup engine. I once won a Texaco event down at Taft with a running GHQ in a Bomber — it took finding and staying in 3 separate thermals over 40 minutes. I've done the same with an Ohlsson Goldseal and one of the repro OS K6 ignition engines.

I have been one of the strongest boosters of the Ohlsson events, Sideport and O&R 23. I donated the trophy and Howard Osegueda donated the engine and we created the perpetual Ohlsson 23 Trophy (signed by Irwin Ohlsson himself) for the SAM Champs. You should have seen the flyoffs in the Ohlsson Sideport event at the Southwest Regionals in Arizona in January this year. There were 7 unscaled antique models in a line, none the same type, with great running sideport Ohlsson 60's turning 14X6 props straining to leap into the air — just as they did in the "olden days". That's pure SAM Preamble stuff! Old Timers competing and having a great experience. They came from Arizona, Texas, Kansas, California, Washington, Canada — all had a wonderful time, not just competing, but telling tall model tales, singing at night around a campfire, remembering the days of our modeling youth. Contestants from 10 states showed up at the Florida Winter Fly in February and had a rip-roaring time. See Bob Aberle's article in the recent Flying Models.

No, Joe, SAM is not dying. For every member who says "too much competition" and drops out, there are two new members joining the fun. Ask Bob Dodds, SAM Secy. Treasurer, what's happening to membership growth.

Thanks for your offer of 8 mm movies of contests back in the 60's when SAM started. I too have some and an 8 mm projector of our SAM 27 contests in the early 70's. Perhaps you could write Jim Adams to see if the new SAM Library could use them. Maybe they could be transferred to video for that Library.

It was nice hearing from you. I too have rambled on and shared my philosophy with you. **SAM is alive and growing.** I just received



The intrepid Joe Wagner with his Cleveland Norseman at Vincennes, IN, site of the '92 SAM Champs.

a letter from Czechoslovakia where I visited modelers two years ago. Their new SAM chapter no. 78 now has 135 members and growing!

There is something for everyone in SAM. Enjoy whatever part you like best— R/C assist, free flight, rubber, Wakefield, OT gliders, 1/2A Scale Texaco.

Best regards and Thermals! Don Bekins



Into every life must come some sadness. Don Bekins retrieves his Thermic 50X2 after the wing folded on too energetic a winch launch at the '91 SAM Champs. This model won the OT Glider Event at the '89 Champs.



SPECIAL CHOKE MOUNT FOR COX .049

We have had a lot of controversy over the engine mount shown in the photograph of my 1/2 A Playboy. Some CD's say the engine must be mounted flush with the firewall. I can't find anything in the rules pertaining to mounting. I would like a SAM ruling on this.

I don't know who handles such rulings, so I thought I would send it to you to pass on to the proper authority.

Thanks for your help.

John W. Schneider, SAM 2187
Spring Hill, FL

Editor's note: The only rule covering this type of installation is the one that says you cannot change the moments shown on the plans, which would include lengthening the nose to an unreasonable amount. In the "olden days", as now, different engines had different fore and aft measurements, ie. front rotor engines were shorter than many sideports, even with their rear tanks in place. People then and now build their engine mounts to fit a tank and engine in front of the firewall. Some engines like the OK Super 60 have their points in the rear. Atwoods and McCoys have their intakes aft, necessitating moving a fuel tank either into the fuselage or making the engine motor mounts longer. I think it's a great idea to be able to choke your Cox .049 for ease in starting. (See Jim Adams' column on rule interpretation, page 2)



John Schneider's controversial mount for a Cox .049. Makes for easy starting by being able to choke those cranky 1/2 A engines

"AIRBORN" GLIDER -- NEW PLANS

First ever R/C Glider from Chet Lanzo

Bucky Walter writes that Chet designed and built an R/C glider during 1938 to fly against R/C power models in the 1939 Nats. It was the first-ever R/C glider entered in the early radio control competition. Chet had Mr. J. Takacs draw 1/3 size plates that were intended for a magazine. They were never published.

In 1988 Chet drew up accurate rib patterns for Stu Werner to use in drawing up full size plans of the glider. Stu quit working on the drawings when Chet died. I finally got Stu to bring the plans to me. Enclosed is a letter from Chet to me (about the glider). I thought you would like the info. Quote:

"Enclosed find a sketch of the 1938 R/C glider that Stu now has the plans for. I thought up a name for it but Peggy did not like it. ("Airborn") You might mention in next epistle that the 1938 glider needs a name. Big hearted Lanzo will give a set of plans of the 1938 glider free of charge as a prize for the best name!

"The gear is removeable. The gear was put on for a one man launch (see sketch) I place 10th at the '39 Nationals with the glider. It was flown against gas engines powered planes. This model was the first ever R/C glider flown at the contests held at the Nats.

"Don't know when Stu will finish up the plans."

Yours truly, Chet Lanzo (signed)

Over: Back side of the letter:

"There were only 11 entries in the 1939 Nationals R/C event. So don't tell anybody! I had a bad launch at the Nats, the model towed up into a stall turn and bruised the radio on landing. That accounts for the bad showing." (CDL)

Bucky goes on —

"Remember, He who gets Thermal — Wins! An old saying from my good friend, Chet Lanzo."



"Airborn" before the '39 Nats

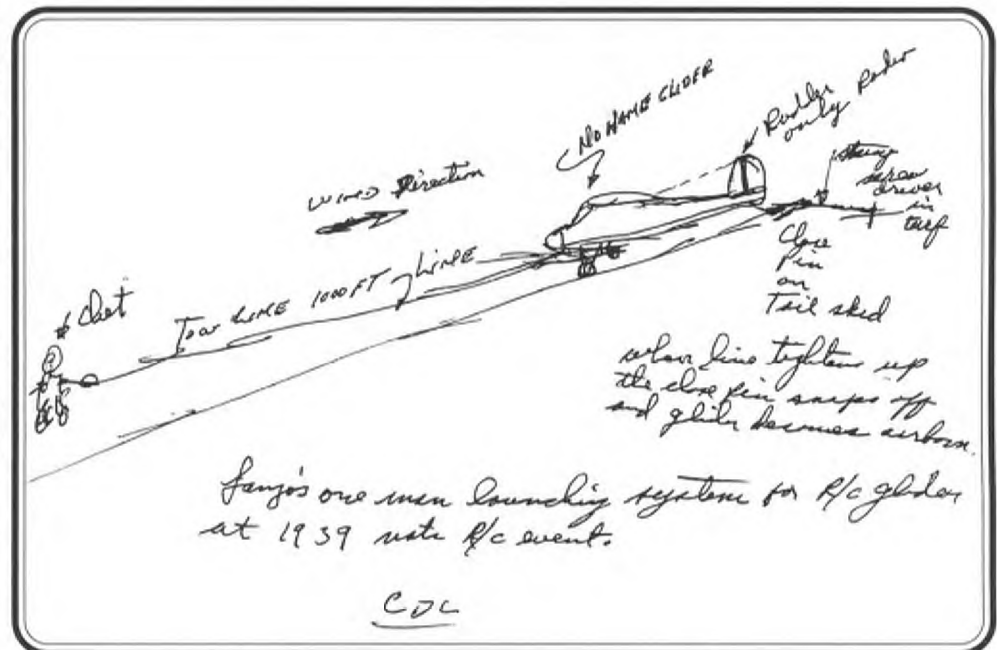


Chet at age 24 with his first ever R/C glider, "Airborn", flown at the '39 Nats against gas powered models. The plans may soon be available through the SAM Library.

Editor's note: Bucky sent me the 1/3 size plates. I promised I would work on getting them blown up to full size plans. The vellums are now done and several prints will be made to go to those who did all the work, like Bucky. The SAM Library will have blue prints available as soon as the Design Committee completes its review. On the back of the lower photo, Chet noted the possibility of making the "Airborn" into a power model. To the right is a scan of that handwritten note. Imagine, resurrecting a genuine antique that can be flown as a glider and a gas powered model!

THIS MODEL CAN BE EASILY CONVERTED INTO A GAS JOB BY REMOVING THE NOSE BRAC AND AND INSERTING A PLY FIREWALL IN ITS STEAD.

This note was scanned from the back of the photo of "Airborn" to the left, then electronically "cleaned" of smudges as much as possible, then reduced to fit his column. Likewise, the diagram below was scanned from the back of Chet's letter and reduced.



Rules cont. from page 3--

necessary to write new rules in order to incorporate practices that had evolved in flying models in the 30 years that had elapsed since we first flew models. The dethermalizer, winding tubes, stooges, fuses, thermal detectors, all of these were unheard of prior to 1942. Gas models were no longer built or flown the way we did before WWII. There was new technology: monokote, exotic fast drying glues, fuel proof paints, carbon fibre, plastic props, and the five minute max. Every one wanted to fly the old designs again, but nobody wanted to give up all of the slick new things that makes modeling today quicker and easier.

So it was only natural that when someone said, "Hey, let's put a radio in that old Taibi Powerhouse and then we can bring it back to the field and cut out the long chases," The rush was on. As time passed, we started having so much fun, that many now questioned as to why we wanted to adhere so strictly to the old original plans. Well, that posed a tough question, "Are we into flying Old Timers because we want to preserve the old designs or are we into old timers to just have fun?"

The buzz word ever since John Pond began preaching the gospel of Old Timers, was let's have FUN. This was only natural because we discovered that flying Old Timers was more fun. Even when guys started using hotter motors and looking for the loopholes in the flying rules, we kept repeating over and over, "Flying Oldtimers is FUN." Well flying Oldtimers is more than fun for some, it is a challenge to be a winner again. Then some began to question as to whether all of the deviations that flyers were making in their models was really in the spirit of the Old Timer movement.

This brings me to the subject that I would like to address. Over the past few months several questions of impropriety have been brought to my attention. In an effort to find out how most members felt on this subject I have talked with many flyers on the flying field. I just completed an informal vote among the officers of SAM to see how they feel about these questions. In order to get a diversified response I chose to quiz the four VP's, the treasurer, and the two rules coordinators. This little group

consists of free flighters, and R/C'ers. On each issue that I passed by them the vote was split. I was convinced that I had decided on the best approach to the problem. In each case all of the officers felt that we should stay within our interpretation of the PREAMBLE. That was the one thing that they could all agree upon--

The questions that I have been examining are;

1. Because of it's special status among the Antiques should we allow Joe Weather's Mystery Man to drop it's landing gear at SAM events. The ship is an approved SAM model, but our rule book specifies, "no dropping gears".

2. Should we allow lengthening the nose of models where the addition of R/C gear has made the job of balancing the models very difficult.

3. Should we allow older designs that do not meet the 1941 AMA fuselage cross-section rule to be flown in SAM events even though SAM has no rule presently covering minimum crosssection requirements.

4. Should we allow modifying old designs by allowing the addition of spinners and cowlings, addition of multi-spars to wings, reducing the number of struts in landing gears, and generally simplify and possibly improve performance of the models.

The majority of the SAM officers felt that the outlines of the old ships should be maintained, this includes fuselage shapes, surface outlines, dihedral, wheel sizes, airfoils, type of construction and the general character of the old designs. Items that they did not feel needed to be absolutely the same were engines, covering, cowlings, paints, glues, and internal structure.

There were mixed feelings on whether to allow the Mystery Man to drop it's gear after takeoff. One member felt that the ship should be allowed to take-off from it's single integral wheel, but not drop it's twowheeled dolly. Another felt that it was a safety hazard. The majority felt that there was no point in imposing any restrictions on a design that had never showed itself to be a major threat in any thermal endurance based event. My own feelings are that in the case of this particular model that we

should invoke a "Grandfather clause" and allow this model to fly as it was designed. The original rule prohibiting the dropping of parts was intended to prevent modelers from reducing the weight of their models after they were in the air. This can be controlled by weighing the model officially without it's dolly.

Several members cited examples of ships that had longer noses because the builder had substituted rear intake engines in place of the original front rotor engines used on the ship. The Kerswap, Comet Interceptor, and the Miss Tiny are examples of ships where the original plans call for mounting the engine on the firewall with the tank located inside the fuselage. This brings up the question as to just how lenient should we be in allowing the substitution of different kinds of engines and should we allow the engines to be mounted further forward to simplify installation or to balance the model-- It has become common practice, because of the limited number of old engines available, to allow modelers to substitute any engine they choose even if it changes the class the model is flown in. The old power loading rule that existed in the 1941 AMA rules has been dropped in free flight. Only in R/C do we have power loading rules that apply to the use of modern glow engines and glow engines converted to ignition.

In the case where a 1/2a engine is used in place of a larger engine (when the model has been scaled down) the propeller disc of the 1/2a engine should be located in the same location as the larger engine was on the full size model. If the engine is moved forward excessively to the point where the model ceases to look like the original, then you are in violation of the rule that stipulates, "the moments and outlines shall not be changed". If you take a class B or C engine and scale it down to half size you will find that the length measures almost the same as a Cox with the 1/2 ounce tank attached. So in most cases the Cox 1/2a engine should be mounted directly to the firewall of your 1/2a Texaco model.

It sometimes becomes necessary to move the engine forward slightly in order to mount a fuel tank between the firewall and the engine, or to provide

clearance for choking the engine with your finger, this shall be allowed. As an example say the plane was powered originally by an Ohlsson front rotor or the engine was mounted directly on the crankcase bolts it would be O.K. to move the engine forward to allow a rear intake engine to replace the original installation. In other words you can lengthen the model the distance required to install the Ohlsson engine with the rear mounted fuel tank. It is expected that the firewall of the model shall remain where it was shown on the original plan.

There are several designs listed in our approved Old Timers list that do not meet the fuselage cross section rules enacted when AMA began to control the design parameters of competition models. The earliest was Maxwell Bassett's stick gas model that was flown against rubber powered stick models in the Mulvihill event even before there was an AMA. Another was the Schmaedig gas stick that appeared as a plan in *Flying Aces* magazine and was not intended as a AMA competition model. Then there was the Frank Ehling Stick model that had a small streamlined bump on the bottom of the fuselage crutch in order to meet the crosssection rules. Last and certainly not the least was the Lanzo stick gas model that was flown in the radio event at some very early nationals. In all probability the crosssection rule was waived because it was a radio controlled model. R/C models were so scarce in those early days that it is probable that the event directors chose not to make an issue of the Lanzo stick radio model. One of Joe Weathers' cabin gas designs shows a streamlined fairing that could be added to the fuselage to meet the AMA crosssection rule. (I have yet to see this model at the flying field with the fairing attached.) These models listed will be allowed to fly in SAM competitions under our "Grandfather clause" indicating that they are getting special recognition because of their vintage status.

Ever since we started to hold Old Timer events on the west coast, in Denver and the early old Timer events sponsored by John Pond at the NATS, it has become common practice to see models with cowlings added and some

with cowlings removed, with spinners added to assist starting or for improved looks and with landing gears simplified to cut down on the weight and the complexity. Still many flyers take great pride in reproducing the model in question down to the last nut or bolt while others choose to wink at the requirements to faithfully duplicate the old models. How should we interpret the rules? Early rule writers ducked this responsibility by saying that it was the responsibility of the contest director to determine if models met the rules. A statement was added saying that the contestant was responsible to provide a copy of the plans, if requested by the contest director. It is obvious, I think, that this still has to be the general rule.

Some may think that my interpretation of the SAM rules is too liberal, but I would remind you that this is intended to be an enjoyable hobby without all of the stringent restrictions of modern model competitions. It is well to remind ourselves that none of these little deviations will really make the difference between losing and winning in competitions. The difference between winning and losing is determined by whether you are prepared to compete. This includes having the right model for the event, the right engine and the right mental attitude. Being prepared to win is not the same thing as being prepared to just fly and have fun. A modeler has to make up his mind whether he is entering to win or if he is there to just have a good time. If he has got to win, then he has to be prepared to sacrifice some of the fun. None of this should take away from our desire to enjoy flying the old designs that we love.

To sum up this discussion in a few sentences; 1. Let's allow Weather's Mystery Man to fly as it was designed. Why fuss over whether the model rises from a dolly or takes off and drops it's gear. The model deserves to be in the Hall of fame with it's designer and it deserves to be allowed to fly in SAM events. 2. We want old time models to look like their predecessors, so don't stretch the nose and don't shorten the gear and don't make those little changes that you are sure will improve their performance. Fly them the way they were designed!! 3. Stop worrying about

some skinny stick model having an advantage over your super bomb, let's let them all fly as long as they are Old Timers! 4. Spinners and cowlings don't win contests. Modelers win contests! If guys like pretty models and it turns them on to decorate their planes, be happy for them! REMEMBER, we're here to have FUN.

Jim Adams,
President

AIR MAIL



AUSSIE COLUSSUS RETURNS!

Remember the picture in SAM Speaks #102 of the framed up "Colossus" from down under? Here is a note in followup from John Wallen, now on his second big "C" with a 96 inch wingspan. If, as he says, the model first appeared in the September '47 *Air Trails* magazine, making it too new for legal US SAM competition. Is that so, John Pond? Here is Wallen's letter.

"Firstly, a very sincere thank you for printing my letter and requesting a "Colossus" plan. ELEVEN old timers replied, and I obtained four photostats of the plan and details.

"Here is a partly completed model which required several variation from the original. For instance, my model is R/C instead of free flight. The original used a Super Cyke sparker, whereas I'm using an OS 40 4 stroke or Saito 65 4 stroke, if the 40 proves to not be enough power. I thank those 11 guys who wrote to me, two of whom are regular correspondents now. I never cease to marvel at the interest and kindness of American boys. It was just the same with those I knew I knew in WW2. Incidentally, we are celebrating the Coral Sea actions in Queensland next month (May). Why don't you all come on over



The "Colossus", 9 foot span Aussie model by John Wallen of SAM 84, Queensland.. From an 1947 Air Trails plan. Powered by Salto 65 4 stroke

and join us in recalling what your boys did in those gallant actions?

Sincerest good wishes to you, Don, and all SAM Speaks' readers.

John Wallen

SAM 84 "Vintagents", Australia



Leonard Bosworth , a modeler since 1925, founder of the Olean, NY model club, which is now primarily into scale. He is looking for other SAM freeflighters.

PRODUCTION-STYLE O/T BUILDER & FREEFLIGHTER LOOKING FOR OTHERS INTERESTED IN OLD TIMERS

I am a member of "The Society of Antique Modelers" my name is Leonard Lee Bosworth # 1408, There are no local SAM groups in this area that I know of. I understand that SAM #100 is south of where I live by about 100 or so miles but I do not know where, can you supply me with an address?

What I am basically writing you about is the " SAM SPEAKS " our local club that has been active for over 60 years is an R/C scale club and no FREEFLIGHT, except for a few like myself. They have asked me to give them some insight on present day FREEFLIGHT.

I would like to ask your permission to reprint some of articles and information in our clubs news letter called "STARS DUST" for Southern Tier Aero Radio Society, they have informed me that I could put some information on *Free Flight* in this newsletter, and I would sure appreciate it if I could use your articles, as it is the only information that I have to go by. — PLEASE.

I have been building model airplanes since 1925, I am now 72 and still at it, a little slower. I have enclosed a few pictures of ten "ZIP-PERS", that I am now working on, and plan to get to a meet somewhere in '92, I also have 5 "INTERCEPTORS" and 2 "SAILPLANES", that have 99 inch wing-span.

I need some help in setting up proper dethermalizers and timer settings for ignition systems. The last freeflights that I flew, were at the PLYMOUTH NATIONALS, in Detroit in 1958.

I do enjoy "SAM SPEAKS". Keep it up.

Leonard Lee Bosworth, 905 Irving Street, Olean, NY 14760 3413



Bosworth's stable of 8 "Zippers" and 2 scaled up "Sailplanes". In addition he has constructed 5 Comet "Interceptors". Now there is some kind of builder!



Don Parmenter and Dave Steinel doing some cold weather flying. Looks like there may be some mud somewhere also!

Walt Geary of SAM 12 with his Super Cyclone powered "Commander".



Charlie Thuet and Herb Walters prepare Charlie's Brown powered Shereshaw Commodore in fuel allotment in Bridgewater.

SAM EVENTS SCHEDULE

1992 SAM CONTEST SCHEDULE

DATE	CONTEST	LOCATION NEAREST CITY	CONTACT POINT ADDRESS, PHONE
7 JUNE:CA	SCIF Fun Fly Twin Fusher,Com's 1 Rubber, Two Bits, Rubber Stick & Cabin, OT Towline Glider	Hile Square Park, CA	SCIF, B. Chandler (818) 340-7695
10-11 JUNE IN	Ft Wayne Flying Circuits 4th Annual OT RC Contest Almost all RC OT Events: Texaco, LER, Antique, OT Glider	Jefferson Park New Haven, IN	R. Brace, CD 6121 N. Hampton Pl Fort Wayne, IN 46815 (219) 485-8673
13-14 JUNE WA	SAN 8 Annual Most SAM Events incl OT Pylon, Fuselage, 30 sec Antique, Rubber Stick & Cabin, 1/2A FF & RC Tex, LER RC, Elec.	Ft Lewis, Washington	E. Lamb, CD 15911 SE 42nd Pl Bellevue, WA 98006 (206) 747-7806
13-14 JUNE NY	SAN 54 OT R/C Meet LER A,B,C GLO & TGM, Antique GLO & Pure Antique, OS Electric	Grenadier Flying Field Coughdenoy, NY	CD, Dick Sargent 105 Chestnut Heights D Liverpool, NY 13088 (315) 457-3375
13-14 JUNE VA	SAN 8 ANNUAL Most SAM Events, both FF and RC	FT Lewis, VA	E Lamb, CD 15911 SE 42nd Pl Bellevue, VA 98006 (206) 747-7806
13-14 JUNE NEVADA	SAN 34 Spring Bash, OT R/C LER A,B,C (Ign-Glo), Antique Ohlsson SP, 1/2 Texaco(scale OK) LER Electric	Carson City, NV	CD Don Morse (702)993-3067 CM Jim Stinson (702)884-2602
14 JUNE OH	SAN 39 Club Contest R/C Assist	Shelby, OH	SAN 39 C/O Bob Walter 5807 Cambridge Cir Sandusky, OH 44870 (419) 625-9078 Art Grosheider 2045 St Paul Denver, CO 80210
14 JUN CO	SAN 1 Club Contest	Club Field Denver, CO	
20-21 JUN AUSTR	Leaton MAC Old Timer Meet Old Timer FF	See Contact	
20-28 JUN MA	AMA National Championships All AMA Free Flight, R/C & CL SAN 7 FF & NOS GAS, 28 June (See below)	Westover AFB Chicopee, MA	Daryl Reilly (069) 65-1369 AMA Headquarters 1810 Samuel Morse Dr Reston VA 22090
20-21 JUNE FL	Fleets of Five Flags OT Pylon A,B,C, OT Cabin (AB),C OT Replica, OT Rubber ANA and NOS GAS	Pensacola, FL	T. McLaughlin, CD 4140 Fern, CT Pensacola, FL 32503 (904) 438-5372
28 JUNE MA	SAN 7 AMA Hats OT Events OT FF Fuse/Pylon Events EGG, O2 REP, OT Towline OT Rubber, Rubber Scale, ETC NOS GAS Events	Westover AFB Chicopee, MA	G. Arastead, CD 89 Harvest Ln Glastonbury, CT 06033 (203) 633-7836
28 JUNE SD	Sioux Falls R/Cers Old Timers Meet	Sioux Falls, SD	Mark Glameier (605) 339-0541
5-10 JULY IL	SAN CHAMPS:All SAM FF & RC Events + Special Events and NOS GAS on 5-6 July See Entry Blanks, SAM SPEAKS	Air America Flight Center Laventreville, IL	MOR, Don Sachtjen RR5 Box 56-B Bloomfield, IN 47424
7 JUNE:CA	SCIF Fun Fly Twin Fusher,Com's 1 Rubber, Two Bits, Rubber Stick & Cabin, OT Towline Glider	Hile Square Park, CA	SCIF, B. Chandler (818) 340-7695
10-11 JUNE IN	Ft Wayne Flying Circuits 4th Annual OT RC Contest Almost all RC OT Events: Texaco, LER, Antique, OT Glider	Jefferson Park New Haven, IN	R. Brace, CD 6121 N. Hampton Pl Fort Wayne, IN 46815 (219) 485-8673
13-14 JUNE WA	SAN 8 Annual Most SAM Events incl OT Pylon, Fuselage, 30 sec Antique, Rubber Stick & Cabin, 1/2A FF & RC Tex, LER RC, Elec.	Ft Lewis, Washington	E. Lamb, CD 15911 SE 42nd Pl Bellevue, WA 98006 (206) 747-7806
13-14 JUNE NY	SAN 54 OT R/C Meet LER A,B,C GLO & IGR, Antique GLO & Pure Antique, OS Electric	Grenadier Flying Field Coughdenoy, NY	CD, Dick Sargent 105 Chestnut Heights D Liverpool, NY 13088 (315) 457-3375
13-14 JUNE VA	SAN 8 ANNUAL Most SAM Events, both FF and RC	FT Lewis, VA	E Lamb, CD 15911 SE 42nd Pl Bellevue, VA 98006 (206) 747-7806
14 JUNE OH	SAN 39 Club Contest R/C Assist	Shelby, OH	SAN 39 C/O Bob Walter 5807 Cambridge Cir Sandusky, OH 44870 (419) 625-9078 Art Grosheider 2045 St Paul Denver, CO 80210
14 JUN CO	SAN 1 Club Contest	Club Field Denver, CO	
20-21 JUN AUSTR	Leaton MAC Old Timer Meet Old Timer FF	See Contact	
20-28 JUN MA	AMA National Championships All AMA Free Flight, R/C & CL SAN 7 FF & NOS GAS, 28 June (See below)	Westover AFB Chicopee, MA	Daryl Reilly (069) 65-1369 AMA Headquarters 1810 Samuel Morse Dr Reston VA 22090
20-21 JUNE FL	Fleets of Five Flags OT Pylon A,B,C, OT Cabin (AB),C OT Replica, OT Rubber ANA and NOS GAS	Pensacola, FL	T. McLaughlin, CD 4140 Fern, CT Pensacola, FL 32503 (904) 438-5372
28 JUNE MA	SAN 7 AMA Hats OT Events OT FF Fuse/Pylon Events EGG, O2 REP, OT Towline OT Rubber, Rubber Scale, ETC NOS GAS Events	Westover AFB Chicopee, MA	G. Arastead, CD 89 Harvest Ln Glastonbury, CT 06033 (203) 633-7836
28 JUNE SD	Sioux Falls R/Cers Old Timers Meet	Sioux Falls, SD	Mark Glameier (605) 339-0541
5-10 JULY IL	SAN CHAMPS:All SAM FF & RC Events + Special Events and NOS GAS on 5-6 July See Entry Blanks, SAM SPEAKS	Air America Flight Center Laventreville, IL	MOR, Don Sachtjen RR5 Box 56-B Bloomfield, IN 47424
11-12 JULY FL	Florida State FF Champs AMA Events, SAN (7), NOS GAS (2)	Palm Bay, FL	T. Himer(?) Don't have such beyond contact for other event at Palm Bay 904-266-4759
12 JULY CA	Stockton Summer Bash OT FF & R/C Assist	Vaegell Field Sacramento, CA	Stockton Gas Modelers Try Doug Galbreath,(91) 753-2520
18-19 JUL CA	SAN 26 Cowater Cooler Old Timer R/C FUN FLY	Lompoc, CA area	Kon Doig (HOST) 1029 W. Lupine St Lompoc, CA (805) 736-9840
18-19 JUL KS	SAN 56 FUNFLY & FAC Events	SAN Flying Site Augusta, KS	Larry Blahop (316) 538-2412
19 JUL	SAN 76 RC MEET		SAN 76

1992 SAM CONTEST SCHEDULE

DATE	CONTEST	LOCATION NEAREST CITY	CONTACT POINT ADDRESS, PHONE
19 JUL PA	SAN 76 RC MEET (To be Announced)		SAN 76
19 JUL OH	SAN 39 Club Contest OT RC Assist	Shelby, OH	SAN 39 C/O Bob Walter (419) 625-9078
19 JULY CO	SAN 1 Club Contest	Club Field Denver, CO	Art Grosheider 2045 St. Paul Denver, CO 80210
19 JULY SD	Second Olde Timers Contest Sod Busters R/C Club, SAN 53 OT RC Events	Sioux Falls, SD	Mark Glameier 312 S. Sherman Ave Sioux Falls, SD 57103 (605) 339-0541
25-26 JUL OH	CIA OT & NOS GAS Contest O/T FF & NFFS NOS GAS	Wright Patterson AFB Dayton, OH	Harry Murphy, CIA 3824 Oakwood Blvd Anderson, IN 46011
1-2 AUG NY	SAN 75 R/C Contest 1/2A Texaco, 1/2A Texaco Scale A/B GLO, A/B ION, C GLO, C GLO Texaco, Antique, LER Elec Elec Tex, 60 Sec Cabin SCIF Fun Fly	Calverton, NY	CD, Larry Davidson 1 Salisbury Dr, Wortht East Northport, NY 117 (516) 261-1265
2 AUG CA	OT Rubber Events (see June 7 List)	Hile Square Park, Ca	SCIF Info From Mike Myers (818) 241-9154
8-9 AUG OH	NOFFA FF Meet ABC OT IGH, O2 Replica 1/2A, ABC NOS GAS, AMA Events	Wright Patterson AFB Dayton, OH	V. Weisenbach, NOFFA 4568 W. 14th St Cleveland, OH 44135 (216) 671 8623
9 AUG NJ	SAN 12 Contest, RC: 1/2 A Texaco 1/2A Texaco Scale	Egg Harbor, NJ	CD, Walt Geary 422 Franklin Blvd Absecon, NJ 08201 (609) 641-5319
9 AUG ENGLAND	LER (ABC) GLO, LER (ABC) ION SAN 1056 Tailless Power Free SPCL Tailless IC Power FF Contest, Cabh Awards, SPCL Award Free 1950 Design	Middle Wallop, England	David Baker, SAN 1066 24 Pinetrees Northampton, MK3 3ET England, 0604-068822
12-14 AUG CANADA	SAN 86 Great Grand Gathering RC: Most R/C Events with Combined ABC LER FF: Pylon & Cabin, SAN Rubber Scale, SM & LGE Rubber, HLG SAN INTVL 1/2 A Postal Challenge	Gananoque, ONT, Canada	CD, Noel Kirby 5 Tiffany Crescent Kanata, Canada K2K1V1 (613) 592-5744
15-16 AUG Postal	RC 1/2 & Texaco (Teams of Five SAN Members)		CD Ron Doig, SAN 26 1029 W. Lupine St Lompoc, CA 93436 (805) 736-9840
15-16 AUG KS	SAN 56 Fun Fly & 1/2A TEXACO POSTAL EVENT	SAN 56 Flying Site Augusta, KS	Jim O'Reilly (316) 744-0851
16 AUG PA	SAN 100 Free Flight Meet OT FF, NO POWER EVENTS	Site To Be Announced Lancaster, PA area	CD, John Delagrance 1822 Longview Dr Lancaster, PA 17601 (717) 569-7243
16 AUG CO	SAN 1 Club Contest	Club Field Denver, CO	Art Grosheider 2045 St Paul Denver, CO 80210
16 AUG SD	Third Olde Timers Contest Sod Busters R/c Club, SAN 53 Old Timer R/Chest and General Fun Fly	Sioux Falls, SD	Mark Glameier 312 S. Sherman Ave Sioux Falls, SD 57103 (605) 339-0541
18-20 AUG OH	Joe Elgin Commemorative All SAM RC Assist Events 1/2 Texaco Scale, O & R Sidepot SPCL: Joe Elgin Design C ION 978 HISTORIC WARFIELD CUP SAN-ITALIA, 4 & 8 OI Wakefield Events Other Free Flight Events also	Donnelsville, OH	CD, Robert Laybourne, SAN39/68 6914 W. National Rd Donnelsville, OH 45319 (513)882-6775
21-23 AUG ITALY	978 HISTORIC WARFIELD CUP SAN-ITALIA, 4 & 8 OI Wakefield Events Other Free Flight Events also	Aeroporto di Gorizia Gorizia, Italy	AMRO CLUB GIULIANO, Zuliano Mario Via Trieste n 303 34170 Gorizia 0481/20744 00 535109
22-23 AUG OH	COFFC Fall Free Flight Meet ABC OT Pylon, O2O Replica NOS GAS, OT Stick/Cabin Rubber	Wright Patterson AFB Dayton, OH	Henry Willis (Last Year's CD) (614) 745-2127
22-23 AUG VA	2nd ANNUAL Cuckoo Challenge O/T FF, Power and Rubber, AMA Special Events (0.010 FF, CUCKOO CHALLENGE)	Seander's Farm & FF Site Cuckoo, VA	Bill Saunders, CD 1161 Lebarrow Ter Silver Spring, MD 20990 (703) 872-7017
23 AUG NJ	SAN 15 & SAN 36 R/C Contest (comb) ABC ION (comb), Antique Chicago Aeromats Fall OT Meet OT FF	Bridgewater, NJ	CD, Jim Clark 1127 Denmark Rd Plainfield, NJ 07062 (908) 756-1364
30 AUG WI	Chicago Aeromats Fall OT Meet OT FF	Bong Field, WI Kenosha, WI	R. Johnson (last year' CD) (708) 449-7662
30 AUG NJ	92 Old Time Eagles RC Fly-in 1/2A Texaco, 1/2A Texaco Scale ABC GLO LER (Comb) ABC ION LER (Comb), LMR Electric	Hope, NJ	CD, Joe Beahar, SAN 11 198 Herritt Dr Oradell, NJ 07649 (201) 261-1281
3-7 SEP IN	NFFS US Outdoor Championships All Basic San FF & RC Events OT Rubber Scale, RC Sidepot 1/2A FF Duration NFFS NOS GAS, ANA	AMA Center Muncie, IN	SAN 57, CD, Don Sachtj RR5 Box 56-B Bloomfield,IN 47424
5-7 SEP CA	USFFC/NFFS NOS GAS Champs ANA, NFFS NOS GAS, SAN O/T(?)	Lost Hills, CA Wasco, CA	NFFS, Bob Secroft 1014 Carlsbad, Ca 92009-4846 (619) 438-2154
5-6 SEP CO	SAN 1 Rocky Mountain Regional Contest OT FF Events	Club Field Denver CO	Art Grosheider 2045 Sr Paul Denver, CO 80210
12-13 SEP CA	SAN 51 OT R/C Annual OT R/C Assist	Woodland Davis Field Davis CA	SAN 51
12-13 SEP CANADA	SAN 54 OT RC Contest Events to be Announced	Toronto, Canada	CD, Walt Lawrence, SAN 54
12-13 SEP KS	SAN 56 "SAM WHEM BASH" FF:Rubber Stick, Fuse, Scale, 50TH Wake, O2 Rep, ABC (Comb) RC: Tex, 1/2A Tex, LER GLO, IGH, Antique	SAN 56 Flying Site Augusta, KS	Jim Kutzuhm:(316) 733-0979
13 SEP DEL	SAN 66 OT RC Assist Contest 1/2A Texaco, 1/2A Texaco Scale Fuel Allotment, LER ABC IGH (Comb), LER ABC GLO (Comb) Brown JR Event	Fort Mott NJ Wilmington, DE	CD, John Scott 1408 Carson Rd Wilmington, DE 19803 (302) 478-6576
13 SEP OH	SAN 39 Club Contest R/C Assist LER Events	Shelby, OH	Bob Walters (419) 433-2378
19-20 SEP OH	CIA Annual Reg'l FF Contest ABC OT Gas (Comb), O2O Replica NOS GAS, ANA Events	Wright Patterson AFB Dayton, OH	CD, Harry Murphy 3824 Oakwood Blvd Anderson, IN 46011 (317) 6423-7377
20 SEP CA	NO Calif FF Council #3 OT FF & RC	vaegell Field Sacramento, CA	Doug Galbreath (916) 753-2520 (M-F, 10-4)
20 SEP NJ	SAN 15 & 36 Meet Rain Date (from 23 Aug)		

1992 SAM CONTEST SCHEDULE

DATE	CONTEST	LOCATION NEAREST CITY	CONTACT POINT ADDRESS, PHONE
24-27 SEP CA	SAM 27 Craeb & Bash OT RC OT RC Asslet	Loren Schmidt's Ranch Elk Grove, CA	SAM 27, Don Bekins 85 Bellevue Ave. Belvedere, CA 94920 (415) 435-1535
24-27 SEP CA	Stockton OT Free Flight Annual	Madera, CA	Fresno Gas Modelers Jim Perason, CD (510) 846-3999 CD, John Delagrang 1822 Longview Dr Leicester, PA 17601 (717) 569-7243
27 SEP PA	SAM 100 RC Contest LER (ABC) GLO, LER (ABC) IGH 1/2A Tex, 1/2A Tex Scale, Elec Brown Jr/Pure Antique 90 Sec Fuel Allotment	Hyraton, PA	So. Cal. Ignition Files B. Chadler (last Year CD) (818) 340-7695
3-4 OCT CA	SCIF Texaco Contest 1/2A Texaco, Texaco, OT Cabin (comb) OT Pylon (comb), Gas, Rubber Scale, OT & Com'l Rubber	Condor Field Taft, CA	CD, Bob Walter 5807 Cambridge Cir Sandusky, OH 44870 (419) 625-9078
4 OCT OH	SAM 39 Old Time Contest RC Tex, Glo A.B.C, Ign A.B.C 1/2A Tex, 1/2A Tex Scale, Pure Tex, Antique Glo & Pure Antique	Plumbrook HASA Station Sandusky, OH	Doug Galbreath (916) 753-2520 (H-F, 10-4)
4 OCT CA	NO Calif FF Council #4 FF & R/C Old Timer	Waegell Field Sacramento, CA	M. Nicholas CD(17) 2329 Hall St Marysville, CA 95901 (916) 742-1231
10-11 OCT CA	SAM 30 Fall Annual OT R/C	Loren Schmidt's Ranch Elk Grove, CA	Vegas Antique Model Plane Club (Suggest Contact Larry Jano or Jim Adams) Art Grosheider 2045 St. Paul Denver, CO 80210
10-12 OCT WV	YANPS FF OT Annual OT FF, NOS GAS 7, ANA Events 7	Jeno, WV	Eric Lynn (316) 687-9552
11 OCT CO	SAM 1 Fun Fly FF	Clob Field Denver, CO	Dave Brown (063) 51-2513
24-25 OCT KS	SAM 56 Fun Fly & FAC Events	SAM 56 Flying Site Augusta, KS	CD, John Delagrang 1822 Longview Dr Leicester, PA 17601 (717) 569-7243
24-25 OCT AUSTR	Glen Jammonds Men Trophy	Lithgow Aeromodeling Club	CD, Bob Angel, SAM 26 1001 Patterson Rd Santa Maria, CA 93455 Harold Stevenson (02) 53-9212
25 OCT PA	SAM 100 FF Meet No Gas Power Events	TBA	Thermal Thubers Info from Mike Myers (818) 241-9154
31 OCT, 1 NOV CA	John Post Comes XVII Old Timer RC	Condor Field Taft, CA	Doug Galbreath (916) 753-2520 (H-F, 10-4)
31 OCT, 1 NOV AUSTR	Old Timer H.S.L.	Maddans Plains, Australia	T. Empey (last year's CD) (213) 530-0235
31 OCT, 1 NOV CA	Thermal Thubers Silent Annual Old Timer Rubber Events	Condor Field Taft, CA	J. Adams (last year's CD) (714) 542-8294
1 NOV CA	NO Calif FF Council #5 OT FF & RC	Waegell Field Sacramento, CA	John Quisley, R.C.M.C. (02) 816-5339
14-15 NOV CA	SAM 49 OT Fall Annual OT RC Asslet, ABC Ign & Glo Texaco, Antique	Condor Field Taft, CA	Doug Galbreath (916) 753-2520 (H-F, 10-4)
21-22 NOV CA	SCAMPS Annual 1/2A Texaco, 30 sec Antique OT Pylon (AB), C, OT Fuse (AB), C, Rubber Stick & Cabin, Gas Scale, 020 Rep, Wakefield	Condor Field Taft, CA	Info from Mike Myers (818) 241-9154
5-6 DEC AUSTR	R/C Old Timer RC Glider, Pure Antique	Pitt Town, Australia	
6 DEC CALIF	NO Calif FF Council #5 Old Timer FF & RC	Waegell Field Sacramento, CA	
6 DEC CA	SCIF Fun Fly:OT Rubber Events (see June 7 for List)	Mile Square Park, CA	

1992 SAM MEMBERSHIP RENEWALS DUE

-Bob Dodds, Secretary/Treasury

If you have not already sent in your dues for this year, they are due now for January thru December 1992. Dues are \$15.00 per calendar year. You may pay up to three years in advance or buy a Life membership for \$150. (Your expiration date will be printed on your SAM Speaks label if you have or are going to pay for 2 years or more.)

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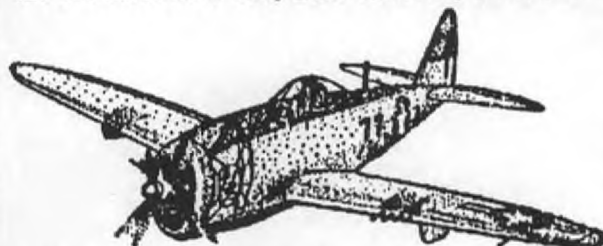
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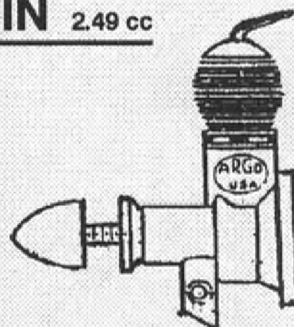
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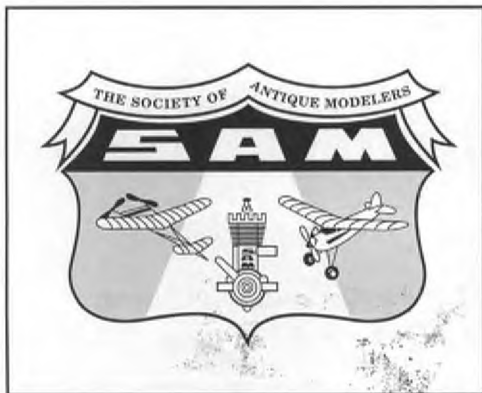
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July ♦ August 1992

Number 106



SAM SPEAKS

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COVER

Keen competitor and 1991 R/C Sweepstakes Champ, Larry Davidson, tweaks the engine on his beautiful Lanzo Bomber, as Fred Mulholland from Florida holds.

Bucky Walter photo

Editor

Don Bekins
85 Bellevue Ave.
Belvedere, CA 94920

Production Director
Jim Adams

Desktop Publishing
Don Bekins

Contributing Editors

Rubber Power

Ernie Linn
3505 E. Mount Vernon
Wichita, KS 67218-3959

R/C Assist

Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455

OT Ignition Engines

Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

Free Flight Eastern Region

Jim Coffin
4604 Hillbrook Dr.
Annandale, VA 22003

OT Electric and 1/2 Texaco Scale

Jim Alaback
12366 Nacido Dr.
San Diego, CA 92128

Society of Antique Modelers Officers

President

Jim Adams
2538 N. Spurgeon
Santa Ana, CA 92708

Eastern VP

Mike Granieri
3 Dryden Rd. Box 78
Pottersville, NJ 07979

Rocky Mountain VP

Art Grosheider
2045 St. Paul
Denver, CO 80210

Midwest VP

Bob Larsh
45 S. Whitcomb Ave.
Indianapolis, IN 46241

Western VP

Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455

F/F Coordinator

Abe Gallas
28 Rustling Wind
Irvine, CA 92715

R/C Coordinator

"Woody" Woodman
233 Longview Dr
Bayville, NJ 08721

Secretary/ Treasurer

Bob Dodds
209 Summerside Place
Encinitas, CA 92024

CHANGES IN THE NEW RULE BOOK

by Jim Adams



Several small changes have been made to the new 1992-93 SAM Rule book that were considered as necessary by the Sam executive board to clarify confusing or conflicting wording.

The wording in the free flight section that gave the definition of a pylon model was one of the paragraphs that most needed our attention. This is Section 1, paragraph 2C. The definition there has been a constant source of arguments when ever the subject came up at a contest.

Over two years ago, when we were preparing the SAM approved designs list, we decided that a type definition for each model would be published in the handbook. If you want to determine how a particular model is classified, it is only necessary to look up the model in the book and refer to column 3 beside the model listing. There you will find the indication either "F" for fuselage or "PY" for pylon model. The obvious advantage for this system is that we will have only one official designation.

The determination of the type for each model was the result of a great amount of work by the design committee and the executive board. Criteria for making the choice for each model involved a much more complex definition than the oversimplified statement that appeared in the rule book when the definition was first revised in 1989. The classification now considers the force arrangement of the model as well as the way in which the model flies.

For any reason if you did not receive a copy of the "Approved Designs List" (they were mailed to all members in January 1991) you should write to Bob Dodds or Jim Adams and request that a copy be mailed to you.

CHOOSING A SITE FOR THE SAM CHAMPS

By Jim Adams

Choosing the site for the SAMCHAMPS becomes more difficult each year. As our "little" organization grows we are presented with many new problems, Twenty five years ago there were lots of large fields available and any location that had a few motels nearby would serve as a good location to hold the SAMCHAMPS.

First it was the East coast that complained that they couldn't find large open areas that would serve as a suitable site for a contest the size of the SAMCHAMPS. Now even California is having trouble locating a site that has a large flying field and adequate hotels within easy driving distance.

The 1992 meeting this year will be held at Mid-America Airport located in

of the meet was dictated by when the wheat would be cut and when the corn might be at it's shortest. The wheat crop is scheduled to be cut in mid June and the corn would be at it's tallest just before the harvest in October.

Three years ago the AMA was forced to pay damages to the farmers for damage to the crops when modelers rode their chase bikes through the planted fields. This year SAM has chosen a time when we expect the wheat to be already harvested. The chances are that another crop either corn or potatoes will have been planted by the time we hold the SAMCHAMPS. Model flyers are not a reckless bunch that go out of their way to destroy crops, but when the crops are planted directly adjacent to the airport and the field is limited to the size of a standard airport the task of retrieving models sometimes presents a real problem.

Two years ago we held the SAMCHAMPS at Chicopee. The field there is a very large military base. However, because the military could not shut down operation of the base for a week and turn the field over to SAM, we were given a small area on one end of the base. This was adjacent to tall trees on two sides, the main runways on the third side and the base proper on the fourth side. As luck would have it the wind blew each day and models were blown into the trees or across the main runways which were off limits to SAM. In 1990 we looked at Pensacola in Florida, the problems were somewhat the same as Westover, the military was not willing to shut down the base for five days for SAM.

The list of problems goes on and on, and each year we find it tougher and tougher to select a field that gives free flieters and R/Cer's what they want and still provides reasonable priced lodging and banquet facilities adequate to handle our growing organization. As our size and reputation grows we are offered finer facilities to hold our meetings, but very few can offer the flying sites that we need.

In 1989 the choice of Jean, Nevada looked like we had a bonanza. We had very reasonable accomodations, low
continued page 21



Bill Brenchley, SAM Champs R/C CD, launching his nostalgia "Spacer". The Nostalgia Champs will be held for the first time in conjunction with the SAM Champs on July 5 & 6 at Lawrenceville

Lawrenceville, just six miles from excellent hotel and banquet facilities in Vincennes, Indiana, and the university there has offered us use of their facilities. Even this excellent location has it's problems. Because of the crops planted all around the airport, SAM must choose the time when the meet can be held that will cause the least possible crop damage. The crops are wheat, potatoes, and corn. The choice of July for the holding

The Editor Speaks

by Don Bekins

We are working overtime to get this issue of SAM Speaks to press so our 3,000 odd members can have it in the mail by the SAM Champs, to be held July 5th to 10th at Lawrenceville. This will be the first issue to be produced entirely by electronics. All the photos, drawings, and stories have been scanned electronically and recorded on a portable disk drive. The drive is then delivered to a service bureau that processes the copy into high quality negatives, which the printer then takes directly to press. Half toned photographs are no longer used, speeding up the whole publishing process considerably and possibly cutting down costs.

This is another appeal to those who attend the SAM Champs to take pictures (action with uncluttered backgrounds are the best) and send stories of the activities and interesting anecdotes heard on the flying field and in the halls before the Bean Feed and Banquet.

I have received a number of great stories for our "Modeling Memories" column from old timers all over the country. They will be printed as space permits, hopefully along with the pictures you send. The "Air Mail" column is particularly interesting in this issue. Some who have written to the editor have found pen pals across the world through SAM Speaks. We will endeavor to print the addresses of all who write in so others can communicate with them.

One of the founders of SAM 78 Czechoslovakia and famous model designer, **Rado Cizek**, is coming to America in August to be an official FAI judge at the World Scale Championships at Muncie, Indiana. See page 19 for the story.

The new national SAM Events Schedule has been well received, but inevitably there are some errors.

Larry Jenno says:

VAMPS All Free Flight Annual is to be held at El Dorado Dry Lake, Las Vegas (not Jean, Nevada as in the published schedule) October 10th and 11th, 1992

If you want to stick around until the following weekend, the QSAA is putting on their annual 1/4 Scale Fly-In at the same field (Oct. 15 - 18). Give Larry a ring at (702) 731-4029 for details.

Again, thanks to all who have provided so many good memories, fine pictures and news for SAM Speaks.

Thermals, Old Timers! Have a Grand SAM Champs!



Larry Jenno, '89 Champs Contest Manager, holding his Flying Aces "Moth"

SAM'S 1992 HALL OF FAME

by Jim Adams

A very distinguished list of model aviation celebrities will be inducted into the SAM Hall of Fame at the Annual Meeting held at Vincennes, Indiana, on the evening of July 8th.

The honorees for the evening were drawn from the lists of model flyers, designers, writers, and leaders in model aviation over the past 50 to 70

years. Some, although not familiar names to those of us that modeled in the 1940's, were early leaders in model flying that set the precedents for our own model activities. Some have been active supporters in the SAM movement.

The Honorees this 1992 year, in alphabetical order, are:

George Armstead **Wally Simmers**
John Drobshoff **Bob Sommers**
Carl Goldberg **Pete Sotich**
Edward Lidgard **Herb Wahl**
Donald Lockwood **John Worth**
Leon Shulman

A short biography of each man is included below. But first, SAM SPEAKS would like to list those who have been inducted into the SAM Hall of FAME, 1989, 1990, and 1991.

1989

Maxwell Bassett Irwin Ohlsson
 Walter Good Bert pond
 Dick Korda John Pond
 Chet Lanzo Sal Taibi
 Gordon Light Frank Zaic

1990

Joe Kovel Joe Beshar
 Irwin Polk Wm. L. Brown
 Nathan Polk Frank Ehling
 Ben Shereslaw Joe Elgin
 Earl Stahl Mike Granieri
 Henry Struck Chas H. Grant
 Joe Weathers Herb Greenberg

1991

Jim Bohash JG McNorgan
 John Brodbeck Tim Dannels
 Vic Cunnynham Sr.
 Mickey DeAngelis Dick McCoy
 George Perryman Jerry Stoloff
 Claude McCullough

1992

Inductee biographies

George Armstead Jr.

George started modeling in 1936 and entered his first contest in 1938. He progressed to gas models with his first successful Buzzard Bombshell in 1940.

He founded the Glastonbury Aero Modelers in 1970 an AMA chartered club with 80 members. He joined S.A.M.

and F.A.C. in 1968 and became a contest director in 1973.

He has run a large number of contests including the SAM CHAMPS in 1982, 1986, and 1990 and has been a leader in the SAM movement in the North East.

He is has been very active in Boy Scouts and enjoys getting scouts involved in model airplanes. He ran the Glastonbury Recreation Department model classes from 1969 through 1975

George is corporate secretary and in charge of Product Development at the Merrow Machine Company and has a long list of accomplishments in community service.

by Jim Adams

John Drobshoff



John was an active model flyer from 1936 up until his death in 1991. In 1934 he was a member of the Junior Birdmen chapter

153 that later became the San Francisco Vultures.

He flew his first gas model in 1935 and won many first places at contests during 1938-1940. In 1939 he placed 2nd place in Class A at the Chicago Nationals with his famous "Advanced Challenger". In 1940 he won Class A at the nationals and received a life certificate in the Gas Model Pioneers from C.H. Grant. He loved free flight ROW still holds a number of national AMA records in ROW events.

In 1939-1940 he worked for Advanced Model Engineering at Fresno and produced The "Vanguard" and "Challenger" gas models. In 1947 he left the S.F. Vultures and joined the Elmhurst Prop Busters in San Leandro. He came into old timer flying in 1975.

In 1941 in conjunction with his brother Al, he designed the "Little Diamond."

He had been President, Vice-president, Newsletter Editor, and Secretary / Treasurer in several clubs. His memberships were as follows; 1935-39; S.F. Vultures, 1939-41 Fresno Gas model Association, 1946-55 Elmhurst Prop Busters, 1960-70, SAM 21 1978-90, SAM 27.

by John Pond

Carl Goldberg (deceased)



Probably the most famous modeler in history, the stories about Carl are legendary. His first model at age 15, flew about 65 feet. He won a certificate

at the 1928 National Airplane Championships, flying a twin-pusher. He won first place in the indoor event at the 1934 National Meet with a flight of 23 minutes, and 29 seconds and held many model flying records during his career.

His design concepts for gas models revolutionized the flying scene at competitions in 1939 and the following years. His designs such as the "Zipper", "Sailplane", "Interceptor" and "Mercury" were the first to demonstrate to the world how to handle the high power of model engines and gave his models stability in the climb. The "Pylon", on model airplanes will forever be associated with Carl Goldberg's name.

He opened a hobby shop in Chicago in 1935, then became chief designer of Comet Model Airplane Company, producing kits of his many great designs. He started his own company, Carl Goldberg Models in 1955, which has survived and now produces fine R/C model airplane kits. Until his untimely death, he was famous for having participated in every National Model Airplane Championship since 1928.

by Hardy Broderson

Ed Lidgard

Ed began building and flying models in 1928. He has been a member of A.M.A. since it was formed. His rubber design "Sparky" has been produced by Comet Model Airplane for over 50 years. He drew over 80 plans for Comet through the years. Among them the Comet Gull, the Whizzer, and the Sparky.

Ed was involved in the development of the folding rubber model prop. He designed the first commercial hinge produced by Wally Simmers for Midwest Products about 1938.

He managed the U.S. Wakefield team program for 1950 and 1951. He was the co-manager in 1953. In 1952 he almost single handedly raised the funds to send the U.S. Wakefield team to Eu-

rope.

He was a member of three Wakefield teams. He went to England in 1949 and went to Sweden in 1952. He qualified for the team to go to Finland in 1953, but was unable to attend. He was a member of the Moffet team in 1935 chosen in selections that were flown at Wayne County Airport.

Ed held indoor helicopter and ornithopter records in 1941 established in the Chicago armory. He has had many, many plans and articles published in model magazines and Frank Zaic's year books. Some of his most well known designs were Eugene, Hi-Ho, Sparky, and his 1937 and 1953 Wakefields.

Ed is probably best known for his knowledge of rubber model props and winding rubber motors.

by Jim Scarborough

Donald Lockwood

Donald set his first national record in 1923 flying a rubber powered speed model. The national records compiled by Joseph Lucas, editor of Aeronautical News, show that Donald Lockwood held three national records between 1924 and 1928. He flew twin pusher speed, Single propellor pusher/tractor and hand launched glider.

He was a contestant at the Mulvihill Trophy contest held at Mitchell field, New York on October 3, 1925. He placed in tenth place along with many other I.M.A.C. members. The man who placed in first place that day was SAM's Bert Pond.

The Model Aircraft Yearbook, which recorded the results of the N.A.A. National Airplane Tournament, show that Donald was third place with 14 minutes in the Indoor tractor event. Notable at this same meet, Carl Goldberg placed in first place with 22 mins and 59.4 seconds.

Bert Pond's book on compressed air models records the fact that Mr. Lockwood was a pioneer in the flying of compressed air models. In 1987, at the Nationals in Lincoln, Nebraska, Donald entered a replica of the model, flown by Walter L. Brock in 1919. This same design was flown in 1923 by William Schweitzer, winner of the 1923 Power Model Championship. Donald also entered and flew his model at the 1988

SAMCHAMPS in Lawrenceville.

Donald estimates that he has directed almost 150 model contests during his 70 years of modeling. He is a leader member of AMA, his number is 4776.

Mr. Lockwood joined the Illinois Model Aero club in 1922 at the age of ten. Later he graduated from the Illinois Institute of Technology (originally Armour Technical College). He worked for E.M. Laird at the Ashburn Field factory from 1929 through 1931. He has also been active in building and driving dirt track racing cars.

by Jim Adams

Leon Shulman

Leon was first bitten by the aviation bug one day while walking home from grade school and the famous Graf Zeppelin flew overhead, casting it's giant shadow over him. Leon started building gas models in 1937 when he built a "T-D Coupe" from magazine plans. From this he began designing and building his own. In the Depression years he worked in the C.C.C. to earn money to buy his first engine, a Brown Junior. From this he developed his first published design, the "Sky-Scraper", the first one wheel model that was published by Charles Grant in Model Airplane News.

He became well known for his aggressive style models in the 1940's and had many published by the model magazines. He is well known for his "Wedgy", "Banshee", "Zomby", and "Zoomer". These models were kitted by several manufacturers and were very popular. His fame spread overseas when his Banshee became the most popular design on the English competition scene after the War.

Leon served as leader in model aviation when he worked as the contest manager and CD for meets like the Eastern States Champs, The new York Daily Mirror Meet and the post war Plymouth Meets. He also served on the early rules committees for the AMA.

In 1946 he manufactured the Drone diesel and also produced a folding gas model prop. After several other

successful manufacturing operations he decided to expand into the hobby and he became a manufacturers representative for a long line of other products. Leon has made his life's work in the hobby that he loves.

He has been recognized as a leader by the following awards: The Gas model Pioneers, life membership, A.M.A. Hall of Fame, I.M.A.A. life membership, NFFS National Free flight Society Hall of Fame.

Leon served in the U.S. Air Force as a pilot and was qualified to fly 20 different airplanes. He also was rated as a check pilot and still holds an active rating as a commercial multi-engine pilot.

Wally Simmers

Twice Wally was the Chicago Champion in the Junior Birdmen program, sponsored by the Hearst newspapers. As a result he traveled to the East Coast and to Texas to compete in the finals. He also held the senior and Open Indoor hand launched glider National record.

During his younger days of competition, one could always see Wally as the mainstay of any contest in and around the Chicago area and surrounding states. He has been a leader in the South Chicago area when it came to helping any new modelers join the fraternity. Wally always had an eye for what was needed in the modeling game. He learned early that if you can't get what you need, develop it yourself. And so he did - first came the hobby shop in Chicago. This was the spot on the south side of Chicago to get really quality balsa and other competition products. As a result he soon branched out and started to produce indoor glider kits that were truly competitive.

Who will ever forget the famous Class C rubber models with the unusual names of the Jabberwock, the Gollywock and the Dyna-moe. These kits contained good quality contest balsa and were the first production kits featuring folding propellers. Wally was always looking to produce the best products that were needed by model builders.

He was the organizer of Midwest Products and Midwest Supply and K & S Engineering - all very notable as suppliers to the hobbyist. Would you be-

lieve Wally is still active as a builder and competitor - well at least in indoor hand launched gliders?

by Otto Curth

T. "Bob" Sommers

In 1923 Bob and Christy Magrath were the first model builders in the St. Louis, Missouri area. His first competition was a Mulvihill contest in Bridgeton, Missouri. In 1926 while in high school he started his own model airplane company.

In 1927 he won the Charles Lindberg trophies for single and twin propellor models at meets held in conjunction with Lindberg's transatlantic flights. The trophies were presented by Charles Lindberg in person. In 1929 Bob and Joe Earhardt



Vic Cunnynham Sr. photo

'92 Hall of Famer, Bob Sommers, with Vic Cunnynham Jr., and the trophy presented to him by Charles Lindberg in 1927.

represented the Jr. Aero Club in the second national model meet in Detroit, sponsored by the A.M.L.A. In 1930 he flew in the first national indoor meet sponsored by the International Aircraft Exposition in St. Louis. In 1930 he started the Stix Baer & Fuller model airplane club while running their model shop. He held Saturday morning classes in model building. The club at one time had 1200 members. The instructors were the senior and more advanced members of the club.

In 1931 Bob started and was the CD for the Mississippi Valley Model (tournaments) that ran annually for ten years. There were 500 contestants at these meets, flying in both indoor and outdoor events. Along with Paul Garber of the Smithsonian

he helped create the "History of Model Aviation Display" that toured the United States. In 1933 he planned and ran the first "All Boy Scout Model Airplane contest" In 1934 he set up and ran the eliminations in St. Louis for both the Akron Nationals and the 3rd Annual Air Races held at the Century of Progress Exposition in Chicago.

In 1935-36 he was the organizer and CD of the N.A.A. Nationals held at Lambert field, St. Louis. This was the first national meet where rubber and gas models were flown separately. Later that year he was on the committee that formed the model section of the N.A.A. that later became the A.M.A. In 1937 was on the executive board of the A.M.A. along with Carl Goldberg, Charles Grant, Al Lewis, Paul Garber and others. In 1940 developed the "Air Youth of America" program involving the public schools, Boy Scouts, and model airplane organizations.

In 1941 he started the Sommers Aircraft Co. Inc., a flying school for full size aircraft based at Lambert Field in St. Louis. In 1942 Bob Sommers entered the service as an aviation instructor. Bob reached the rank of Lt. Commander in the U.S. Navy
by Vic Cunnynham Sr.

Pete Sotich

Pete began building models while in high school in the late '30s. He started with gliders and rubber models, but moved on to gas models and joined the Illinois Model Aero Club. After WWII, and over a year in a German POW camp, he came home and went back to gas and rubber models and became a member of the Gas Model Aeronauts.

He joined the Chicago Aeronauts in 1954 and served several terms as president and several decades as secretary. He began helping to run local contests and before long was on the NATs Planning Committee and directed several NATs and was free flight Director at many others. He also was active in the FAI free flight program serving as Program Administrator several times. He also served as Team manager.

Pete was the contest coordinator and vicepresident for district VI. He also

served two terms as A.M.A. President in the early '60s. Pete probably has directed more free flight contests than anyone in the U.S.A. and maybe the world. His hand lettered contest notices and results will be remembered by all who attended any of his contests. He is still active and is now serving as the publicity chairman of the EAA Chapter 15. He still takes lots of photos and works for Wally Simmers at K & S Engineering.

by Charlie Sotich

Herb Wahl

Herb was born near Penn State where he later went to school. In 1936 he started modeling. A little while later he heard the neighbor boy running a gas engine and he was really hooked. He quit modeling while he attended college



Herb Wahl receiving his commemorative plaque from the 1st Brown Jr. Event sponsored by SAM 100 & 76. This special event will be held for the first time at the '92 SAM Champs.

and served in the service.

In 1965 he attended the NATs at Willow Grove where he ran into John Pond, Tim Dannels, and Jack DuFond. His interest was revived in models and he soon had got a plan for the Scientific Mercury from John and started looking for a Brown Junior. That search was the beginning of another very important part of his life. After finding a few parts

of engines he started making what he couldn't find. He showed up at the 1966 NATs in Glenview with two Hurleman engines that he had built, and of course when people saw them he was deluged with requests to make more parts and engines. He contacted Bill Brown about 1970 and made an agreement with him that allowed him to produce the Anniversary Brown junior

Supplying Hurlemans and Brown Juniors and later Ohlssons and Bunch Tigers to the SAM crowd has become a full time job. Herb built 400 Anniversary Browns and then when fellows didn't want to fly the engines because they were too pretty, he built about 1200 of the other different models of the Brown. His production of the replica Ohlsson Gold Seal and the Bunch Tiger has been a tremendous lift to the SAM movement. Without his support in furnishing engines and spare parts and his repair service for these old engines the SAM movement would have been very handicapped.

John Worth



John began modeling in 1932 at the age of 8. Later at the age of 12 (1936) he became more successful flying gliders and rubber powered models. Got his first gas engine (a Bantam) joined AMA in 1938 (number 6554) and started high school. Entered meets run by Haaren High School, and contests at Van Cortland park, Holmes Airport, Canarsie or Creedmore. Flew against members of the Brooklyn Skyscrapers club. Was a young spectator at the 1939 Wakefield International contest in Teterboro when Dick Korda made his famous 39 minute flight.

His first published design was the Li'l Misery tailless that appeared in the 1942 Air Trails. He and his high school buddy, Dick Coen collaborated on this design. Upon graduation from school went directly to Langley Field, Virginia to work for N.A.C.A. Became a member of the NACA nauts that later became the Brainbusters. Joined the Air Force in 1943 and flew models at Alamogordo,

continued next page

New Mexico, while in B29 training. After the war was active modeler in F/F and R/C. Takes a deal of pride in the fact that he designs what he flies and claims to only have built two kits in his life.

His very distinguished career in modeling reads as follows:

Joined AMA in 1938
Free Flight Contest Board member
1948,1954
R/C Contest Board Chairman 1962
Elected AMA President 1963, 1964
Executive Director, Feb.1964-Jan.1991
Executive Director Emeritus since
Feb.1991
Was an advisor and helped organize the
National Free Flight Society in 1966.

He is the recipient of the following awards:

1964 - Awarded AMA Fellowship
1978 - Inducted into AMA Hall of FAME
1981 - Received FAI Tissandier Diploma
for Intl. Aeromodeling Leadership
1986 - Named Elder Statesman of Aviation
by the National Aeronautic Assoc.
1990 - Inducted into the NFFS Free flight
Hall of fame.
1967 - 1992 Twenty five years as FAI-
CIAM Secretary



Don Reid photo

1989 Hall of Famer, Sal Taibi, celebrating his "39th" birthday at the 27th running of the SCAMPS Texaco Meet at Taft. Let's see, that means Sal was just 12 years old at the first SCAMPS meet!



OLD TIMER ELECTRIC

By Jim Alaback



Electric old timer flying has been around for quite a few years now in SAM Chapters' and SAM Champs' events. It has attracted a growing following and new ideas are evolving with experience.

"Class B" Electric Old Timers

A new idea that has had considerable success among SAM chapters on the west coast is called the "Class B Event". It is for electric models with larger motors than .05 size.

The concept of the Class B event originated in a proposal by Jack Alten, of Santa Clara, CA. It was discussed and approved for trial at a meeting attended by representatives of SAM Chapters 00, 2, 21, 26, 27, 30, 41, and 49 in Jean, NV, on October 10, 1989. (This meeting, called and chaired by Jack Alten, is the same one in which the present .05 electric event rules were formulated.)

The Class B electric event is generally similar to the .05 electric limited motor run event. It may be briefly summarized as follows: Any SAM-legal pre-1943 gas model design may be used, scaled up or down if desired. There is no size limit on the model, but the minimum wing loading is 8 oz./sq. ft. Batteries are limited to either 12 or 14 cells with a capacity of either 800 or 900 mAh. Any production motor may be used, with any means of controlling power to the motor. Flights are to be R.O.G. with a 90 second maximum motor run and a 7 minute maximum recorded flight time.

The motor size is not specified in the

rules, but the specified batteries favor either a .15 or .25 size motor. Most of the models seem to be using the geared Astro Cobalt .15 motor, with 14-cell, 800 Mah batteries.

Some interesting models have evolved from these rules. Jack Alten is flying a 630 sq. in. (Leisure) Lanzo Bomber. He reports that he can put it out of sight in 90 seconds! It weighs about 55-60 ounces (vs. the 35 ounce minimum) but he says it still has a good glide to go with that sky-rocket climb.

Several Southern California electric flyers have gone to bigger models, around 720 square inch wing area, for Class B. A couple of examples are shown in the pictures with this column. This size model also has a fine climb- probably more interesting to some present gas model flyers than the .05 electrics are. The 720 sq. in. area allows a 40 oz. minimum weight, but again these models are not that light. However, they are fine soarers and regularly max out.

Overall, the experience with the Class B models is that they are exciting performers. The only change suggested so far for these proposed event rules has been to reduce the motor run from 90 seconds to 75 or 60 seconds!



Alaback photo

Jim Baron is flying this 720 sq.in. Lanzo Bomber in Cl. B LMR events, 12 cells with an Astro .5 cobalt motor.

There has not been much publicity about the Class B event nationally, so I don't know if there have been trial events elsewhere or not. I'd like to hear from you if you have had any individual or Chapter experience with Class B electrics. If you would like to have the complete Class B event rules, write me for a copy.

Readers Write

Bob Aberle and Russ Schuppner (from the east and west coasts respectively) have both suggested that the 8 ounce per square foot wing loading for 05 electrics be increased to 10 ounces. Electric model performance is still very good at that wing loading with today's motors, and it would be easier for new (and old!) electric flyers to build competitive models. What do you think about this?

George Clarke, of Oceanside, CA, has come up with some very interesting ideas about electric models in SAM. He points out that present SAM rules have set up handicaps which allow ignition, several types of glow, and Diesel engines to compete against each other in combined events. Why not, he asks, include the electrics? Handicap electric power to compete with internal combustion engines in the same events.

George is a top competitor in both gas and electric events. He has also flown electric models from 1/2A Texaco size on up to a full-size Dallaire. Based on his experience to date, he speculates that motor sizes and handicaps could be as follows: .035 electrics in 1/2A; .05-.15 electrics in Cl. A; .15-.25 electrics in Cl. B; .40-.60 electrics in Cl. C. In the limited power run events he would give the electrics a 60 second run (vs. 18-35 seconds for the various engine categories) In Antique he would allow 10 seconds per pound of model weight for electrics (vs. 5-8 seconds for the various engine categories).

What do you think of this approach? Has something like this been tried by anyone? Write to Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128.



Russ Schuppner's fine "Record Hound", Astro cobalt .15, 14 cells

RUBBER REVIEWS

by Ernie Linn



Carving propellers for rubber powered Old Timer models is an art to those who have not mastered the technique, but to those who have had success with it, it becomes more of a craft. Some modelers approach propeller carving with perfection in mind, but when the variable conditions in which Old Timer models are flown, perfection can become so difficult to obtain that the fun of building and flying may even disappear. After all, the final test of the design is empirical, and relies on the builder's judgement of performance for what is achieving the best results.

So many variables enter into the calculation of the best pitch angle of a propeller for a given model that what is best becomes a matter of opinion based on the builder and flyer's judgement. We are proposing a simple solution to what can be a frustrating event in one's fun hobby.

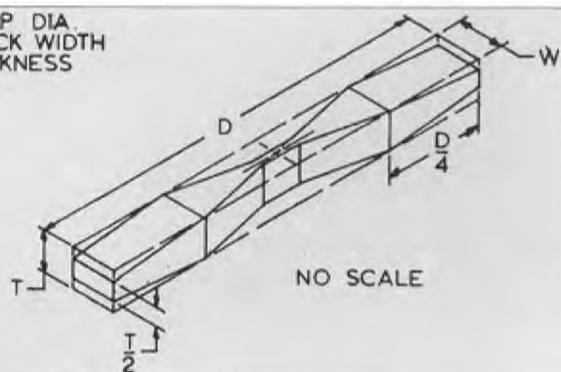
I prefer balsa with a density of 8 to 10 pounds per cubic foot, myself, for best overall results. Use your own judgement as to which is the most important to you, light weight or durability.

From the following sketches we are proposing a method of sawing the propeller block to shape before carving. Layout the entire block as shown and drill a hole for the prop shaft and bearing in the central location from the front view. Use a drill press whose table is perpendicular to the central axis of rotation of the chuck and shaft, or all is lost before you start.

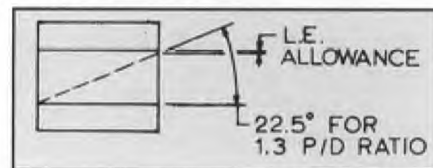
The following illustrations were made with a 1 3/4 x 2 x 18 block in mind, but choose your own size. Acceptable pitch to diameter ratios for rubber model propellers seems to vary from 1.3 to 1.4.

Carving propellers for rubber powered Old Timer models is an art to those who have not mastered the technique, but to those who have

D = PROP DIA.
W = BLOCK WIDTH
T = THICKNESS



(flat bottom airfoil) at a given radius. As Jim O'Reilly says, "Any undercamber is too much undercamber. I prefer a small amount of concave undercamber, like 2 to 3% of the chord.



Carving is a skill that is difficult to describe. A few simple rules that help me are as follows:

1. Cut small slivers from the aft face of the prop block until you determine the grain direction. If the grain is not parallel with the faces of the block, carving in the right direction will save taking off too much, thus ruining the block.
2. Be sure to carve both blades to turn clockwise looking forward (flight direction). I once found out the hard way that one right hand blade and one left hand blade on a two bladed prop produces zero thrust.
3. Always try to hold and cut in a direction away from all parts of

continued on page 21

R/C MATTERS - READERS RESPOND ON HOT NEW ENGINES

By Bob Angel



Here are the responses received so far, in the order they were received. We've already solved one problem, namely, how to get some input correspondence flowing in to a new column! Most responses had to be condensed.

First letter came from **Bob Grice** of Fair Oaks, CA:

"We have in SAM 51 a Nelson engine (Eut Tileston's). His was hand lapped by Doug Galbraith for a perfect piston/cyl fit. Several of us have worked on the testing and flying using tachometer, altitude measuring watches, etc. Several days and many flights were taken. Included were Tileston, Grice, Brown, McRae, and others. It runs just a few hundred (500-600) RPM faster than the OS rear rotor he uses, but only with certain props. It doesn't get any higher than other engines currently in SAM LER competition, ie; OS 40 VRP, Rossi 40, or the S.T. 40 RR (old non-schnuerle with 5 secs. longer run)."

"The Nelson is American made of the finest materials available. Prices aren't excessive compared to the Skydevils or Andersons. They are not a threat! Let's not generate a problem where none exists."

Then we heard from **Monti Farrell** of San Luis Obispo, CA:

"A few years back, I ran into a hornet's nest because I tried to invoke a "no schnuerle" rule for the John Pond Annual contest at Cal Poly. My reasoning was based on safety and the restricted flying area when we had already seen LER aircraft shed or fold wings. The change I tried resulted in the contest being "boycotted" by one group of SAM people who were into hot engines."

"I strongly recommend that immediate steps be taken to outlaw these expensive power bombs. They don't fit the preamble nor the intent of SAM and only move us one more notch up the power ladder to shorter engine runs and a higher cost base for the hobby."

And here's **Brad Allen** from Saratoga, CA:

"Do not even think of banning any Nelson engine! 1. It gets 18 sec's. motor run. A good cross scavenged engine gets 23 sec's. 2. The 5 second differential results in 400 ft. More altitude. 3. Maybe we should ban these extra hot cross scavenged engines. 4. If we are ever going to ban engines, maybe it should be the Edco, because: a) It is extremely expensive, b) no longer

available, c) far outclasses any other 60."

Bill Schmidt of Wichita, Kansas answered by telephone, and I'll try to accurately summarize his comments.

Bill was busy on a project earning a living, otherwise I'd prefer to get it in writing for better accuracy.

Bill feels all our problems have been due to our use of glow engines. He claims the free flight folks use only ignition engines and they never (?) squabble over engines. Since we already have too many events, he would like to see the LER glow classes disappear in a future rules change. (But he doesn't like rules changes either).

Bill also named four other highly skilled SAM RC fliers from around the country (three were ex-'Champs R/C sweepstakes winners), whom he had polled by phone, and who agreed with him on this. I'll not name them, but will allow them to speak for themselves if they'd like to comment.

Then we heard from **Dave Lewis** of San Jose California:

"My opinion is you can't outlaw the Nelson motor, since it isn't the democratic way of doing things. You've got to let the guys go ahead and bore holes in the sky with their Nelson equipped planes; but don't ask me to fly against them with sparker ignited planes in the same class! So my plea is to the

contest directors. Don't combine spark and glow in the LER classes."

"There's only 17 seconds between schnuerle glow and ignition motor run time, which isn't much. A schnuerle glow gets twice as high as an old sparker, so please keep the planes in separate classes. If CD's must combine classes, combine A and B, which isn't very desirable, but it's better than putting sparkers in with glow. I'm planning a rules change proposal to put ignition engine run times from 35 seconds back to 45 seconds again."

Harvey Terpstra from Lansing Illinois summarized it on a postcard:

"I would vote against the hot new engines being allowed in contests."

Joe Beshar of

Oradell, New Jersey kept it brief also:

"Disallow glow engines and there'll be nothing to change except to remove the rear half of the rule book. We did it for F/F during my tenure as SAM President. Any problems?"

George Batiuk, Huntsville Alabama, is by preference a free flighter, but a sometimes R/C flier. George expressed his feelings in a colorful letter, which is edited here for brevity:

"Hi Bob. Your efforts are right on. FAI power comes to mind, where you really have to have deep pockets to compete. You make an excellent point that these guys are well within the rules, condemning them for it is pointless, and settling the issue before it becomes a problem is vital. If in the long run, the



Alan Laycock photo

Keen competitor, Eut Tileston with Aussie Colin Borthwick holding, hand cranks his ST-40 powered "Taylor Cub" at the '91 SAM Champs. Eut has proven that scale models can fly just as well, if not better, than golden age old timers on both glow and ignition engines.

hot new expensive engines are allowed, the complainers still have the ignition category to fly in R/C. "

Pat Page writes from Arnold California:

"Preamble, preamble, preamble! Unless we keep the same spirit, we are in trouble. It's sad, but we are violating the preamble by improving performance way beyond even the best engines of past years. I see no wrong in limiting engines date of manufacture as we do for models. For example, all U/C or R/C engines prior to let's say 1970. There are plenty of these. SAM could produce a booklet similar to the model design effort."

"One trend that could solve some problems is the Brown Jr., Ohlsson, etc., classes. We could have the McCoy class, Fox class, etc., where there are plenty engines, and it sure evens up the competition. MECA ads show Fox 35's, McCoy 35's for around \$30 average. "

Eut Tileston from Carmichael, California writes:

"First, the Nelson 40 is not expensive when compared with the engines that are winning in Class C LER ignition. A new Nelson costs \$270, less than a new (or new condition) Edco, Orwick, Anderson, etc. (approx. \$300+), the proven winners in SAM competition. Shall we outlaw them?"

"I have a Nelson 40. It is a "Hot" engine. -- But when I compared it with my Super Tigre 40 in the same model (Taylor J-2 Cub) using current SAM engine runs (18 sec/23 sec) it came out second best! The comparison was made under the same ideal (no wind) conditions on the same day. The altitudes reached were recorded with the Casio Altimeter watch. The Cub with the Nelson 40 reached 1580 feet in 18 secs. after a near perfect climb-out. Very good. -- But with the ST 40, the Cub climbed to 1860 feet in 23 secs.! Needless to say, I will be using the Super Tigre at the SAM Champs! Anyone want to buy a Nelson 40?"

Joe Wagner from New Wilmington, Penn. comments:

"I emphatically vote "NO" on eligibility of the Nelson Engines in SAM events. Henry Nelson's engines have been around quite a while, and have won events all over the world. However, to my knowledge the Nelson motors have never added a thing to the "fun" aspect of model flying. Instead of fantastically high performance (and dangerous!) new engines, what we really need is the re manufacture of more of yesterday's "old reliable" motors. Can't somebody reproduce the beloved Ohlssons?"

The **Column Editor** summarizes:

Thanks for the comments gentlemen. The straw poll above would be too close to call as to "ban" or "don't ban". It's June 15, and I'm wrapping up the column for this issue. The postman just delivered two more letters, so we'll save some for next

time to help prevent boredom. By the time you read this, the '92 'Champs will probably have seen it's first Nelson engines in competition, and that may influence thinking some.

Dave Lewis is correct that SAM rules making is generally run on a Democratic basis. Our by-laws provide no proper procedure to arbitrarily "ban" an engine, even though that may have been done at times in the past. Our official flying rules address approval (or banning) of newly manufactured ignition engines only. Alternately, it takes a couple of years to put in a rules change, and results are in limbo during that time.

A contestant has a right to expect a reasonably stable set of rules that can be interpreted at face value. On the other hand, we will always be faced with newer hotter, more expensive engines, which drive up the cost of competing, disturb a significant number of people, and cause a few to drop out.

Even if we decide to ban high tech/high priced engines, it's very difficult to accurately document what is being banned. The Nelson isn't the only such engine, nor will it be the last. To those familiar, the problem is similar to the one of describing "assault weapons", or "Saturday night specials" as bureaucrats subvert the second amendment.

A long term solution could lie in giving greater authority to the SAM engine committee through either a by-laws, or rule change. Any new engine could be automatically considered as under probation for say, two years after it becomes publicly marketed. The committee could either approve or disapprove during that time, or in absence of their specific action, approval would be automatic at the end of that time. A disapproval could be reversed, an approval could not. Maybe there'll be some time for discussion at our annual meeting.



Jim Coffin photo

Ernie Green, SAM 10 co-founder, from Mclean, VA, with his beautiful Goldberg "Zipper" powered by a repro Dunham Orwick 29. Free flight, of course! Though Dunham no longer produces the 29, the originals fit into the Nelson cost category.



Don Bekins photo

Ken Kuhlman test running his repro Burford Elfin diesel at the SW Regional, AZ. The Elfin is a relatively inexpensive reproduction engine that also has been the target of a "ban-that-engine" campaign.

OLD ENGINE ANALYSIS

Atwood Champion

by Charlie Bruce



The Atwood Champions are descended from Bill Atwood's Crown series of car and boat racing engines. These early sand cast Atwoods are quite rare collectors' items. The die cast Champions, on

the other hand, were produced in large numbers from 1941 through 1948, less a couple of years during WWII. There are a large number of different Champions. Art Swift lists 15 models in his Atwood Matrix. For the sake of simplification I will say that there are 3 main groups of Champs:

Group 1: The 1941/42 and early 1945's, which have a rectangular exhaust on the right side (viewed from the front), a spoke head with radial fins, the timer cam cut into the crankshaft (like the O&R's), and a stove pipe venturi.

Group 2: The 1946 "J" and "H" models which also have the right hand rectangular exhaust but now have a separate cam/prop drive, a thin parallel finned head and stove pipe venturi.

Group 3: The late 1946 JH Super Champ, JH & GD models and GloDevils which have a rounded exhaust on the left side, a separate cam/prop drive, a thick parallel finned head and either stove pipe or straight venturi. They were sold with and without timer.

There were many internal differences and to add to the model confusion, most of the parts are interchangeable so modelers could make up various customized engines which we now find at MECA collectos and swap meets.

Actual displacement varies as the chart shows.

	Group 1	Group 2	Group 3
Bore, inches	0.930	0.930 & 0.940	0.940
Stroke, inches	0.900	0.900	0.900
Displ., cu. in.	0.611	0.611 & 0.624	0.624

Group I & II engines came with a

large timer using the 1939 Plymouth moving point. Group III engines had a smaller timer with a brass framed moving point made by Austin Craft. Functionally the timers are interchangeable.

All the engines were die cast aluminum (a few group I's were magnesium) with a dual rotary valve, plain bearing crankshaft and separate fuel tank. Due to the increased porting, the best runners are generally the engines with the straight intake having a "JH" or "GD" cast into the bypass. Personally I still prefer the Super Champ as an all round general use engine for free flight or U-control.

NOTE: There will be a long detailed article on the variations of the Atwood Champions, written by me with Art Swift's help, to be published in the "Engine Collector's Journal".

Disassembly: At last a model engine which requires no special tools! Another tribute to the mechanical genius of Bill



Atwood Champion, model JH

Atwood. To remove the timer, first remove the prop nut, washer and cam. Then loosen the clamp screw and slip the timer off the engine. Note there is a thin blue steel "marcel" spring inside the timer casting.

The rear cover is retained by 4 short 6-32 screws (5-40 on Group 1 engines) and has a thin paper gasket. The stove pipe venturi is threaded into the back plate but should not be removed for normal maintenance. The rear rotary valve will come out with the rear cover. Note how it is driven by the crank pin.

The cylinder is retained by three 1/4 inch long 6-32 screws which also

hold the head. In addition there are 3 short 6-32 screws holding the head. There is a 1/32" thick asbestos type gasket between the head and cylinder (6 holes) and another between the cylinder base and crankcase (3 holes). These usually tear and must be replaced. A stuck head can generally be easily (though messily) removed by squirting about an ounce of light oil into the cylinder through the exhaust port with the engine inverted and spark plug in place. Turning the engine over with a prop will generally pop the head off. You can use the same trick on the cylinder by removing only the 3 long screws. It may help to heat up the case a bit, but don't set the oil on fire.

The rod will slip off the crankshaft easily with the cylinder removed. The crank then slips out the rear of the engine. Many Champs have no separate thrust bearing. Some have a single blue steel washer and others ("Super Champ" and most "JH"s) have a two piece ball thrust bearing consisting of a hardened steel washer and a bronze ring containing eight 1/16" dia. balls.

Reassembly: Lubricate the parts with Marvel Mystery Oil and proceed to reverse the tear-down process with these points to note. Be sure the bronze ball retainer has all its balls and that it goes onto the shaft first, then the hardened steel washer. You will quickly ruin a crankcase if you put it in backwards.

The piston is easier to assemble if you first place it in the cylinder just deep enough to expose the wrist pin holes. I use my right thumbnail to urge the rings into place while keeping pressure on the bottom of the piston with my left thumb. Be sure the wide side of the piston baffle is toward the exhaust. The rod is symmetrical front to back so can't be put in backward. And one more time, be sure the wrist pin end pads are in place before you seat the cylinder. Remember the gaskets. The head must be oriented so that the lobes which extend into the combustion chamber fit the piston top. It's always a good idea to try moving the moving parts at each stage of assembly to be sure nothing binds. Tighten the screws in a crisscross pattern to assure even seating of the gaskets.

The rear rotor has a balance hole opposite the drive. It's normally smaller

continued on page 21

TWO OLD FRIENDS RETURN!

by Bert Striegler

Like many other SAM members, I keep trying to turn back the clock to recover some of the fun that I had building model airplanes back in the late 1930s. Well, a lot of things have changed since then. Many of us now use CYA adhesives, shrink covering, polyester and epoxy resins, carbon fibers, computer designed props and engines with pressure fuel systems that require nitro-laced fuels, not to mention the many other modern methods and materials at our disposal.

I would be the first to agree that we can never turn back the clock all the way, but in the rush to modernize, we may have bypassed many products that were superior in some ways to those in common use today. One such product was good old model airplane cement.

So, here's the good news - at least two of our old friends, AMBROID and DUCO cements are still available. You are probably thinking, "Why bother with old-fashioned model airplane cement in these days and times?". There are a lot of really good reasons, some of which are listed as follows:

Sandable, even on balsa wood.
Gap filling, for those imperfect craftsmen.
Makes great fillets. Unlimited storage life.
No more clogged applicators.
Water proof.
Fast drying.
Can be thinned or removed with lacquer thinner.
Non allergenic.
Makes very strong joints when used correctly.
Ages gracefully and can be revitalized.
Compatible with nearly all modern materials.
Visible on joints-you can see what you missed.
Bonds balsa, hardwoods, ply, many metals and plastics.
Economical to buy, has little or no waste.
Light weight.
Fun to chew off of your fingers!
Smells like real model airplane glue!

Back in the days before resins and glass cloth, we reinforced firewalls with gauze and model airplane cement. Today, we might choose to use Kevlar, Nylon or even glass cloth, but the gauze joints were surprisingly strong. Landing gears were usually sewn on to a ply former with multiple wraps of thread, then coated with model airplane cement. I never had one break loose and I still frequently use this method today, even on large R/C models.

I recently bought 4 gallons of Ambroid cement because I was concerned about future availability of this product. I need not have worried because since that

time Mr. Manuel Usle, of ECOFLAME Inc., has purchased the Ambroid Company. Mr. Usle has over 20 years experience in the adhesives industry, and he has plans to aggressively market Ambroid cement while at the same time diversify the product line to become a complete adhesive supplier for all of our needs. I wish him the very best. The company's new address is AMBROID COMPANY, P.O.Box 38, Springfield, Vermont, 05156. Phone 802 885-9244, FAX 802 885-9223.

Another old friend was DUCO cement made by DuPont. Several years ago, DuPont sold the name and formulation. The familiar DUCO cement is now marketed by Devcon, a name familiar to many model builders. I recently bought some tubes of DUCO at our local Wal Mart store, but I do not know if it might be available in bulk. I personally prefer to use bulk glue.

There may still be other suppliers of model airplane cement, like Testors and Bond and it would be nice to hear from them about their products.

For the bulk glue user, a good glue gun is a necessity. The old Austin Craft glue gun was a good one, but it is out of production. Fortunately, the disposable MONOJECT syringe is completely suitable, cheap and available. Make friends with your local doctor or vet and he might give you some used syringe bodies. You don't need the needle-just insert a length of aluminum, brass or plastic tubing into the tip of the syringe body for a permanent fix. You might have to drill the tip to get a good snug fit for the tubing. When you are finished using your glue gun, cap it with a good fitting piece of wire that is the same length as the tubing. Each time you remove the wire, the tubing will be clear of any obstruction. I suggest the standard 12cc MONOJECT syringe as the most suitable size, but they come in all sizes. The plastic body and the polymeric plunger seem to be totally impervious to Ambroid, but I have not tested one with DUCO.

So, take a little step back into time by using good old fashioned model airplane cement for a change. Not only is it completely authentic, but chances are you will LOVE the stuff!

Bert Striegler, SAM 128L, AMA 94
1102 S. College
Brady, TX 768257

THOUGHTS ON ENGINES

by Bill Schmidt



As I sit working on putting bronze inserts in all my McCoy .29 Con rods, I get to thinking that these small two cycle engines are in reality small air pumps. The more precise and

efficient I can make them, the better they will perform.

I like the small McCoy's probably better than any other line of engines. The Ohlssons are the least rewarding of any engines to work on. Since you can't take them apart with their spot welded cylinder configuration, there is little you can do with a worn cylinder/piston situation.

K&B Torps vibrate due to their iron piston and their design limits them to 11,200 rpm & 10-4 prop in a very best case scenario. However, one can change out a piston/cylinder and rebearing the things when needed they are a consistent engine.

The McCoy .29/.36 rear rotary valve engines are the pick of the lot to my thinking. However, they represent the greatest available power potential and are more fun and rewarding to work on. I don't particularly change anything about them and radical porting and polishing is not wherein the secrets of good performance lies. To make a McCoy red-head .29 run one needs only to carefully blue print the engine. What is blue printing?

Blue printing the engine means to get out your mic or callipers and measure the engine. All fits and dimension of wear must be made correct. Unfortunately the large bypass cavity on the McCoy engine has no support for the cylinder liner and it is heat shrunk into the block. I find 50% of the cylinders are oval. For top performance the cylinder must be perfectly round! This is the most important aspect of any engine. I have heated the block with a propane torch and removed the cylinder liner

Continued on page 19

A HAPPY CALL FROM THE PAST

by Dr. Walt Good

It was mid-March in Florida when the phone rang and said —

“This is Jim Long - Am I speaking with Walt Good?”

“Yes, But I don't recognize your voice”

“I'm not surprised, it's been 45 years since we last saw you, Walt!”

That was the beginning of a reunion of two RC modelers who rehashed a wonderful week they spent together in Minnesota at the 1947 AMA NATS. We hope that Jim will come to Florida again — soon!!

Jim Long and his twin brother, John were RC judges at the 1947 NATS and Walt Good and his twin brother, Bill were a competition team in the RC pattern event. The Longs had started their RC experiments in 1940 and had competed in many RC events in Canada - so they were well qualified as RC judges - plus they lived in Winnipeg, which was not far from Minneapolis.

When Jim arrived at our Florida house, we sat down with the photo albums and relived those happy days.

Jim didn't know that Walt almost missed the 1947 NATS because our son Terry, was about to be born and must arrive, and be home from the hospital, before Walt could start his

trip to the NATS.. The timing was close — New son Terry arrived home with his mother in the morning and Walt departed Maryland toward the west in the afternoon!! Thanks to Terry and MOM!

A stopover in Pittsburg to pick up Bill Good and Harry Geyer (Beacon Electronics) set us on our journey to Minneapolis. It was a HOT trip in a non-airconditioned car — That was normal for most of us in those days in the 1940's!

World War II had halted the NATS for the four years, 1942 through 1945. The first postwar NATS was in 1946 and located in Wichita, Kansas. That RC event had only a few entries with Jim Walker as the winner with his “full house” proportional system for Rudder, Elevator and Engine speed.

He used the same rig for 1947 in Minneapolis. The other entries were Vic Brown, Chet Lanzo, the Goods and several others I can't remember. My notes show that we made 12 flights there, but some of those must have been test hops.

After the official rounds were completed, Walker and the Goods were tied for first place!

The rules said that a fly-off must be made to break the tie. This was done several times without success until the Goods added an unassisted take-off, which we had not practiced before! That broke the tie and finished the contest. Unfortunately, Walker's plane crashed on that last round which prevented him from acquiring any extra points.

The photos illustrate the 1947 NATS RC contest —



Walt Good launching the RC Guff with Bill at the controls - only Bill's feet are visible. The Long twins are at the far left with their judging sheets. The Guff had rudder only and engine cut-off. The engine was an Ohlsson 60. The RC gear was a single channel Beacon Rx and Tx with a 4 spoke escapement.



Jim Walker adjusts tail of his proportional rudder & elevator, variable speed engine and trike gear.



Jim Walker at the control box with transmitter behind him on car fender.



Guff side view showing receiver suspended on rubber bands. The Guff had an 8 ft span and weighed 8.5 lbs.



Jim & John Long with their RC plane after winning a Canadian contest in the '40's.



Walt Good, 76, & Jim Long, 70, meet again after 45 years! A great reunion!! The 2m sailplane is called the "Duck", by designer Lawicki.

MORE MEMORIES OF CHET

It was with humor and nostalgia that I read in March-April issue Tom McCoy's interesting report on Chet Lanzo's "Puss Moth".

Except for the timer, I may have been the only witness to his winning flight. It was a shocking experience, believe me. But first let me quote Chet (from Tom McCoy's article).

"I sent all my plans, which were on

shelf paper to the Air Trails editor and he had them drawn up nicely and pretty for the magazine. The airfoil should have been an RAF 32. The article appeared and it had never been corrected. I can prove it. I still have the model."

I was the Air Trails editor! People submitted plans in all sorts of ways. Lou Garami, for example, never had plans. He'd bring in the model in a brown bag and, if pressed, he'd come back with cardboard from ironed shirts with just glue spots to mark the joints. He literally built in the air.

If I saw the printed plans I would know the draftsman. My guess is that the rough drawings (from Chet) were turned over to Paul Plecan, a talented draftsman/modeler. Did Paul change Chet's airfoil? Who knows? When I drew Dick Korda's Wakefield plans, he afterwards said I had gotten the landing gear too short. Probably a misunderstanding over some projected "full size" diagram on Dick's penciled drawings. (I was, along with Al Casano, Korda's timer for that famous record flight)

I can see Chet poised to hand launch the "Puss Moth". Can that be true? Standing on grass — I remember no runway. But, alas, that is only a shaky memory. I do know that I was

utterly overwhelmed. The "Puss Moth" may have been scale, but it looked like a huge Unlimited, big folder and all, and Puss Moth-like to me. It had no frills or detail. It probably would have placed, if not won, in some rubber class in Chet's hands.



Chet Lanzo holding his winning "Stick" design. This old photo came from his friend, Bucky Walter of Sandusky, Ohio

Obviously, nobody had the remotest chance in rubber-scale against this monster from outer space. It was a replay of Bassett's gas models screaming rubber jobs at early 30's Nats. I can't describe my fascinated

amazement. I don't remember anything else, except Chet holding this monster. I talked with him, and so remember an imagined attitude of man and model with that menacing giant folder.

Chet always found (good for him) such openings. They laughed at one Nats when he entered an RC glider in towline. After he flew, however, I think there were 62 or 63 protests.

Who can forget Chet? In his quiet, humble way, he often stole the scene with some remarkable or unexpected event — and his models, so many of them, are the epitome, even now, of things we love to build and watch.

Now, there was a man for all seasons ... even if he thought I didn't correct that illusive airfoil a half century ago!

Bill Winter
12822 Melville Lane
Fairfax, VA 22033

Karl Spielmaker and Bob Pattison man the SAM Booth at the Toledo Trade Show. They not only judged the old timer model displays but took in a number of new SAM members. Thanks for your volunteer efforts, Karl and Bob. You guys are what makes SAM so special!

OLD TIMER LOOKING FOR BUDDIES

Thought that I would let you know what a great job you are doing with the news letter SAM SPEAKS. The photos are reproduced with good quality and I really enjoy photos of old timers.

I enjoyed the letter from Joe Wagner and your reply. Joe is a wonderful person and I can understand how he feels, but I must agree with you.

I have been building and flying for over fifty years, starting with ten cent Megow models on to larger rubber models and on to free flite gas. I flew F/F competition in the fifties and sixties and enjoyed it. I didn't have to win. I just liked flying with others, talking and watching them fly. Today I don't fly competitively at all, just fly for the fun of it. Only one other modeler in the area that I know of flies old timers, and all of his models are not old timers. Although I still have some of my old engines, Ohlsson, Holland Hornet and Cox, all of my flying now is electric. Clean, quiet and the home owners don't call the cops. They are radio assisted — my legs aren't what they once were.

There are two events that do look tempting, the 1/2 A scale Texaco and the Brown Jr. event. Now if I could find a good Brown and plans for 1/2 A Texaco scale that sounds like fun. Something to look forward to.

Well Don, I have bent your ear long enough so I will close and be looking forward to the next news letter.

Charles Cortright
1837 Fairview Ave.
Easton, PA 18042



Thanks for your volunteer efforts, Karl and Bob. You guys are what makes SAM so special!

SAFETY FIRST

A hobby that has lasted a life time and is still my main interest in life is building and flying model airplanes. It all began when I was about 10 years old. I started building small models in school, home or any place that was convenient. This was around 1934 when I was in grade school. My Mom encouraged me in this hobby even as my wife does today. She sometimes builds along with me and has even entered a few contests.

Mom knew how interested I was in model airplanes, so one Christmas she bought me a kit called Quaker Flash. It was bigger than I was at the time but my buddy and I tackled this monster anyway. It took us about six months to finish. Mom took us to an open field and said "OK boys, make it fly!" We did and it did. It flew for about 10 seconds. The accident and the burial were the same day. But I didn't give up.

The second plane was a 1939 Comet Mercury by Carl Goldberg. This plane flew much better. So I thought that I was ready for my first contest. I entered a meet in Cleveland, Ohio when I was thirteen years old. There were lots of people and many, many model airplanes at the contest, too many people for the number of planes. It was too overwhelming to a teenage boy. I found myself a timer and thought that I was ready to go. I was so scared I could hardly start the engine. After it started, it sounded fine, so I tossed it into the air. After about 25 feet the engine sputtered and died. I yelled, "Duck, duck, duck!" and everyone did but one young boy who looked up just at the wrong time to see what was going on.

Wham, Bang! The plane hit the boy. There was blood all over the place. I just stood there frozen. I couldn't believe

what had happened. I didn't know what to do. I was scared to death, shaking and feeling sick. The boy was rushed to the hospital and the CD told me to go home — they would take care of the situation there. Such an incident makes a lasting impression, believe me!

The next week at the regular meeting of our model club, the father of the boy came to talk to us. His son had a broken nose and was doing fine. He did not blame us for the mishap. They, as spectators should not have been so close

to any of the modelers. I felt a little better after that, but not happy about the fact that I had broken someone's nose.

But I kept on flying. And I have been building model airplanes for nearly 58 years with a small intermission to raise a family. I still feel that the smart thing to do is to follow the rules of the contest. Listen to the advice of your CD and move away from the crowd. Accidents happen to the best of us. Even today some of my planes come too close for comfort to the people involved in flying. This still scares me, so I try to set up my equipment about a block away from the other modelers whenever it is possible. They might call me anti-social, but I still am afraid of hurting somebody, as most people are. I would rather be safe than sorry.

Maybe this will hit home for some of the flyers that seem too confident and think that their plane is in perfect condition. They can still go haywire at times when you least expect it. So, let's take warning: Listen to our leader so we can all enjoy this pleasurable sport. And remember, the name of the game is Fun, Fun, Fun! This is why we participate in the outdoor activity. See you at the field!

Robert L. Shakespeare
168 Tupelo Road
Naples, FL 33963 (813) 598-9027



Appropo of safety first, Dale Black of SAM 49 is trying to keep his model up while his pants are falling! Ken Myers, also a SAM 49'r, is timing.

REMEMBER THE COLOSSUS?

Aussie, John Wallen, whose 9 foot monster was pictured in SAM Speaks, has found some pen pals due to his notoriety. One correspondent, Ron Parker, Prez of the Hou-Texins R/C Club and SAM 82, has struck a real mailorder friendship as a result of our Speaks articles. John is coming to America — I'll let Ron tell the story:

I was one of the original 11 folks who offered a little information after John Wallen wrote SAM Speaks. I believe I am one of the two he still feels are correspondents. We have exchanged 4 letters since then.

SAM Speaks does a great service by getting folks together, via the mail, to share a common interest. John is a great modeler with a big heart and quick wit, a real credit to SAM.

From our letters, he has told me he will be coming to the U.S. to visit, among other countries, late this year. I'm doing my best to convince him to stop in Houston to visit me and others in SAM 82. If he does, you can expect a lot of photos to come your way showing his American adventure.

The type of world tour that he's talking about would drive me nuts. I'll keep you up to date on this neat little story of how modeling spans the globe.

Ron Parker
11055 Sands Pte.
Houston, TX 77072



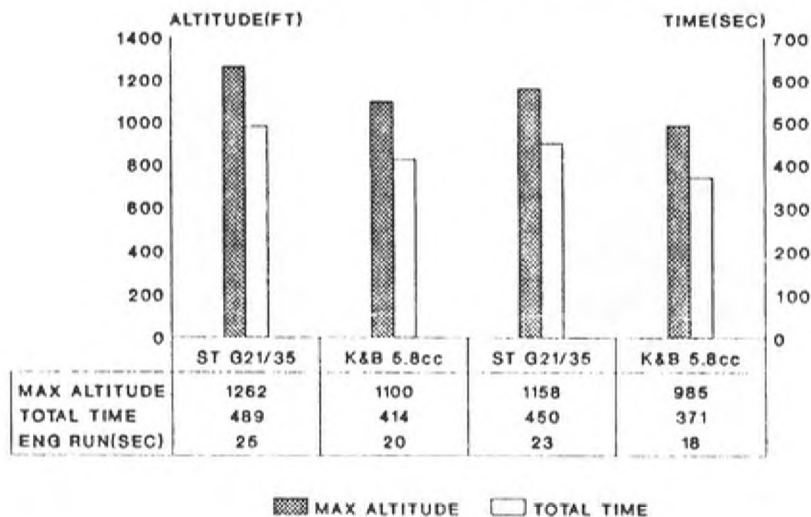
SCHNUERLE VERSUS CROSS SCAVENGED GLOW ENGINES

By Dick Huang

Will the SAM new rules involving the Limited Engine Run (LER) events require a engine change? Specifically, Schnuerle versus cross scavenged glow engines. The answer is stay with your Super Tiger if that's what you are using.

PLAYBOY ENGINE COMPARISON

C GLOW ; ST G21/35 VS K&B 5.8cc
WEIGHT• 54(ST)• 57.9(K&B)oz ; 800 IN²



PLAYENG.CHT (3-1-92) DICK HUANG

The performance of two excellent engines are compared in the attached figure. Joe Elgin's Playboy (800 in²) was used as the engine mount for the K&B 5.8cc and the ST G21/35. The K&B represents a hot Schnuerle engine running on 35% nitro fuel; the Super Tiger is a good representation of a cross scavenged engine running on only 15% nitro fuel but 3.9 oz. lighter than the K&B. The figure shows that the K&B climbs about 10% faster than the Super Tiger. However, the K&B cannot make up the 20% to 22% shorter engine run when compared to the Super Tiger. The conclusion is to use the Super Tiger. By the way, I've flown the Playboy with both of these engines and agree with the computer generated results.

No, I don't have any Super Tigers for sale, Jim Lobb and Jim Reynolds cornered the market on them five Years ago.



John Bortnak, Calgary, with his "Goodrich Trophy Winner" at the 8th annual CAN-SAM Champs



An unusual rubber camera plane from a 1935 M.A.N., with twin contra props and camera. Hilda Baker is holding for builder, David Baker, England

CZECH DESIGNER, RADO CIZEK, COMING TO AMERICA

The World Scale Championships at Muncie, Indiana, will bring FAI International Scale Judge and famous Czech model designer, Radoslav Cizek, to America for the first time. Well known for his OT rubber, glider, and free flight designs, Rado, as he is known, will travel to Muncie from Prague in August to join the international panel of judges for this prestigious scale event. Czechoslovakia will also be sending a national team to compete.

Following the scale championships, Rado will travel to California as the guest of Don Bekins and Roy Webber of Rio Vista (an old friend and also a scale judge). He will attend the National Free Flight Champs at Lost Hills over the Labor Day weekend and later the SAM 51 Annual Bill Barton Memorial Old Timer R/C contest at Woodland, California, September 12th & 13th before returning to Prague. Be sure to drop by and say hello to Rado if you plan to attend either of these meets.

Rado's designs have appeared in the National Free Flight Society Digest and *Flying Models*. He is co-founder of the first SAM chapter in Eastern Europe, SAM 78, which now has over 150 members and an impressive newsletter. Rado, now 72, taught himself English through reading American and British model magazines.



Rado Cizek with his original "Zehrovice 2" glider, designed in 1949, and adapted to R/C.

Schmidt: continued from page 13

and found it to become rounded again in its free state. This happens 15% of the time. Generally they stay oval and are not usable. LaMoine Schrock bought four new in the box McCoy .29 FRV stunt engines at Toledo for their cylinder/piston parts and three of the four were oval brand new.

I switch parts around until I find a block and sleeve that slip fit cold.

The best block is the die cast bump lug ECJ #32 and #34 These have the largest bypass cavity and four intake port windows The cam on the crank is cut by putting the threaded end into the three jaw chuck with a .020 aluminum shim under one jaw opposite the crank pin and turning a cam .016 deep. Assemble the crank in bearings so free as to allow the crank counterweight to rock to the bottom when spun Use kerosene for all assembly. Make sure the rotary valve is crisp and not worn. I make my own timer assemblies but you can buy them from Woody Bartelt.

Never remove the rings from a piston unless absolutely necessary. Check the ring gap for minimum and install with gaps 180 degrees apart Make sure all fits are precise and set spark timing at 45 degrees BTDC. Use a starter (naturally) and break your engine in with a series of short runs. Never run the engine at peak RPM on the ground for more than a few seconds or you will burn it up on gasoline. A McCoy .29 with proper fits will deliver 12,600 to 13,100 and will blow the doors off of any engine of its era.

Note: SAM free flight rules allows FAI glow fuel and a McCoy engine will continue to run after the ignition is shut off when running on glow fuel, so check this out if planning to fly F/F and glow fuel. SAM rules allow only that the ignition be shut off and fuel interruption or flood off is not allowed. Stick this engine in a 532 square inch Play Boy and meet me at the flying field!

Bill Schmidt



Bekins photo

A sight rarely seen at the famous Taft flying site. A Bonanza landed during the SAM 26 Spring meet, watched the events, bought two old timers from contestants, then flew off. The familiar Taft entrance is in the background.



Bekins photo

Dick Monaghan, SAM 26, CA, with the seldom seen 1936 "German Tailless", from the 1938 Zaic Yearbook. Dick thrives on the unusual. His "Mystery Man" appeared in a recent SAM Speaks.



Roselle photo

Happy with his new discovery, P-30 rubber, the late Howard Osegueda was always getting into new modeling adventures. We miss that happy-go-lucky guy!



Pat Page, SAM 21 and booster of a "Foxaco" event, with his Fox 35 powered "Buzzard Bombshell", scratch built from Pond plans.



Gerald Martin from Texas with his Thermic 70, scaled to 100" at the 1st SAM 32 Spring contest, Blythe, CA. "Good Glider!" (Look at that field!!)

SITES, continues from page 3

priced meals, a great flying site and except for dust on the roads leading to the field we thought that we had finally located the perfect place. This good fortune was not repeated when we held the 1990 champs in Jean however, The wind blew each day and shortened the flying day to just a few hours. The dust driven by the winds was completely unacceptable. Even the banquet accomodations seemed to be shrinking with our ever increasing numbers.

Next year, 1993, it is California's turn to again host the SAMCHAMPS. Fresh memories of Jean has turned many of the modelers against returning to Jean or Las Vegas. So the hunt has turned to evaluating all the possible sites in California. First a list of the possibles was drawn up. Good old Taft and the large new site at Lost Hills, the 1985 site at Madera and to this we have added new locations. Waegell field, east of Sacramento and the Bomber Pad at Oroville. All of these old and new sites have problems. Taft is 35 miles from large hotels. Lost hills is 60 miles from large facilities. The owners at Oroville said nothing doing! We posed too much of a fire threat. They are building homes in the middle of the flying field at Madera. Waegell field is squeezed by a drainage canal on one side and high tension lines on the other, Good enough for R/C, but out of the question for a big free flight meet.

So where do we go?? Well that evaluation is under way right now. A choice will have to be made and some of the desired qualities of an ideal site for the SAMCHAMPS are going to have to be weighed against others. The site for '93 is California, but just where has yet to be decided.

Has anyone got any further suggestions??

Rubber Reviews, contiued from page 11

your body. If you violate this one, save some of the tenderloin steaks for me.

4. I use a Goodell carving knife with a 3 1/2 inch straight cutting edge.
5. When blade surfaces are contoured as desired, and balanced closely carve the blade outline of one blade to an outline that suits you. Then cut a paper pattern of that blade and trace this outline on the other blade. This helps to keep both blades approximately the same size and shape.
6. Rough sand to finished shape, then fine sand to prepare for finish. Many types of finishes can be applied. Several coats of 1/2 dope and 1/2 thinner with fine sanding between coats works well for me. Have fun,

Ernie Linn
3505 E Mt Vernon
Wichita, KS 67218

Engine Analysis, continued from page 12

than the drive hole so you can't put the rotor in wrong. Sometimes you find that someone has drilled it out. In this case be sure the rotor port is timed properly before you install the back cover. The port should open just after the piston has

started up. Crisscross the screw tightening pattern here also and remember the gasket.

Sometimes the stove pipe venturi comes loose. It can generally be re-set using a small amount of Lock-Tite or metal filled epoxy (clean thoroughly first). Slip a small rod or drill bit through the needle valve holes to turn the venturi and line it up with the rear case.

When replacing the timer, first remove the clamp screw and slide the marcel spring out about half way to the rear. You can work the marcel spring over the crankcase boss and keep it inside the timer as it slides into place. The cam will go on in two positions. Be sure the points just open as the piston reaches top dead center with the timer arm about 20 above horizontal. Special Note: I have found a few crankshafts with the cam flats located in random positions, which will cause the timer to be in an odd place no matter how the cam is installed. These are either late production for glow engines, where cam position is of no importance or reject parts picked up by "engine assemblers" after Atwood went out of business.

Group 1 engines use the V size spark plug (3/8") with a gap of 0.010 to 0.015". Point gap specified is 0.010 to 0.012". Group 2&3 engines use the VR-2 plug (1/4") with a gap of 0.010" and a point gap of 0.008 to 0.010". All engines require the prop to be drilled out to 11/32" dia.

Parts, Engines, and Repairs: I specialize in Atwood engines so have a few parts and a repair service available. I do no hop-up work. I hope to have reproduction timers and cylinder heads available in the future but don't have them yet.

K&B piston rings, part No. 6516, will fit Atwood Champions. They are currently in stock at K&B Mfg. Co. and sell for \$5.00 each plus shipping.

TEST RUNS All on 3/1 gas & oil

JH (DR model) w/straight intake

(Test engine has new rings; still tight)

14-6 Rev Up	7500 rpm
13-8 Rev Up	8000
12-6 Power Point	8800

Super Champion

14-6 Rev Up	7200
13-8 Rev Up	8000

H model (Round port ringed)

14/6 Rev Up	7400
13/8 Rev Up	8000

NEXT ANALYSIS Atwood Triumph

Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556
(512) 455-9543

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THE COX TEXACO .049 THE MILEAGE MAKER



SPECIFICATIONS:
Displacement: 0.04997 cu.in. (0.8189cc)
Bore: 0.406 in.
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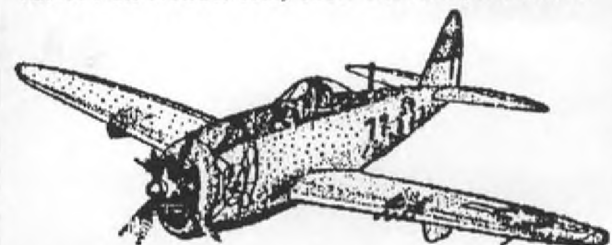
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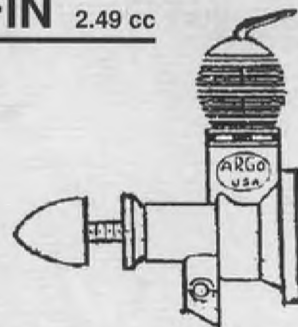
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SAM CHAMPS RESULTS ISSUE



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Cover

Mik Mikkelson launches his great performing Lanzo "Duplex" 4 Ounce Wakefield during the SCIF's Spring Kickoff meet at Taft. Mik was past president of the SCIF's (SAM 3) and flies mainly rubber, but also dabbles in free flight 1/2 A Texaco and Gas Scale

Cover photo by Don Reid

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Editor

Don Bekins
 85 Bellevue Ave.
 Belvedere, CA 94920

Production Director
 Jim Adams

Desktop Publishing
 Don Bekins

Contributing Editors

Rubber Power
 Ernie Linn
 3505 E. Mount Vernon
 Wichita, KS 67218-3959

R/C Assist
 Bob Angel
 1001 Patterson Rd.
 Santa Maria, CA 93455

OT Ignition Engines
 Charlie Bruce
 Rt. 1, Box 766
 Milano, TX 76556

Free Flight & SAM Schedules
 Jim Coffin
 4604 Hillbrook Dr.
 Annandale, VA 22003

OT Electric and 1/2 Texaco Scale
 Jim Alaback
 12366 Nacido Dr.
 San Diego, CA 92128

Society of Antique Modelers Officers

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

Eastern VP
 Mike Granieri
 3 Dryden Rd. Box 78
 Pottersville, NJ 07979

Rocky Mountain VP
 Art Grosheider
 2045 St. Paul
 Denver, CO 80210

Midwest VP
 Bob Larsh
 45 S. Whitcomb Ave.
 Indianapolis, IN 46241

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

F/F Coordinator
 Abe Gallas
 28 Rustling Wind
 Irvine, CA 92715

**SAM Chapter Coordinator &
 R/C Coordinator**
 "Woody" Woodman
 233 Longview Dr
 Bayville, NJ 08721

Secretary/ Treasurer
 Bob Dodds
 209 Summerside Place
 Encinitas, CA 92024

THE EDITOR SPEAKS

by Don Bekins

THE CHAMPS ARE OVER, LONG LIVE THE CHAMPS!



This great old timer gathering and competition is history for another year. Dave Lewis, newsletter editor for SAM 21, made the long trek (2,200 miles) to Vincennes, Indiana from California in Ed Hamler's van loaded with eleven of their models. He has written an excellent report. Pictures came from all corners of the country. Many thanks to those of you

who contributed to making your SAM Speaks better than ever.

For old timer modeling activity, 1992 has been a hard year to beat. Several major east coast and mid-western contests have been held drawing as many as 45 contestants from numerous states. Some ninety SAM members from the US, England, Canada, and Europe just converged on Gorizia, Italy for a really exciting commemorative Wakefield contest sponsored by SAM Italia.

THOSE WHO CONTRIBUTE TIME AND TALENT TO SAM

SAM is many things to many people. The other day we received a packet of nearly 30 photos, all excellent, from Harold Johnson of Minneapolis taken at the SAM Champs. Photography and socializing are what Harold enjoys about SAM (he flies OT free flight). He says, "Photography is the contribution I make to SAM that offers some measure of enjoyment to the membership."

President Jim Adams shipped us 63 pictures of the action at Lawrenceville. Now there is a guy who gives and gives to SAM, at the same time enjoying and enjoying old timer modeling. Jim not only competitively flies free flight and rubber, but he occasionally crosses over to fly R/C. His name is inscribed more than once on many of SAM's perpetual competition trophies. Jim does it all very well, and with great enthusiasm. He is now representing the US at the Wakefield bash in Italy.

R/C Columnist and Western VP, Bob Angel, travelled to Lawrenceville with his camera only -- left his flight box home. He sent some 37 excellent pictures. Here is another volunteer who makes SAM what it is today. Bob not only writes the R/C column, but helps your editor by proof-reading SAM Speaks, catching the many small errors that inevitably occur. In addition he writes the popular SAM 26 newsletter.

So many people do so much to keep SAM alive and growing. Think of all those contest directors and managers who run the Champs and regional events each year — and those who man the SAM booths at trade shows. It's a lot of work! And they love it! Think about what you, too, can do to make your membership in SAM more enjoyable.

SAM MEMBERSHIP, WORLDWIDE

We now have approximately 2,650 members in the U.S. and another 1,700 non-voting members world wide who receive SAM Speaks. The foreign chapters do not send their membership rosters to SAM U.S.A., so we do not have exact membership

numbers overseas. There are now 106 chapters in the U.S. and 18 in foreign countries, including the first one in the eastern block countries, SAM 78, Czechoslovakia, with over 200 members. SAM in Britain has over 1,000 members.

THE AGE OLD PROBLEM: MODERN ENGINE TECHNOLOGY VS. THE PREAMBLE

We have received a number of letters questioning the use of screaming schneurle engines in old timer competition. Is SAM truly adhering to its own Preamble while running basic glow events in the SAM Champs and regional events? Making old model designs and engines fly in modern times always brings up the ageless and inherent conflict of modern versus traditional. Should we continue to have glow engines of all types compete in old time models? The technology of both 2 cycle and 4 cycle engines is ever improving — just as the state-of-the-art for ignition engines did in the 30's, 40's, and 50's.

As an active participant in past rules revisions, I have steadfastly encouraged the continued use of glow engines because of their current availability. A newcomer to SAM simply does not know where to find an old ignition engine, and might initially be discouraged with the complexities of ignition flying even if he did find one to install in a model. However, time marches on. There are still a few cross-scavenged engines available in hobby shops today for sport flying, and there are more and more reproduction ignition engines appearing. I just heard of a fellow who is now reproducing the Super Tiger G/21 cross-scavenged glow engines.

It is probably time to consider allowing only cross scavenged glow engines for use in old timers. Think about it. That time must come if we are to keep alive the true meaning of our SAM Preamble.



Dave Lewis photo

Ed Hamler, last year's SAM Champs R/C CD and SAM 27 member, enjoyed himself this year. -- no official duties, only fun flying. He is seen here launching his Class B glow Bomber into the strong wind.

1992 SAM CHAMPS REPORT

AIR AMERICA CENTER,
LAWRENCEVILLE —
LARRY DAVIDSON REPEATS AS R/C
SAM CHAMPION FOR 1992

by Dave Lewis of SAM 21



In weather that ranged from dead calm to blustery winds and from humid heat to pouring rain, Larry Davidson from Long Island, N.Y. did a repeat as R/C SAM Champion but

this time things were a lot closer.

The flying site is a large runway that was closed off by the airport authorities for use by the Free Flighters and the R/C Fliers. The other runway was open and active but there were no problems—only a few full size planes over-flew the contest. The Free Flighters moved their launch areas round depending on the wind direction (and there was wind, plenty of it) but the R/C bunch stayed at the very end of the runway, by the big "X" that closed the runway. The set up as such wasn't too bad; the drill was to park your vehicle off the runway, fly from the runway and land in the grass adjacent to the runway, which was pretty good. It sure was nice not to have any dust around and the landing area was really quite large, but still the winds blew the planes backwards off the landing area and into the "corn" which we learned was really some kind of silage. Even on the last day, when the winds blew right down the length of the runway, the planes were still being blown out of bounds. This happened to Don Bishop of SAM 26 on which would have been his third Max flight in C Ignition.

The sponsoring club was SAM 57 and the Contest Manager was Don Sachtjen and the R/C Contest Director was Bill Brenchley who used an unusual frequency control system. Rather than a carousel, Bill used a long board with the odd frequencies on one side and the even frequencies on the right hand side of the stick; the contestant placed his



Hamler photo

This is the flying scene at the SAM Champs -- runway with green all around, trees and corn fields in the distance. Here Dave Lewis launches Ed Hamler's AVRO to a 4th place finish in the 1/2 A Texaco Scale event which drew 32 contestants, a popular new R/C assist event.

own clothespin on the slot and took the frequency pin but if the pin was gone, the contestant put his clothespin on a peg and waited for the frequency pin to come in. This do-it-yourself system really worked quite well mainly because there are a lot more odd numbered frequencies in use now so the SAM contestants are spread all over the 50 available frequencies, of the 4 radios I had back there, only on one did I have any conflict. To me, this freedom to fly just about anytime you wanted to fly was the nicest thing about the SAM CHAMPS this year. It worked at Air America Center so I see no reason why it wouldn't work at other contests. The transmitter impound tables also were unmonitored so you could grab your radio whenever you had your frequency pin. Individual contest cards were in use rather than the single large card used at the Jean SAM Champs.

Well, I guess I better get around to the motel facilities at SAM Champs this year; it was called the "Executive Inn" in Vincennes, Indiana, and to be kind, this place left a lot to be desired such as cleanliness. The rooms I was in were a mess; dirty, smelly and you were greeted by a sign on the bathroom door that read you would be prosecuted if you stole any towels!!! That got your attention. Then there was the ice situation. There were only two ice machines in the whole place and only one of them worked, so we ended up having to buy a bag of ice every morning for our coolers and it was

so hot and humid, you had to have a well stocked and iced up cooler to survive in the heat at the field. And when there is heat and humidity, there is always the possibility of thunderstorms and there were two really big ones, especially on the Sunday night we arrived—the lightning was a better show than the 4th of July Fireworks we saw on the way back to Vincennes.

The Spirit of SAM Concours was held in an auditorium at Vincennes College but it wasn't very well entered (about 20 planes) and not very many spectator/voters, not like the mob that was at the Jean Spirit of SAM Concours. The winner was a very neat and clean "Dallaire" powered by a Super Cyclone and it had the best silk covering job I have ever seen on such a big plane. It deservedly received the top award. Sec-



Jim Adams photo

Jack Bolton, past East Coast VP, with his 2nd place "Coronet" in the Spirit-of-SAM Concourse event



Hamler photo

Great action shot of an Anderson Pylon taking off instantly in the high winds. Hamler took the photo, but no one can name the pilot.

ond place was a silked "Coronet". The people I talked to said that they would not vote for any model that had modern plastic covering on it no matter how nice the plane was; apparently this mind-set was reflected in the voting since only silk covered models placed. One guy told me that, a few years ago, someone trying to bring in a Monokote-covered model wouldn't be allowed in the hall and would have to take his model back; seems hard to believe, doesn't it.

The business meeting had no surprises this year except that it was lightly attended. They used the business meeting to induct the new SAM Hall of Fame honorees. Honored this year were George Armstead, John Drobshoff, Carl Goldberg, Ed Lidgard, Don Lockwood, Leon Shulman, Wally Simmers, Bob Sommers, Peter Sotich, Herb Wahl and John Worth. Some of the stories told by some of the inductees were hilarious, recounting their modeling experiences in the early days. At the end of the meeting, Larry Jenno, the SAM Champs Contest Manager at Jean, Nevada, in 1989, jumped up and put in a pitch for SAM Champs at Henderson, Nevada, next year using the VAMPS (SAM 25) Free Flight Field at El Dorado Dry Lake. The dry lake is just off the highway and has very little dust (as compared to Jean dry lake). The headquarters would be at a big motel/casino complex in Henderson. Larry Jenno then said that

the flying hours would be from 6 AM to 1 or 2 PM and this brought a rippling of applause from the audience so this is one way to beat the wind; fly early, early in the morning. This would make people like Sal Taibi happy since that is when he likes to fly. Jim Adams, Pres. of SAM, now has this presentation from SAM 25 but I know he is looking at other locations.

The total membership in the Society of Antique Modelers is 2,650 and there are now 106 chapters in SAM. At the SAM CHAMPS in Vincennes this year there were 257 entrants split almost evenly, 133 free flighters and 124 R/Cers. The R/C figure is about the same but the Free Flighter attendance was down considerably from last year. Everybody's friend from "Down Under", Mr. Colin Borthwick, was given a special award this year to show appreciation for the fact that Colin has attended the last 7 SAM Champs in a row even though he has to travel half way around the world to do so. He very deservedly received a standing ovation mainly because he is such a nice guy and always has a good word for everyone.

The weather was a big factor this year at the Air America Center. The first and third days of flying were excellent but the second and fourth days were virtually blown out. Wind was in the area of 25 knots (which is close to 30 mph) on the second day and close to that



Harold Johnson photo

Hall of Famer, Bill Brown, with President Jim Adams

on the fourth day; however, on the last day of flying, about in the middle of the afternoon, the wind cut off so all the "sandbaggers" jumped out on the runway, started their engines and went about putting up maxes. There was a big thunderhead moving in and it was headed right for the field so I guess this



Harold Johnson photo

Warren Weisenbach of Cleveland tunes his Forster 29 powered "Alert" for an official free flight entry.

was the "calm before the storm" but conditions were beautiful for flying with the best air of the meet. Larry Davidson put in 3 quick maxes with a smaller size pylon ship powered by a front rotor, square port Ohlsson and this won him C Ignition out of about 64 entries most of whom chose not to fly during the day in the high wind. Larry waited all day,



Harold Johnson photo

An Ehling 8' Gas Model, Atwood Champion power, by Geroge Murphy from Tennessee

helping others and generally making himself useful until it suddenly was time to fly. I started to fly a little too early. I just didn't have the patience of Larry Davidson who won each of the three LER ignition classes and took second in Texaco which is exactly what he did at the last Jean SAM CHAMPS when he was R/C Champion there.

Unfortunately, there seemed to be more crashes, really bad ones, this year than before. Planes were folding wings 2 or 3 times a day. Also, there seemed to be some control problems which were certainly exacerbated by the wind. Ed Hamler, Sam 27, had his "Bomber" do a big hairy loop on takeoff and pancake back onto the runway at his feet but damage was moderate. Ed doesn't know what caused the plane to do this. Eut Tileston had his planes blown about a



Harold Johnson photo

Tom McCoy of Florida about to launch his "Casano Duplex Stick"

bit on landing in the wind. The same thing happened to John Pond who had his electric "Bomber", the one made for him and presented to him at a SAM 21 meeting, come apart on the ground just as he landed it—the wind just picked it up and tore it apart. My scaled-up "Interceptor" had the fuselage twisted around when the wind caught it after it landed.

The Texas contingent did pretty well and a lot of them were flying Shearshaw designs like the "Nimbus" and the "Cumulus" with hot glow engines in them. Californian, Dale Tower, had a couple of the Nelson engines in .19 and .40 size and, of course, his planes were just boring big vertical holes in the sky; very impressive I am sure (as long as the wings stay put). Walt Geary had his usual array of nicely built, silk-covered jobs at the contest. This year he has added a Class A Megow "Chief", scaled down from his 720 sq. inch class C Megow "Chief".

If this year's SAM Champs had a theme, it was to honor the Brown Jr. engine and we had the honor and pleasure of having Mr. Bill Brown attend the contest. There was a special event this year in which the model had to be powered by either an original Brown Jr. or a Herb Wahl replica. The contest managers expected to have maybe 10 to 15 entries and maybe half of them fly in the event. Well, they had a fantastic turnout, 40 entries, and half of them put in official flights using a 90 second engine run and a 30 minute max. I am sure Bill Brown really felt proud to see so many of his engines out and running, pulling an old antique crate into the air. John Delagrangé showed his appreciation by giving each entrant that flew in the Brown Jr. event a pith helmet with a

sticker commemorating the event. Additionally, Bill Brown had with him the first engine he built, in 1930, and he ran this engine several times for the people. He had it mounted in a hand-stand and he ran it holding the engine in his hand. This engine was the immediate predecessor to the Brown Jr. that started this whole business. The 1930 engine appeared bigger than the Brown Jr. and it sounded stronger than a Brown Jr. Now, I wonder if we could have Herb Wahl get the dies from Bill and do a production. Nah, that's too much to hope for. Bill also gave out the trophies for this event at the awards banquet.

Well, there you have my version of this year's SAM Champs at Air America Center. In summary, it was a mixed bag with some very nice things and others



Harold Johnson photo

The first Brown, Jr. engine, run by Bill Brown at the Champs.

not so good. The flying site was the best and the motel in Vincennes not so good and almost 2 full days of wind was quite frustrating too, but, on the whole, I'm glad I made the trip.



Cabrer with a Bantam 19 by Jim Kutkuhn, Kansas



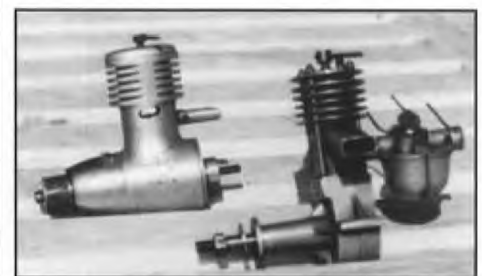
Harold Johnson photo

A beautiful "California Champ" by Claude Curray, Kentucky



Jim Adams photo

Champs action: Joe Page's "Cumulus" powered by a McCoy 60 takes off into the strong wind. Joe entered the model in 3 events, including the Brown Jr. event by swapping engines



Jim Adams photo

Some rare foreign engines from George Tallent of Arizona: left, Brevetato M&P, Italy, rt. ETA 5, British.



Jim Adams photo

Hall of Fame inductee, Ed Lidgard, with Tom McCoy (rt.)

John Bortnak

Power Free Flight



John Bortnak came all the way from the cold Canadian north to sweep the free flight power events at the Champs. Past multiple-time Canadian national champion, John has an abiding love affair with antique modeling and SAM. He did consistently well at the SAM Champs, placing 3rd or better in almost every power event he entered.

A competition flyer since 1951, John feels practice makes perfect. He trims and flies, and trims and flies until he can close his eyes and make his models perform. This was Bortnak's unprecedented fifth sweepstakes win at the SAM Champs, adding another major trophy to the 1,000 or so he has won over the last 40 years at various national and international competitions.

An accountant by profession, John retired in 1980 to pursue his two passions: model building and flying, and physical fitness. Now 65, he has been body building for over 30 years. In addition, he is a professional musician, plays ukelele, dobro, pedal steel, and banjo.

Larry Davidson

R/C Assist



Larry Davidson has always loved airplanes since he can remember. When he was in school, he spent most of his study halls designing free flights. His first model was a Jasco Baby Phoenix with a Cub .049, built in June 1950. He built many other free flights Zippers, Zeeks, Fubars, Jasco Floaters, and then a 1/2 A Mini Hogan with a Torp .049, which won him his first trophy - a 2nd place - in a Plymouth meet in Connecticut in 1951. The modeling bug bit him, badly!

During '51, Larry joined the Long Island Gas Monkeys which met in Bob Aberle's basement. His first R/C model was a Live Wire trainer built in 1954, with a radio that worked sometimes. Davidson has flown just about everything since then, including full scale Cessnas and a Piper Arrow, which he sold last year.

Larry started his own landscaping business in 1952 then sold it in 1968 to start his very successful Larry's Hobby Supplies. He sold that retail and wholesale business 20 years later and retired. Around 1988 he started to get interested in SAM, winning a first place in 1/2 A Texaco at the SAM Champs held in Lawrenceville. Now, Larry says, his whole life seems to be encompassed by SAM — with the wonderful effort and support from his wife, Elaine.

Don Reid

Rubber Free Flight



Don Reid began his modeling interest in the mid 30's with stick and tissue flying scale and endurance designs. When he read a November '39 issue of Air Trails covering the great flight by Dick Korda which won the Wakefield event, Don was hooked. He built Korda's design, and it flew better than anything he had done previously. That started him on a lifetime of competitive flying. He built Gollywocks, Jabberwocks, then began to design his own models. Unfortunately all those originals were lost to antiquity. He obtained an O&R 23 and experimented with powered models such as the Comet Mercury and Pacer, among others.

Now 65, Don obtained a civil engineering degree from McGill University. He is a registered Professional Engineer for Highways and Bridges, retiring in 1988 from the Canadian government as Director General of Transportation after 35 years of service.

During WWII, Don spent most of his spare time building and flying models, having luckily obtained a good supply of T-56 rubber, tissue and balsa. During the immediate postwar years he attended university, discovered girls, started a career, got married and had a family. He dabbled in models again for awhile in the late 50's earning a berth on the Canadian FAI 50G Wakes and Power Team. But he declined and devoted his next 25 years to family and golf.

In the fall of '86 he had the misfortune to lose an eye to cancer. Fortunately there were no complications. During his convalescence, he rediscovered modeling and SAM. He attended his first SAM Champs in 1988 and has been to every one since. He has become the acknowledged expert on Gollywocks and has a feature article in this issue of SAM Speaks.

1992 SAM Annual Membership Business Meeting MINUTES

The meeting was convened at 7 P.M., July 8, 1992, in Green Auditorium, Vincennes University, Vincennes Indiana.

Present for the roll call of officers were Jim Adams, President; Mike Granieri, Eastern V.P.; Robert Larsh, Midwest V.P.; Robert Angel, Western V.P.; and appointee Everett Woodman, RC Coordinator. Absent were Art Grosheider, Rocky Mountain V.P.; Robert Dodds, Secretary - Treasurer; and appointee Abe Gallas, Free Flight Coordinator.

The minutes of last year's meeting, having been previously published in SAM Speaks, were accepted without being read, and with no objections to this procedure.

The President made his report, noting that current regular distribution of SAM Speaks is 2615 copies, with a total of 3100 being printed. Five new SAM chapters were added during the year, for a total of 104 chapters, of which 17 are outside the U.S.

The President also reported that SAM Speaks has been brought current as of the July-August issue, which is being delivered in July. After purchasing some new computer equipment, Editor Don Bekins has been able to scan the entire publication onto disc, eliminating the half-toning of photographs, and reducing the time required by the printer. Don was commended for his efforts. Mr. Adams also noted that the new rule book was published early in 1992, and that the supplement to the SAM approved models list is being published. He gave a brief report on SAM library progress, and stated that the missing magazine issues are still being filled in.

Midwest Vice President Bob Larsh gave a report on the SAM Champs progress.

Eastern Vice President Mike Granieri had nothing to report.

Western Vice President Bob Angel reported progress on the 1993 SAM Champs, to be held in or near California. Bill Booth, has been named Contest Manager, Jim Persson is free flight C.D., with the RC Contest Director yet to be named. Several sites are being considered, and the most probable time frame is October. At this point, the membership was questioned about their interest in a repeat contest in Nevada. Larry Jenno then made a brief pitch from the floor regarding a different site (from Jean) in the Las Vegas area.

Jim Adams read the Secretary - Treasurer's report, then asked for and received membership approval of the report as presented.

Bob Angel presented two proposed by-laws amendments, noting that the Board of Directors had reviewed and unanimously recommended them to the membership for approval. The first amendment fulfilled a requirement by the Post Office, as a condition of our new 2nd class mailing permit. The new permit upgrades and speeds delivery of SAM Speaks. The by-laws amendment states the portion of each members annual dues which go to pay for the publication of SAM Speaks.

The second by-laws amendment provides for more expeditious and orderly succession to the President's office, in the event of his incapacity. It provides that the Vice President from the current President's geographical area succeed. This replaces current wording that the Board of Directors would meet (with quorum present) and select a successor by majority vote.

Both by-laws amendments were passed unanimously by the membership, and will be put into the next reprinting of the SAM rule book.

Carl Hatrak reported on the balloting for officers. All incumbent officers were re-elected for the coming two years.

Carl Hatrak read the list of members deceased since last meeting, and called for any additional names to be added. This year members from England were added to the list.

Jim Adams made award presentations to the officers for ser-

vices performed during the period.

There being no further business, the meeting was adjourned.

Immediately following the business meeting, Jim Adams conducted the SAM Hall of Fame awards ceremonies. Biographies were read, and awards made to George Armstead Jr., John Drobshoff, Carl Goldberg, Ed Lidgard, Donald Lockwood, Leon Shulman, Wally Simmers, T. "Bob" Sommers, Pete Sotich, Herb Wahl, and John Worth. Messrs. Armstead, Lockwood, Wahl and Worth were in attendance for their acceptance. Messrs. Drobshoff, Goldberg, and Sommers are deceased. The others, for various reasons, were unable to attend.

Minutes respectfully recorded and submitted

Robert Angel

Annual Financial Report

This report covers the period from 6-13-92 to 6-16-92.

* This report reflects a corrected bank balance from the 1991 final statement, previously published.

BANK BALANCE for 6-13-91*	\$30755
INCOME	
Renewals and new memberships	35570
Interest	1805
Plan Sales	1142
Sam 35 books	603
Sam Speaks advertising	1349
Library magazine sales	65
Total	\$40534

EXPENSES

Trade shows	150
Life placques	299
Postage and telephone	3819
1991 SAMCHAMPS	2872
1992 SAMCHAMPS	1009
Sam Speaks, printing and mailing	27616
Refunds	154
I.R.S. fees	165
1992 Rule Books, print and mail	3501
Supplies	955
Capitol equipment	1188
Plan service	150
SAM 35 book sales	209
Library magazine purchase	2000
Total	\$44087

DEFICIT for 1992 -\$3553

BANK BALANCE 6-16-92 \$27271

Respectfully submitted,

Bob Dodds.
Secretary/Treasurer

IN MEMORIAM

1991 & 1992

BARNETT KERNOFF	CA
LARRY NIGH	IOWA
EMERSON ELWELL	PA
KELLY THOMAS	CA
ED HEINEMANN	CA
HOWARD OSEGUEDA	CA
FRANK NEKIMKEN	ILL
HARRY LOWE	CA
GEO NOREEN	WA
TOM LAURIE	CA
BOB WENSEL	OH
VERN HAYNES	NC
FREDDIE BARTHOLOMEW	FLA
HANK SCHMIDT	OR
LEO WEISS	NY
"JAKE" JACOBSON	NJ
MARVIN MAYO	MO
CHUCK FEULNER	IL
LYNN COLE	OH
TEX HARTMANGRUBER	VA
WALTER GOLEMBIEWSKI	IN
BOB SOMMERS	CA
JACK HUMPHREYS	ENGLAND
VIC BOTTA	ENGLAND
ARTHUR WIGGINS	ENGLAND
BUTCH HADLAND	ENGLAND
ERNEST GANN	ENGLAND

LOST HILLS MODEL AIRFIELD ASSOCIATION JOIN NOW!

Anyone who flies model airplanes seriously knows that good flying fields are becoming scarce. With this in mind, and as a hedge against the time when the fields that we are now using will become off limits to modelers, the LOST HILLS FREE FLIGHT MODEL AIRFIELD ASSOCIATION has been

formed to oversee operation of a flying field in Lost Hills, California. The field was purchased and is being managed by a non-profit corporation with a board of directors made up of active F/F modelers. This field, that has been dedicated as a permanent location for free flight and similar model activity, is centrally located for western modelers from Canada to Mexico. The field is on 630 acres of land, very flat, and ideal for model chasing. The property is surrounded by hundreds of additional acres that provide the largest known F/F flying site in the world. Easily accessible, 5 miles west of I-5 off Highway 46, 239 miles from San Francisco and 148 miles from L.A., there are motels and restaurants nearby.

Membership in the association is being offered for a low three dollars per year following a nominal five dollars, (first year) combined dues and initiation fee. This money is to be used to pay the taxes and insurance costs for the field.

All California and western states free flight modelers are being encouraged to use the field. Radio assist free flight events similar to SAM models can also be scheduled there. No additional charges are contemplated, other than the participation by all modelers by joining the association.

Application forms to join the association can be obtained by writing to the association at their headquarters, 19600 Fairchild, Suite 150, Irvine, CA 92715.



The Lost Hills panorama - miles of uninterrupted flying - site of the 1992 National Freeflight Championships

RUBBER REVIEWS

by Ernie Linn

More On Propellers



Vic Cunningham sent me a very interesting letter about rubber model propeller pitch. He received it from one of his old buddies

(since 1930). The buddy's definition of pitch is fast, medium, or slow, which leaves me confused.

Fast pitch and slow pitch are baseball terms. Medium pitch is used at seances to induce departed spirits to appear. If a more applicable definition is available, please send help.

Low pitch and high pitch might be useful terms for making general comparisons, but low and high are too general to use for this application if you are searching for better designs. If we are to make a science of propeller designing, we must use measurable quantities. Otherwise the science remains an art.

I became locked in on helical pitch about 1938. I suppose that there are many modelers out there who will agree with the earlier definition, so will try to elaborate on my opinions on this subject.

First of all, let it be understood that we are speaking of theoretical pitch, not actual pitch. Actual pitch is affected by too many variables to be covered in this writing. Some of these are actual propeller loads, drag of the model at various speeds and attitudes, & gravitational loads at different attitudes of the model.

Charles Hampson Grant, in "Aero Science of Free Flight"*, defines theoretical pitch as follows. "Pitch is the distance a propeller travels forward in one revolution without slip, blades operating at zero angle of incidence. This is called theoretical pitch - -".

Desired pitch is usually determined by the designer or builder by using a factor called "pitch/diameter ratio", or P/D. Cleaner designs, with thinner airfoils, no landing gear, etc., can take advantage of higher P/Ds. 1.3 was chosen by this writer for use in designing props for Old Timer Fuselage and Commercial models.

A helical pitch propeller has the same pitch at any given radius from the prop center line as it does at the tip radius. Some modelers use a small amount of washout in the propeller's tips. In wing tips washout prevents early tip stalls in most cases. This has a decided negative affect on model stability.



Charles Hermanek, Illinois, proudly displays his beautiful Lidgard 1939 Class C Fuselage, from the '39 Zaic Yearbook

Competitive modelers are always looking for changes from the norm that they can incorporate that will obtain even the slightest benefit for them. In modern Wakefields we see much cleaner designs using much larger propellers and thinner airfoils than Old Timer Wakefields. As a result these minute advantages are magnified somewhat.

The propeller design shown in our earlier article has helical pitch. I still stick by my opinion that it will compete very closely with modified designs if you have chosen the optimum pitch for your Old Timer rubber model. Since propeller designs have certain limitations in Old Timer events according to present rules, your improvisations will probably not be as effective as they would be on modern designs.

For a given P/D ratio, the same tip angle will be constant for different size propellers.

P/D ratio	Tip blade angle
1.20	20.9 degrees
1.25	21.7 "
1.30	22.5 "
1.35	23.25 "
1.40	24.0 "

A simple formula for theoretical pitch angle is as follows:

$$\text{Tip blade angle} = \arctan \frac{\text{P/D ratio}}{\pi}$$

The difference between the angle theoretical pitch and actual pitch is called the blade angle of attack, or slip. Less drag and lighter weight results in

less slip, resulting in higher efficiency.

Some modelers believe that lower pitch means higher speed. Lower pitch gives best results at take-off and acceleration to a point, but at higher speeds a higher pitch produces a higher thrust. The Boeing Monomail was a victim of this principle. Designed before adjustable pitch propellers were available, it's clean lines and retractable gear made it only a few miles faster than the competitive biplanes. An

adjustable pitch propeller would have added 30 to 40 mph to it's cruising speed.

Have Fun - Ernie Linn, 3505 E. Mt. Vernon, Wichita, KS 67218

* Aero Science of Free Flight, First printing 1941, Copyright 1983, available from Academy of Model Aeronautics.



Jack O'Leary from Minneapolis carefully cranks maximum winds into his Lanzo Duplex, then goes on to win second in Pre '37 Wakefield



By Jim Alaback



In writing this column I want to be responsive to your old timer flying scale interests. The last couple of columns were strong on 1/2A Texaco Scale R/C since a lot of news and interest is currently

being generated in that area. However, I enjoy covering free flight scale (rubber and gas) as well. Thanks to a letter and some fine pictures from Dick Lyons I can start this month's column with some free flight!

Dick Lyons has just completed an Allen A-4 for Gas Scale to replace the Farman 400 that he lost out of sight at the 1991 SAM Champs at Jean, NV. Dick built his Allen from Bob Peru's plan in



Alaback photo

Dick Lyons' Allen A-4 for Gas Scale free flight.

the May, 1992, issue of FLYING MODELS. He converted it from R/C to free flight by a slight enlargement of the stabilizer area and fitting a dethermalizer. Dick hasn't flown it yet but it should do well with a weight of only 11 ounces ready to fly. Notice the Harry Murphy beer-can wheels and the "two cylinder" Cox engine. Dick made the "twin" by attaching another cylinder to the bottom of his engine with high temperature epoxy. "Worked fine," he says.



Alaback photo

Farman 400 free flight scale by Dick Lyons, now lost OOS.

Dick Lyons' Farman 400 was another beautiful job, typical of Dick's models, and it was also built from plans in FLYING MODELS (August, 1976). He scaled it up to 54" span from Hurst Bowers' 38" span original. It weighed only 14 ounces, and won the first two GasScale contests in which it flew. That's pretty impressive for a 1/2A model with 8 cc of fuel flying against the likes of Sal Taibi's seven-foot Corben Super Ace and the big ships using long-running Diesel engines in this unlimited duration event.

The only SAM event for free flight 1/2A scale models is the Gas Event. Dick asks how about allowing these models to enter the regular free flight 1/2A Texaco event (without any handicap). Maybe Dick's club, the SCIFS, could be persuaded to give it a try locally and then recommend it nationally if it works out.

There are still only a few full size plans available for 1/2A Scale Texaco R/C. (They could also be converted to free flight as noted above.) Here is a list of the ones I know about. I'd appreciate it if you would let me know if you are aware of any others:

1. Aero Plans 'N Parts, P.O. Box 939, Olean, NY 14760 (rolled plans and manual):

Piper Cub J-3 47" \$13.00 PP
Aeronca Defender L-3 47" 13.00 PP

2. FLYING MODELS, P.O. Box 700, Newton, NJ 07860-700:

Allen A-4 #CF881 \$8.00 PP

3. MODEL BUILDER Model Plan Service, 34249 Camino Capistrano, Capistrano Beach, CA 92624:

Heath Midwing 12911 \$11.00
plus 20% P&H

4. A. A. Lidberg, 614 E. Fordham, Tempe, AZ (includes instruction book and scale documentation, plus a decal for the tail N-no. and the Porterfield emblem):

Porterfield Collegiate 300 sq in \$8.00

Al Lidberg's plan is the newest on the list, and the first 1/2A Texaco Scale model to be offered in his long list of available plans. It is a very nice design, with a slight increase from scale stabilizer area and wing dihedral. The plan and instruction book are up to Al's usual high standard and the price is a bargain. Mention that you saw it here to get the \$8.00 price.

So far I am not aware of any kits for 1/2A Texaco Scale. If you know of any, or any that might be adapted for use, please drop me a line. The Flyline models are attractive, but I think the only one at about 300 square inches is their Stearman C3R. A biplane has a minimum wing loading of 6 ounces per



Alaback photo

Earnie Wisley shows his Avro 560 for 1/2 Texaco Scale R/C.

square foot under the rules we are now using- if you can build it that light!

Some early results of the Second Annual 1/2A Texaco Scale Postal Contest (July 18,19) are coming in as I write this column. Off to a strong start is SAM 82 of Houston (last year's winner with a team total of 3830 seconds), with a 1992 total of 4995 seconds. First and second place on their team went to Avro



Alaback photo

Framework shot of Al Lidberg's new Porterfield Collegiate 1/2A Texaco Scale R/C. Plans available.

560 models, one flown by Arthur Milam and the other by Ben Beerbower. Ed Hamler of SAM 27 is also doing well with an Avro. He took third at the SAM 30 Annual in the regular 1/2A Texaco R/C event, competing against Bombers

and Playboys. I don't have pictures of these Avros, but I do have a picture of Ernie Wrisley's which I have included to let you know what it looks like. This plane was new to me until recently. The full scale plane was an entry in the British light plane competition at Lympne in 1923. A good reference for the Avro 560 and many other entries at Lympne is *Ultralights* by Richard Riding, a British publication available from Hannan's Runway (PO Box 210, Magalia, CA 95954) at \$44.95 plus \$4.00 shipping (and 7.25% tax for Californians). The 250-page hardcover book has 20 3-views and over 400 photos of ultralights in the 1920s and 1930s.

I welcome your letters and pictures. Also, I appreciate being on the distribution list for SAM Chapter newsletters. Write to Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128.

MORE GREAT RUBBER IDEAS

Wally Simmers, designer of the "Gollywock", "Jabberwock", "Dyna Moe", and other famous rubber designs was just initiated into the SAM Hall of Fame. His models are not hard to build and are wonderful flyers. Rubber Columnist, Ernie Linn's prop carving article in the July - August issue of SAM Speaks should help take the mystery out of crafting the folder for your next rubber project.

Now, with this trimming and tuning article, and the availability of a really fine, modern kit, the "Gollywock" makes a wonderful SAM club building project. SAM 27 in northern California adopted this project in 1990. The members built 13 models and have had some grand "Gollywock Gaggles" during fun-flies at their new field.

Grand Champion for Rubber of the 1992 SAM Champs, Don Reid, of SAM 86, Ontario, Canada, gives us his expert experience with making the "Gollywock" really go! He tells me his 'Wock consistently does 4 minutes in early morning dead air at the El Dorado dry lake bed near Las Vegas -- that is with prime conditions of a broken in 40 gram rubber motor wound to 45 in. oz. of torque. No wonder that man is a champion!

— DMB

Tuning the "Gollywock"

by Don Reid



As a confirmed "Gollywock" fan, I have been asked to pass on my experience with these great performing models. I've built both the new 'Wock, also kitted by Midwest and the "original" with the sheet rudder and stab tip fins. I can't find any significant difference in performance of the two variations. There is a new kit of the older version now available which is excellent.

I was 4th at the Lawrenceville Champs with the new Gollywock and the 12" dia. X13" pitch prop as shown on



Don Reid photo

Don Reid's prize winning "Gollywock"

the plans. At Jean '89 Champs I flew the "original" with light "C" grain for the rudder and a 13 1/2" X 16" pitch prop. I built another "original" during the winter of '90 with a built up rudder. Even though I've had no problems with the sheet rudder, I'm happier with the built up from a potential warping point-of-view.

I try to build light while still retaining the necessary strength. Good target weights are:

Wing	20 grams
Fuselage	22 grams
Stab & rudder	10 grams
Prop & nose blk.	24 grams
Total	76 grams (2.7 oz)
Rubber	40 grams (1.4 oz)
Total	116 grams (4.1 oz)

In all cases, I use 40 grams of rubber made up of 8 strands of 1/4" or 16 strands of 1/8". I normally wind to a torque of 45 inch ounces. So far I prefer the new tan FAI rubber. Despite some other opinion, I find the power burst of the tan to be identical to the dark, with the only difference being about 10% more turns with the tan and an extended prop run at the low end.

The 12" X 13" prop provides a rocket climb like no other model I've ever built. If one can handle the power, it give good results, but with a very short prop run of about 25 seconds. I think it's best suited to windy, turbulent conditions where it's a good idea to get altitude as quickly as possible. I find the 13 1/2" prop to be better in all other conditions. The prop run is over 50 seconds and the altitude gained is at least as high as with the 12" X 13".

I fly right power - left glide, using right thrust and left tab with the stab level or slightly high on the left side. The C.G. is between 70% to 75% back from the leading edge of the wing. The DT setup uses the fuse at the tail. (ed. note: in the dry areas of California we must use tomy or other mechanical timers due to fire danger)

To accomplish the right-left flying trim, I try to build-in a 4 degrees down and 4 degrees right trim in the nose block for the prop. I find that at full torque, however, I need 6 degrees right. When I had finished my fourth Gollywock, I went out to trim the model and in short order had it up to a torque of 30 in.oz.. I was in a hurry to leave and



Don Reid photo

Rudder trim and DT detail. Note the precise trim setting



Reid DT detail. Note fuse location and trip line tube below elevator keys.

my "just one more flight" was at a torque of 45 in.oz. and about 825 turns. The model went left and into the deck. Fortunately there was long grass on the field and there were only a few tissue tears. I had eye balled the right thrust and on checking found I had 4 degrees right thrust. With 2 degrees more right, it is a real rocket at full torque with the initial burst turning it just slightly right.

I strongly recommend using a winding tube and torque meter. To use a winding tube, you need a "T" or "J" hook at the prop. (available from FAI Supply, P.O. Box 3957, Torrance, CA 90510). Being precise with torque as you slowly build up to maximum torque while always using the tube will save many models in the long run. Then you can go into competition with a new rubber motor knowing just how much you can pack into your model and be safe, consistent, and trimmed. Trimming to torque is more important the number of winds pumped in, because it is the torque that determines how your model will



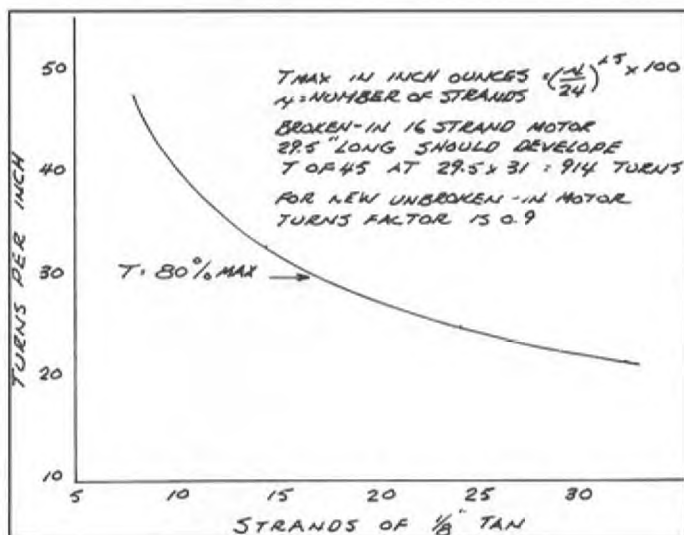
Bekins photo

Aussie Bruce Abell's 'Wock with an unusual DT. The whole tail section flips up

climb in the first burst of power. Determining the proper torque is a function of the prop length and pitch, then trial and error to obtain maximum performance. Wilder's Model Machine Works, 2010 Boston, Irving, Texas 75061 is a source for commercially made torque meters.

The graph below was developed based on previous data published in Zaic Year Books, modified to suit modern rubber. I'm still developing it but I believe it's fairly close.

In the May 1989 issue of *Model Builder* Wally Simmers commented on



some of the fine points of the "Gollywock":

1. The best overall performance was obtained with a 13 1/2" prop (the 3 view below shows a 12" prop, and a 12" prop is provided in the new kit from Midwest — presumably because of box space in the packaging). A 14" prop was tried but with not as good results.

2. Wally used 1/8 wide T-56 brown rubber to power the model. If by chance a strand broke while winding, the load on the remaining strands would not be as great.

3. The fuselage was covered with bamboo paper and was doped on both the inside and the outside. The reason for dopping the inside was to minimize damage to the fuselage construction because of the splashing rubber lubricant while the motor was unwinding.

4. When the model was launched, the model was to be banked slightly away from the turn so as to give the desired vertical climb. The wing could

be skewed to give this effect.

5. In the 3 view shown there is no detail on the dihedral dimensions. They are as follows: three inches under each tip with the main panels flat and one inch under each main panel.

6. The 3 view does not show any incidence detail. The original design shown here as well as later version, has a 1/8 in square incidence block glued to the main wing spar after covering, lifting the leading edge and providing the necessary incidence. A wing platform running chordwise, shown on other plans can be used to provide the same amount of incidence.

7. Holding the wing in place can be done with long rubberbands going around the the fuselage to hooks on the leading a trailing edges of the wing. Dowels can also be used once the CG is located properly. (Editor's note: I glue strips of sandpaper on the fuselage and the wing platform with the rubberbands going around the fuselage. This helps limit wing movement once the CG is located properly, while allowing some wing location adjustment. With this arrangement, a Tomy-timer DT mecha-

nism can be mounted in the center of the wing on top of the fuselage, keeping it out of the way of the rubber motor in the fuselage)

At Jean in '89, I had two flights of about 3:45 under what seemed to be neutral air with a 2:17 on the first flight due to a stall I picked up on the glide. (ed.note: Don lost his "Gollywock" on it's first test flight at '91 Jean Champs in the early morning. "There's no need to light the fuse in this calm, early morning cold air!" — famous last words —)

Don Reid, 7 Pinpoint Dr., Nepean, Ontario, Canada K2H6B1



Bekins photo



Bekins photo

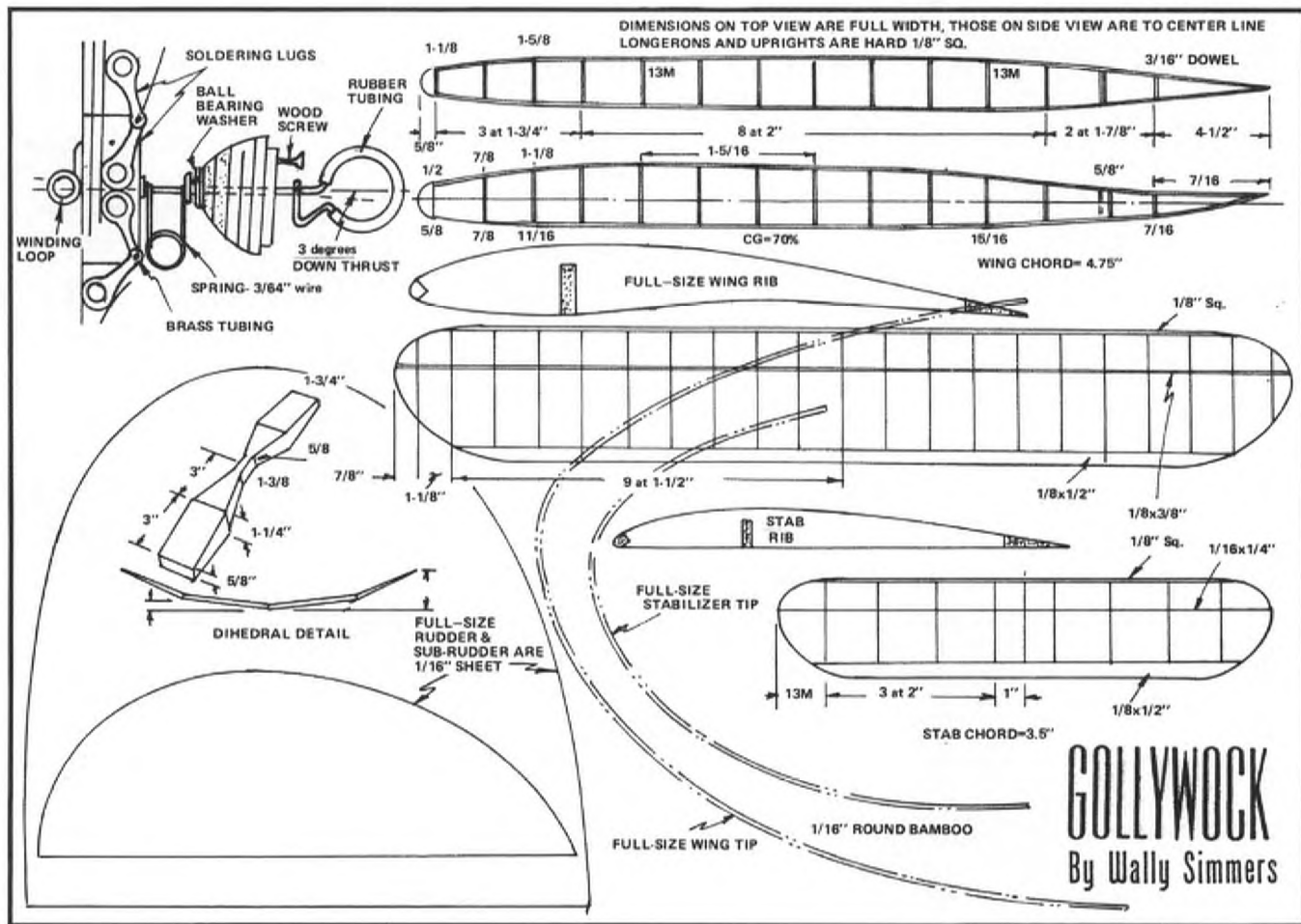


John Pond photo

Remo Galeazzi's unique DT system utilizes a spring in fuselage that pops up the tail to a stopped position at 45 degrees. In down position it is held by pin which is pulled by a Tomy Timer.

Remo's Tomy Timer mechanism is mounted on the bottom of the fuselage. It merely winds in a string around the shaft which pulls the DT pin. The wires are to protect the DT in hard landings.

Don Bekins gladly holds his retrieved Gollywock after it caught Taft boomer and nearly went OOS with its DT popped. Thanks, Jerry Rocha, for the chase bike!



SAM 27 members constructed their Gollywocks as a club project from this original plan by Wally Simmers

R/C MATTERS - HOT ENGINES: DISCUSSION COMPLETED!

By Bob Angel



With that little attention getter, let's just say we'll try to finish the comments for the time being, so we can go on to other things. We'll print condensed comments from remaining letters and close the subject for now.

First we hear from David Fritchman, of Socorro, NM: "I vote yes for allowing the expensive new engines in SAM competition. I enjoy

1/2A engines, rubber, and towline power on free flight models, and foresee no engine purchases for the foreseeable future. My modeling interests aren't mainstream. Part of the reason I let my AMA membership lapse years ago was the emphasis on competition, larger hot engines, and radio control. None of these things are really to my liking, but I realize that others certainly enjoy them. The "hot new engines" should be allowed into competition to keep our thinking fresh.

However, some way should be found of getting people together that are not into competition. Perhaps a formal period should be set aside during sanctioned events just for "show and tell", and flying of small inexpensive planes without competition. The "show and tell" sessions could be publicized locally and in SAM Speaks to possibly recruit new members who might be interested, or otherwise be flying anonymously, like myself.

I'm not in the hobby for competition, or to spend the money and time to remain competitive. I have enough competitive pressures during the work week, and would rather fly "Sunday fliers" for relaxation. My planned projects include putting some of my father's 1940's vintage engines into vintage airframes in the spirit of SAM. Certainly SAM Speaks has been an excellent source of information in doing so."

And from Tom Botkin, of Urbana, OH: "Remember the outcry when our Ohlssons were put down by the McCoys and Doolings? We didn't try to outlaw them, we learned to cope. Even now, there is word on the wind about other engines coming that will out perform the Nelson.

I like a quote from Don Bekins that "there is something for everybody in SAM". For the record, two of us in my area have Nelsons for SAM competition, plus another in Ft. Wayne Indiana. I fly all the R/C classes and like 'em all - slow and hot alike. Keep 'em flying."

From Ken Kuhlman of Colorado Springs: "I agree that the hot new glow engines need to be regulated in some manner, but I'm not sure that outlawing or penalizing them is the answer. I heard John Pond say one time he had \$1,000 worth of outlawed engines on his shelf that he couldn't use.

Recently we went to an out of state contest where the first day was a blowout, so we sat around most of the afternoon batting the breeze (pun intended). One person in the group was a well known SAM member with many wins to his credit

and a stable of beautiful planes. He is into rebuilding old ignition engines, and was anxious to tell about bushing the con rod to get the proper fit, new and bigger wrist pins, Teflon pads for the ends, new cranks with the proper clearance in the new bushings, upgrading the points and improving them, sometimes even substituting new aluminum pistons for the old steel ones.

The end result is that his "old" ignition engines are now state of the art and he has increased the performance by 50 to 75%. By using the loophole in the rules that allows an ignition engine any wing area the flier can handle, he can put his planes out of sight on 30-35 seconds. We were able to fly the next day and I was able to see the fruits of his labors, truly amazing. He is not alone in his up-grading efforts on O.T. engines, in the last SAM Speaks there are two ads for restoring and customizing O.T. engines.

If we come down hard on the new state of the art glow screamers then we should also do something about up-grading the O.T. sparkers. The average O.T. engine doesn't stand a chance, even above average ones sound like dogs when compared to what I saw. To put us all on the honor system and say "no up-grading" opens a can of worms that is best left tightly closed. Reminds me of the time I suggested in John Pond's column that we retire the Bombers, Playboys, and Anderson Pylons. The "kindest" remark I heard was "that idea sucks". I really don't know what to do, but we may be in for another nasty session of finger pointing and name calling.

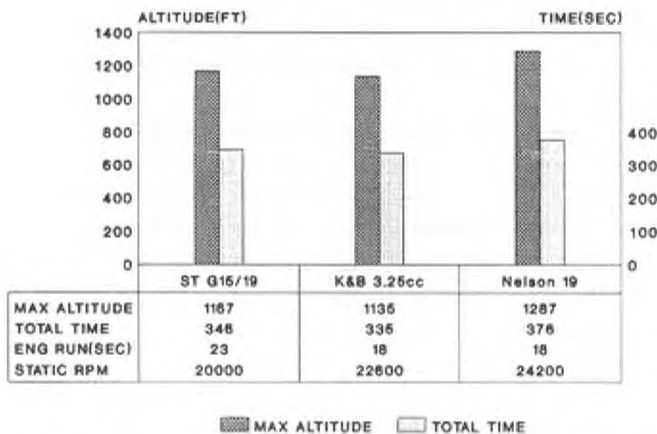
Perhaps we should go the route of the aerobatic group and establish a Masters class and let those who want to win so badly have it amongst themselves with no holds barred. Then let the rest of us with our average engines and average planes just have a good time."

Jerry Price writes from Royal Oak Mich: "I like what you said in SAM Speaks #105, and I agree. Here's my suggested solution to the problem of new super powerful engines which give their owners an advantage in competition. The solution is so obvious we are overlooking it. To wit: why not have separate classes for glow and ignition powered models in competition? Let the unlimited bucks compete against each other, and the guys that want to fly ignition fly against each other. Another application of the same principle is separation of pylon and fuselage models. Another solution would be more fun fly's and fewer contests."

And Dick Haung of Dallas TX., sent a slick chart giving us a little bit of "hard data" which as usual, has been scarce in most of our discussions: "The Nelson engine has surfaced as a powerplant that maybe we should kill after all the deep-pockets like Larry Davidson and Eut Tileston have spent their money and cornered the market on them.

Larry Davidson provided the data on the K&B 3.25cc and the Nelson 19 Schnuerle engines. The graph above compares the Nelson 19, the K&B 3.25 and the SuperTiger G15/19 on an "A" glow-size Playboy Senior Pylon. Again, the STG15/19 out performs the K&B 3.25 and is only about 8% less capable than the Nelson 19. Note that none of the engines can achieve the 420 sec. max. This will reduce the number of fly-offs which tends to reduce the advantage of the Nelson 19.

ENGINE COMPARISON
PLAYBOY A GLOW
WEIGHT- 31.84 oz ; 458.5 IN²



What do I think about eliminating the Nelson Schnuerle engines? Don't do it. We cannot vote away technology improvements. Where would modeling be if the rubber flyers had banned the Brown engine on Basset's Miss Philadelphia?"

And Column Editor Bob Angel summarizes: "It's enlightening to read the diverse opinions, giving us all a glimpse into the other guy's thinking. With this issue's responses, our informal survey now leans decidedly towards not banning the hot new engines. Fortunately that also meshes with the provisions of our by-laws, which provide for banning only through the rules change process. The only other back door method used has been a "de-facto" ban at local events by altering, or not offering some events.

We've just quietly passed this year's deadline for rules change submittals, with nothing received which would eliminate any engines. Beyond that, the next rules cycle doesn't begin until mid 1994. This means you should be able to fly any presently legal engine until at least January 1996 before it could possibly be affected by a rules change. Meanwhile, I'm helping to develop a new liquid hydrogen powered .19 glow engine which will turn a stock 9-6 prop at 29,000 RPM. We hope to keep the price at under \$1,000. (Just kidding —).

Regarding the "more fun fly" comments, nothing prevents anyone from holding more fun flies. Nothing that is, except that few show up. Unfortunately, experience shows that trophies, prizes, timers, scorecards and other formalities are a necessity to draw very many people from hundreds of miles to fly for a couple of days. The fun fly format would need to be drastically overhauled, glamorized and somewhat "organized" to work.

Regarding David Fritchman's desire to have "organized" fun flies as part of sanctioned contests, we'd be nullifying our sanction, our insurance, and our main reasons for AMA membership if we did that. David says he has dropped his AMA membership. We could expect many "unregulated" fun fliers to be in the same category. By dispensing with contest formalities, these fliers would not be screened for AMA membership, and we'd be in technical violation of our sanction.

Although we don't announce or "sanction" it, most con-

tests do have folks doing some fun flying on their own after official flying closes. So David, just try going to a contest, and I'll bet you can find some fellow fun fliers. Many end up entering the competition, even when they don't expect to win.

As to separating events, that is being done at the SAM Champs and other very large contests. At smaller contests it's often impractical from a participation and economic standpoint."

RLA



Bob Angel photo

1/2 A scale Fairey Long Range Bomber by Steve Bennett. Ship is impressive with its distinctive yet simple lines. A good choice for the 1/2 A Scale Event, where flying ability counts most.

**NEW ZEALANDERS TO OFFER 1/2 A TEXACO
POSTAL EVENT!**

The New Zealand team has gamely participated in the International 1/2A Texaco postal challenge, even though it has been held in the middle of their winter. Apparently they intend to return the favor, by offering the "New Zealand February Challenge 1/2A Postal Contest" on Feb. 6 & 7, 1993. Great idea! There's even an interesting twist to the rules. New Zealand recently passed a rules change that was narrowly defeated in the U.S., namely to require use of the smaller Cox Baby Bee tank to prevent loss of 1/2A airplanes.

So the rules will be the same as U.S. SAM rules, except you'll have an option of flying with the smaller tank to an 8 minute max, or the big tank with a 15 minute max. Scores will then be normalized. Watch for more on this in future issues, but meanwhile, if your chapter would like to participate, I'll reproduce their entry form and rules and send it to you, if you'll send me a S.A.S.E.: Bob Angel, 1001 Patterson Rd., Santa Maria, CA 93455.

OLD ENGINE ANALYSIS

Atwood Triumph 49 & 51

By Charlie Bruce



The Atwood Triumph, introduced in 1948, were the last spark ignition engines by Bill Atwood. Among the most beautiful engines ever produced, they look much like a small Anderson Spitfire. They are all die cast aluminum with front shaft rotary valve, plain bearing, ringed piston, and aluminum fuel tank. They run better on alcohol fuel than gas and oil. Since they came to the market as glow plugs were getting popular they were produced with spark timers for only a few months, then were sold in various glow transition models and finally in a totally glow engine with different front case section

and prop drive.

The 51 is a 49 with the bore increased by 0.009". Size of the engine is usually stamped on the top of one mounting lug.

Disassembly: To remove the timer, first remove the prop nut and prop drive spool. Note that there is a special steel spacer washer between the crankshaft and prop drive spool. The timer is retained by a single 3-48 screw passing through a spring and friction plate to provide tension to hold the timer in position. Rotate the timer about 1/2 turn clockwise after removing the screw to allow the tail of the moving point to clear the slot in the crankcase bearing. Timer will now slide off.

Tank is retained by a long central 4-40 screw. There are gaskets at each end.

The three long 4-40 screws with nuts hold the front and rear plates onto the crankcase. There are identical paper gaskets front and back. On removing the backplate, you will note a cir-clip holding the con rod onto the crank pin. Using special cir-clip pliers, carefully remove the clip without distorting it. The front case will now slip out and the crankshaft can be removed. On original spark engines there is the two piece thrust bearing consisting of a bronze spacer with eight 1/16" diameter balls and a hardened steel washer. Glow engines have no separate thrust bearing.

Triumph instructions say not to remove the lower case which is retained by four 3-48 screws. You don't need to remove it to disassemble the engine. However it is easier to remove the sleeve if you drop the lower case. It has two 0.005" thick paper gaskets against the main upper case.

The head is retained by six 3-48 screws and the gasket is usually

stuck tight. The piston/rod assembly will push out the top of the sleeve.

Sleeve removal is not usually required for general clean-up. It's a shrink fit in the cylinder, so you must heat up the cylinder quite warm to remove the sleeve out the top.

Reassembly: Re-heat the cylinder and drop the sleeve in place, carefully aligning the ports. The exhaust ports (6 large) are placed higher in the cylinder than the bypass ports (4 small). If you removed the lower case, be sure the thin gaskets are in place and that the front and back gasket surfaces are flat before you tighten the four screws. The piston/rod assembly (remember the wrist pin pads!) can be put in from either end, if the lower case is removed. The rod is symmetrical, but be sure the bronze bushed end goes on the crank pin. Some rods are bushed on both ends, in this case the end with the oil hole goes onto the crank pin. I press the rings in place with a thumbnail while keeping pressure on the piston. Be sure the wide side of the piston baffle faces the exhaust. This is a good place to note that the case is symmetrical so you can have a right or left side exhaust. Just be sure the piston matches your choice. If your engine has the two-piece thrust bearing, slide the ball retainer on the shaft followed by the steel washer. The crank with thrust bearing in place slides into the front case and that assembly slides into the main case (gasket!). Slip the crank pin into

the lower end of the con rod as you slide the front case into position. The case lugs are not symmetrical and it will go on only one way. Replace the cir-clip on the crank pin being certain it's not bent and is fully seated. The back plate with gasket is slipped in (one position only) and the three through bolts tightened evenly.

The head with gasket is oriented so that the lobes extending into the cylinder match the piston contours. Tighten the screws in a criss-cross pattern but be careful, those little fellers are easy to strip or break.

You will need to pry the tail of the moving point out a bit to slip the timer over the front bearing. Locate the moving point in the bearing slot and replace the retaining screw with the

friction plate against the timer housing and the screw through the spring, holding it all in place. Replace the prop drive spool with its steel spacer washer.

Point adjustment is made by loosening the screw through the moving point pivot post and turning the post. The pivot post is eccentric and will change the point gap if rotated slightly. Tighten up the screw when points are adjusted. It will take some "cut & try" on this, but it will work.

The spark plug is Champion VR-2 with gap of 0.012". Point gap is 0.008 to 0.010. Prop mounting hole is 11/32" diameter.

Engines, Parts, and Repairs: Because of the short production time on original spark ignition Triumphs, they are hard to find. However a large number of glow engines have been converted to spark ignition and are more available. The late Otto Bernhardt of 77 Products, 17119 So. Harvard Blvd., Gardena, CA 90247, converted many of these. I think Phil Bernhardt is still converting glow engines.

I have a few Triumph parts (not timers) and can do repair work.

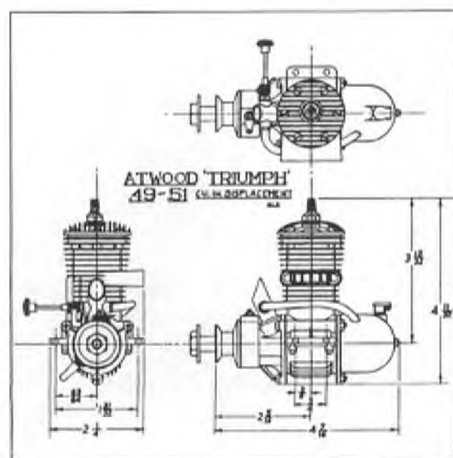
TEST RUNS: Triumph 51 on 3/1 gas & oil

Top Flite 11/7 7600 rpm RevUp 12/6 7400 rpm.

NEXT ANALYSIS: Bantam 19

Charlie Bruce, Rt. 1 Box 766, Milano, TX 76556

(512) 455-9543



AIN'T IN THE SPIRIT OF SAM

While watching the SAMR/C events at Lawrenceville 1992, I thought to myself "this just AIN'T the Spirit of SAM" when the screaming hot new engines bolted into the sky!

While I'm a FOXACO fan, I believe Pat Page, Arnold, California, hit it on the nose by suggesting a class where pre 1970s glow engines would be used, not just Fox, but McCoys, Torpedos, etc.

Ken Wilson, 2324 E. Florida St., Evansville, IN 47711-4812

OLD TIMER RETURNS!

I'm back into SAM again, one more time. Keep getting discouraged with all these rules, protests, "ban this" and performance WAY beyond original design intent. C'mon Guys — I never saw a Dallaire climb up at an 85 degree angle! Or a Buccaneer with a RH McCoy 60! Hey, Old Timers, we DO have a Preamble here (well, we used to anyway!). I don't mind mind being soundly trounced by a Bomber with a Super Cyke or Brown Jr. engine, but a Bomber with a K&B 6.5 cc screamer just doesn't seem to fit the "feeling".

The only thing that saves the SAM concept, I think, is the MEMBERS. To a man, I haven't met an un-nice person yet. Competitive, yes, but good people. I don't go looking for trophies, but it's great to talk to guys, get their ideas, and share building tips."

I've 32 Old Timer R/C models now, from 1/2 A Texaco all the way to "Dallaires" and Record Breakers". I refuse to have a duplicate airplane anymore. If I use a "Playboy Sr." at one contest, the next one will be with an "RC-1"! The planes I have just finished for '92 are the 1/2 A "Kerswap", V-tail "Swallow", 6 foot "Brooklyn Dodger", and the "Josephine".

Angus Crosbie, SAM 1422
6827 Whitsett Ave., #212
N. Hollywood, CA 91605
(818) 765-4323

THE OT ELECTRICS "MESS"

Please don't misunderstand my comments: I am, above all, an enthusiastic SAM member.

Perhaps, after the past 18 months of trying to acquire decent engines (motors?- ed.), at no small investment of my limited funds, I'm a little disgusted with the continuous mess in Electrics in the US and I'm a little tired of the carping I hear about the "high" cost of Cobalt and Neodym magnet motors. Particularly so when I pour through the MECA Swap Sheet looking for an old time ignition engine for SAM use!

Got any good ones you want to sell?

Cal Ettel, 3 Castle Dr., Florrisant, MO 63084



Bob Angel photo

Bucky Walter, SAM 39 prez, cranks up his Morril Hornet .19 powered scaled cabin version of the Lanzo Stick.



Bob Angel photo

Pure SAM Preamble action: An original Shurman "Rambler", built 50 years ago and flown in the Wisconsin State Champs by Bill Bates. Now completely refurbished by John Scott, shown here about to take off. Still uses the original Brown Jr. engine!



Bob Rodman with his Brown Jr. powered "Red Zephyr". Hall of Fame'r, Herb Greenberg, on the right, admires his venerable 1936 design.

1992 SAM CHAMPIONSHIPS RESULTS

SPIRIT OF SAM CONOURS

PLACE	MODEL	ENTRANT
1	DALLAIRE	JIM REYNOLDS
2	CORONET	JACK BOLTON
3	ZIPPER	BOB LARSH
4	COMET CLIPPER	WALT GEARY
5	WESTERNER	EUT TILESTON

GRAND CHAMPION AWARDS

GAS POWERED FREE FLIGHT	JOHN BORTNAK
RUBBER POWERED FREE FLIGHT	DON REID
RADIO CONTROL	LARRY DAVIDSON

SAM Champs Free Flight Results: CD, Bud Brown

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL 31 ENTRANTS

FF EVENT 1
CLASS C FUSELAGE

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Mitch	Post	PLAYBOY	CYKE	600
2	John	Bortnak	SO LONG	O&R 33	359
3	Wayne R.	Cain	6' DODGER	O&R 60	355
4	Tom	Lucas	PLAYBOY CABIN	ATWOOD	346
5	Ted	Dock	DODGER	FORSTER 35	326
6	James	Robinson	HAYSEED	OHLSOON 60	317
7	George B.	Armstead Jr.	BOMBSHELL	O&R 60	278
8	Douglas A.	Koch	BUC. SPECIAL	FORSTER 30	136
9	Robert L.	Placier	BUZZARD BOMBSHELL	SUPER CYCL	121
10	Harry	Murphy	DODGER	FORSTER 30	83
11	Joe	Konefes	BUZZARD BOMBSHELL	BROWN JR.	79
12	Wa. Elmer	Jordan	6' BROOKLYN DODGER	O&R 60 FR	52

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL 39 ENTRANTS

FF EVENT 2
CLASS B PYLON

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	John	Bortnak	WASP	OS 25 CONV	462
2	Bob	Edelstein	WASP	FORSTER 29	458
3	Marcy S.	Martin	ALERT	FORSTER 29	348
4	Mitch	Post	ZIPPER	TORP 29	326
5	James	Robinson	ALERT	FORSTER 29	325
6	John	Schifko	RANGER	O&R 23	313
7	Bill	Prensky	ALERT	TORPEDO 29	292
8	Ben	Cleveland	ZIPPER	FORSTER	288
9	Gerald	Donahue	ARROW	CAMERON 23	238
10	Dick	Hall	WASP	O&R 29	227
11	Ben	Strauss	RANGER	OS 20	224
12	Warren C.	Weisenbach	ALERT	FORSTER 29	165
13	George H.	Schultz	ENSIGN	O&R 23	118
14	G. Rochette	Reinartz	ZIPPER	K&B 29	113
15	Dan	Harshman	ZIPPER	TORP	89
16	Wayne R.	Cain	ZIPPER	FORSTER 29	45

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL 58 ENTRANTS

FF EVENT 3
.020 REPLICA

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Guy	Eaves	STRATOSTREAK/INTERCEP	COX	480
2	Warren	Kurth	PLAYBOY	COX	403
3	Sal	Taibi	STRATO-STREAK	COX	400
4	Ben	Cleveland	ZIPPER	COX	293
5	John	Schifko	RANGER	COX	284
6	A.J. 'TONY'	Italiano	KERSWAP	COX	282
7	Lawrence	Fair	NEW RULER	COX	237
8	Roy B.	Stewart	ZIPPER A	COX	225
9	Barney	Unofri	INTERCEPTOR/STRATOSTR	COX	223
10	Hank	Sperzel	SUPER ROCKEYTEER	COX	207
11	Denny	Dock	KERSWAP	COX	203
12	Robert	Mullitsch	KERSWAP	COX	200
13	Randall	Ryan	ZIPPER JR.	COX	176
14	Bob	Rother	FOO TO YOU	COX	142
15	Roger	Lane	INTERCEPTOR	COX	133
16	Frank	Parmenter	INTERCEPTOR/SWOOSE	COX	120
17	Dan	Harshman	PLAYBOY	COX	120
18	Louis C.	Merlotti	RANGER	COX	78
19	Darrel	Peugh	PLAYBOY	COX	70
20	Jim	Kutkuhn	BABY PLAYBOY	COX	63
21	Wayne R.	Cain	INTERCEPTOR	COX	62
22	Gerald	Donahue	DEMON	COX	54
23	Richard F.	Rikel	STRATOSTREAK	COX	49

PERPETUAL TROPHY AWARDS

Feather Merchant Trophy	Harry Murphy	Brooklyn Dodger O&R 19
Ohlsson 23 Trophy	Jim Reynolds	Playboy, Sr.
Twin Pusher Trophy	George Perryman	Burnham
"C" Cabin Trophy	Mitch Post	Playboy
30 Second Antique Trophy	Tom Lucas	Rambler
Chet Lanzo Texaco Trophy	Tom Bodkin	Bomber
Worst Crash Trophy	Joe Beshar	Alpha Corsair
Compressed Air Trophy	Joe Konefes	Airstick

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL 42 ENTRANTS

FF EVENT 4
SMALL RUBBER STICK

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Raymond	Factor	GOLLYWOCK		821
2	Don	Reid	GOLLYWOCK		780
3	George	Perryman	CASANO		743
4	Dan C.	Smith	GOLLYWOCK		530
5	Thomas	McCoy	CASANO		528
6	Ben	Strauss	OUTDOOR TRACTOR		509
7	John P.	O'Leary	KORDA "C"		360
8	Howard	Henderson	GOLLYWOCK		360
9	Ed	Konefes	CASANO		353
10	Bob	Watson	GOLLYWOCK		345
11	Jim	Kutkuhn	BEAUMONT STICKLER		328
12	Lawrence	Fair	GOLLYWOCK		326
13	Donald P.	Kuglar	GOLLYWOCK		322
14	Bob	Moulton	STRATOMETER		310
15	Orval C.	Stewart	GOLLYWOCK		307
16	Dan	Harshman	GOLLYWOCK II		301
17	George	Batiuk	GOLLYWOCK		297
18	Charles J.	Hermanek	CHAMPIONSHIP/ANGEL		288
19	Cliff	Betz	B. STICKLER		252
20	Randall	Hopkins	GOLLYWOCK		237
21	Noel	Kirby	GOLLYWOCK		224
22	Phil	Klntworth	BEAUMONT		118
23	Lloyd A.	Wood	GOLLYWOCK		98
24	Bill	Jackson	STICKLER		88

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL 40 ENTRANTS

FF EVENT 5
LARGE RUBBER FUSELAGE

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	George	Perryman	LANZO		1080
2	Don	Reid	KORDA DT		780
3	Bob	Watson	LANZO		753
4	Joseph R.	Macay	SHARPSHOOTER		511
5	Ed	Konefes	CLASSIC		503
6	Bob	Bienenstein	LANZO		443
7	Jim	Kutkuhn	KANSAS WAKEFIELD		350
8	Dan C.	Smith	LANZO		350
9	Roy B.	Stewart	GYPSY		342
10	Raymond	Factor	CLASSIC		336
11	Howard	Henderson	GYPSY		264
12	John C.	Delagrangre	39 KORDA WAKE		259
13	Claude	Curry	LANZO CABIN		240
14	Lawrence	Fair	MISS WORLD FAIR		202
15	Lloyd A.	Wood	SUPER STUFF		195
16	John P.	O'Leary	LANZO CLASSIC		91
17	Bob	Moulton	CLEVELAND GULL		87
18	Cliff	Betz	HI-HO		85
19	Phil	Klntworth	LANZO CLASSIC		71

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL 7 ENTRANTS

FF EVENT 6
COMPRESSED AIR

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Edward R.	Mate	X-FIGHTER	ITALIAN-J03607???	
2	Joe	Konefes	AIRSTICK		352
3	Ed	Konefes	HUFF & PUFF	MM3	290
4	Franklin A.	Vassallo	FRANK'S FRIENDLY FLYER	AIRMISER	253
5	Andrew D.	Vassallo	NO NAME	AIRMISER	182
6	A.J. 'TONY'	Italiano	ORIGINAL	WHIRLWIND	34

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL 12 ENTRANTS

FF EVENT 7
TWIN PUSHER

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	George	Perryman	BURNHAM		214
2	Richard	Thompson	ED MANULKIN		202
3	Bob	Moulton	ZAIC STREAMLINE		158
4	Otto E.	Curth	SIMMERS		155
5	Raymond	Factor	SIMMERS		110
6	George B.	Armstead Jr.	BURNHAM		88

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 8
CLASS B FUSELAGE

36 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	John	Bortnak	SO LONG	OS 25 CONV	459
2	James	Robinson	BROOKLYN DODGER	FORSTER 29	353
3	Wayne R.	Cain	BROOKLYN DODGER	FORSTER 29	323
4	Bob	Edelstein	SOLONG	OHLSSON 23	300
5	Dick	Patton	DODGER	FORSTER 29	255
6	Harry	Murphy	DODGER	O&R 29	228
7	Wm. Elmer	Jordan	BROOKLYN DODGER	FORESTER 2	159

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 9
CLASS C PYLON

41 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Robert P.	Johannes	NEW RULER	O&R 60	944
2	Marcy S.	Martin	ALERT	FORSTER 35	840
3	Mitch	Post	ZIPPER	TORP 29	443
4	Harry	Murphy	ZIPPER	O&R 33	438
5	Dick	Hall	WASP	O&R 33	408
6	Tom	Lucas	PLAYBOY	ATWOOD	354
7	Wm. Elmer	Jordan	SAILPLANE	ANDERSON	326
8	Bob	Edelstein	WASP	FORSTER 30	287
9	Sai	Taibi	TBD	TBD	240
10	Ted	Dock	KERSWAP	OHLSSON 33	193
11	Gerald	Donahue	RED RIPPER	BROWN	150
12	John	Bortnak	WASP	OS 35 CONV	120
13	George H.	Schultz	NEW RULER	ORWICK 64	58

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 10
LARGE RUBBER STICK

37 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Richard	Thompson	WALLENHORST STICK		540
2	Joseph R.	Macay	KORDA'S STICKLER		504
3	Bob	Watson	LANZO		470
4	Don	Reid	SMITH 41		360
5	George	Perryman	LANZO		324
6	Ted	Bieber	SMITH		318
7	Ed	Konefes	LANZO		314
8	Bob	Moulton	LAMB'S CLIMBER		215
9	Orval C.	Stewart	LANZO		120
10	George	Batiuk	LORDA STICKLER		120
11	Ben	Cleveland	CLIMBER		120
12	Randall	Ryan	LAMB CLIMBER		118
13	Dan C.	Smith	KORDA STICKLER		108
14	Jim	Kutkuhn	ENDURO		93
15	Thomas	McCoy	DUPLEX STICK		92

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 15
CLASS A PYLON

43 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Don	Reid	RANGER	ELFIN 2.49	840
2	Wm. Elmer	Jordan	INTERCEPTOR	O&R 19	434
3	John	Bortnak	ALERT	OS 15 CONV	360
4	Wayne R.	Cain	PLAYBOY JR.	ARDEN 19	358
5	Larry	Jenno	KERSWAP	ELFIN 2.49	354
6	Harry	Murphy	RANGER	O&R 19	327
7	Tom	Moriarty	RANGER	ARDEN 19	324
8	Ted	Dock	KERSWAP	HORNET 19	319
9	Bill	Frensky	PLAYBOY JR	ELFIN 2.49	313
10	Mitch	Post	THERMAL THUNDER	ARDEN 19	292
11	Bob	Edelstein	INTERCEPTOR	ARDEN 19	290
12	Cliff	Betz	MISS VALIANT	ARDEN 19	286
13	Jack	Bolton	RANGER	BANTAM 19	240
14	James	Robinson	FOX	BANTON 19	122

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 16
PRE '37 WAKEFIELD

19 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	George	Perryman	YING		510
2	John P.	O'Leary	LANZO DUPLEX		360???
3	Joseph R.	Macay	MAYFLY II		355
4	Cliff	Betz	JUDGE 1936		342
5	Bob	Moulton	LANZO DUPLEX		302
6	Charles J.	Hermanek	BOB JEFFERY/ERVIN LESHNER		302
7	Joe	Beshar	TBD		300
8	Richard	Uithoven	1936 STOUT		288
9	Ed	Konefes	DUPLEX		273

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 11
SMALL RUBBER FUSELAGE

41 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Don	Reid	DOUBLE FEATURE		540
2	George	Perryman	JABBERWOCK		522
3	Raymond	Factor	CRUSADER		345
4	Bill	Jackson	SPARKY		342
5	Hank	Sperzel	1933 LANZO		298
6	Roger	Lane	JABBERWOCK		273
7	Ben	Strauss	VICTORY		240
8	Charles J.	Hermanek	DUPLEX/ED LIDGARD		232
9	Joseph R.	Macay	LINDGARD'S CLASS C		231
10	Lewis E.	Odum	JABBERWOCK		228
11	Jim	Kutkuhn	ALTIMETER		175
12	Bob	Moulton	ALTIMETER		145
13	Cliff	Betz	DYNAMOE		138
14	Donald P.	Kuglar	JABBERWOCK		120
15	Roy B.	Stewart	STRATOSPHERE		101

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 12
CATAPULT GLIDER

43 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Ralph	Schlarb	VARTANIAN		297
2	William L.	Schlarb	VARTANIAN		292
3	Bob	Bienenstein	VARTANIAN		183
4	David A.	Dobbs	CUE BALL		181
5	Ben	Strauss	BELSKY		160
6	Phil	Klintworth	HUGUELET		128
7	H. "SKIP"	Williams	VARTANIAN		125
8	Denny	Dock	ZOOMER		119
9	Otto E.	Curth	HERVAT		108
10	Paul	Wicks	VARTANIAN		105
11	Edward R.	Mate	VARTANIAN		102
12	Gerald	Donahue	HUGUELET		98
13	George	Hillard	HERVAT		95
14	George B.	Armstead Jr.	EVERETT JR.		93
15	Robert	Mulitsch	JOHNSON		93
16	Louis C.	Merlotti	JOHNSON/?		91
17	John	Schifko	JOHNSON		83
18	Randall	Hopkins	VARTANIAN		79
19	Richard C.	Miller	HERVAT/VARTANIAN		78
20	Lee F.	Campbell	CUE BALL		72
21	F.B.	Hodson	HUGUELET "B"		64
22	David J.	Keatley	HUGUELET		63
23	Joe	Konefes	ZOOMER		57
24	Bob	Moulton	GEO BROWN SOARER		57
25	Walter R.	Kempf	BOWERS/JOHNSON		55
26	Raymond	Factor	THERMIC		55
27	Richard F.	Rikel	VARTANIAN		48
28	G. "Ricky"	Kloss	VARTANIAN		46

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILFF EVENT 17
HAND LAUNCHED GLIDER

45 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Guy	Eaves	JOE HERVAT 1937-1938		360
2	Denny	Dock	ZOOMER		346
3	William L.	Schlarb	VARTANIAN		305
4	George	Hillard	HERVAT		300
5	Donald E.	Hockaday Jr.	HUGULET		255
6	Bob	Larsh	HUGULET		215
7	George	Perryman	SIMMERS		188
8	Ben	Strauss	WALLENSTEIN		186
9	Robert C.	Hoffman	COWLES		179
10	Jim	Kutkuhn	HERVAT		170
11	Gerald	Donahue	WALLERSTEIN		160
12	Lee F.	Campbell	VARTANIAN		157
13	John C.	Delagrang	38 BOWERS		140
14	John	Bortnak	BELSKY ZOOMER		138
15	David A.	Dobbs	CUE BALL		132
16	Roger	Lane	TBD		124
17	Joe	Konefes	ZOOMER		120
18	Otto E.	Curth	HERVAT		108
19	George B.	Armstead Jr.	ZOOMER		103
20	Nathan	Dobbs	CUE BALL		102
21	John	Schifko	ZOOMER		101
22	Robert	Whitesides	UNK		96
23	Edward R.	Mate	ZOOMER		92
24	James	Whitesides	UNK		79
25	George	Batiuk	BIRKETT		75
26	Robert	Mulitsch	RECORD BREAKER		72
27	Tom	Stevens	HUGULET		70
28	Bill	Jackson	TBD		68
29	Don	Reid	HERVAT		60
30	Paul	Wicks	VARTANIAN		58
31	G. "Ricky"	Kloss	VARTANIAN		47
32	Lloyd A.	Wood	TBD		26
33	Wm. Elmer	Jordan	HERVAT		23

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
FF EVENT 13 30 SECOND ANTIQUE					
PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Tom	Lucas	RAMBLER	ATWOOD	568
2	John	Bortnak	FLYING MIDGET	O&R 33	343
3	Bob	Edelstein	CLIPPER MK I	CYCLONE	323
4	Herb	Wahl	CLIPPER MK I	BUNCH TIGE	303
5	Dick	Hall	SCRAM	SUPER CYCL	293
6	Ed	Konefes	ZENITH	CYCLONE	289
7	Harry	Murphy	DIAMOND DEMON	O&R 23 SP	281
8	Charles A.	Bruce	POLOCK PUFFIN	O&R 23	165
9	John	Schifko	MIKE	ARDEN 09	136
10	Larry	Jenno	MISS ARPIEM	TORP 29 (J)	78

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
FF EVENT 14 CLASS A FUSELAGE					
PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Don	Reid	SO LONG	ELFIN 2.49	355
2	John	Bortnak	SO LONG	OS 15 CONV	348
3	Sal	Taibi	BROOKLYN DODGER	ELFIN 15 D	344
4	Harry	Murphy	DODGER 340	O&R 19	339
5	Wm. Elmer	Jordan	CORONET	ARDEN 199	321
6	Bob	Edelstein	SO LONG	ARDEN 19	310
7	John	Schifko	MIKE	ARDEN 09	290
8	Jim	Kutkuhn	CABIN RULER	BANTAM	289
9	Ted	Dock	CABRULER	OHLSSON 19	220
10	Robert P.	Johannes	UNK	UNK	201
11	Bill	Prezensky	SPEARHEAD JR	SIMPLEX 19	180
12	Mitch	Post	SO LONG	HORNET 19	79

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
FF EVENT 18 SLAG ENGINE					
PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Bob	Edelstein	RANGER	ROGERS 35	337
2	Jim	Kutkuhn	PLAYBOY JR	JUDCO ROGERS	201
3	Harry	Murphy		ATT	

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
FF EVENT 19 OHLSSON 19/23 SP CABIN					
PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Bob	Edelstein	SO LONG	OHLSSON 23	312
2	Wm. Elmer	Jordan	CORONET	O&R 23 SP	220
3	Marcy S.	Martin	SO LONG	O&R 23	201
4	Sal	Taibi	BROOKLYN DODGER	OHLSSON 23	120
5	Douglas A.	Koch	BUC. SPECIAL	O&R 23	100

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
FF EVENT 20 GAS SCALE					
PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	John	Bortnak	SKYFARER	COX .020	127
2	James	Robinson	CURTISS ROBIN	O&S 257	6

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
FF EVENT 21 RUBBER SCALE					
PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Bud	Brown	PUSS MOTH		274
2	Dan C.	Smith	LANZO PUSS MOTH		232
3	John	Bortnak	SKYFARER		188
4	Bob	Moulton	CESSNA C-34		162
5	Donald P.	Kuglar	PUSS MOTH		157
6	Lawrence	Fair	CORBEN ACE		109
7	George	Perryman	PUSS MOTH		56

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
FF EVENT 22 COMMERCIAL RUBBER					
PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Don	Reid	KORDA CRS?		360
2	Ed	Konefes	CONVERTIBLE		337
3	Bill	Jackson	TBD		275
4	Anton M.	Telford	SPARKY/MISS CANADA SR		220
5	Hank	Sperzel	1933 LANZO		219
6	Jim	Kutkuhn	SPACEMAKER		217
7	Dan C.	Smith	ALBATROSS		213
8	Bob	Moulton	MISS CANADA SR.		190
9	John C.	Delagrang	STAN'S HIGH CLIMBER		123
10	George B.	Armstead Jr.	AIR CADET		120
11	Vicki	Wicks	MISS CANADA		94
12	Charles J.	Hermanek	MISS CANADA SR.		87
13	Barney	Onofri	VICTORY		47

SAM Champs 1992 R/C Assist Results CD: Bill Brenchley

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
/RNC RC EVENT 2 CLASS A IGNITION LER					
ACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Fred W.	Mulholland	PLAYBOY SR.	ELFIN 2.49	1314
2	Ed	Shilen	YANKEE	ELFIN	1260
3	Eut	Tileston	BABY CORSAIR	GB ELFIN	1216
4	Walt	Geary	75% CHIEF	ARGO ELFIN	1110
5	Miguel	Salvador	PLAYBOY	ELFIN 2.49	1027
6	Bruce	Norman	BOMBER	O&R 19	931
7	Don	Blackburn	PLAYBOY JR	ARDEN 19	918
8	L.A.	Johnston	KERSWAP	ELFIN	889
9	James	Kasinger	QUAKER	ELFIN 15	860
0	Lamoine	Schrock	SAILPLANE	ELFIN	838
1	Joe	Percy	COMET SAILPLANE	ELFIN 2.49	834
2	Jim	Reynolds	BOMBER	ELFIN 2.5	833
3	Arthur F.	White	BOMBER	ELFIN	827
4	Bob	Peru	BOMBER	ELFIN	821
5	Lawrence R.	Latowski	TBD	TBD	809
6	Tom	Botkin	PLAYBOY JR	ELFIN 2.49	747
7	Dale	Tower	BOMBER	ELFIN 15	621
8	John	Pond	PLAYBOY	ELFIN 2.49	589
9	Robert J.	Walter	R/C STUCK CABIN	HORNET 19	571
0	David	Robinet	BOMBER	ELFIN	479
1	M.R.	Lipsev Jr.	PLAYBOY	SABRE 250	473
2	Daryl	Rodgers	POWERHOUSE	ELFIN 2.49	445
3	Walter	Conrad	PLAYBOY JR	ELFIN 2.49	387
4	J.E. "Jack"	Ross	BOMBER	TBD	320
5	Stephen E.	Bennett	SAILPLANE	ARDEN 09	233
6	Larry	Davidson	PLAYBOY SR.	ELFIN 2.49	204

1992 SAM CHAMPIONSHIPS LAWRENCEVILLE, IL					
RC EVENT 1 1/2 A TEXACO					
ACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Joseph F.	Page	PLAYBOY	COX	1698
2	Jim	Clem	PLAYBOY	COX	1688
3	Lamoine	Schrock	NEW RULER	COX	1624
4	Eut	Tileston	SCORPION	COX	1602
5	Ed	Hamler	QUAKER	COX	1494
6	Pete	Rafferty	KERSWAP	COX	1467
7	Ken	Kullman	SAILPLANE	COX	1442
8	Joe	Percy	ALERT	COX	1435
9	Frederick T.	Quendenfeld	ANDERSON PYLON	COX	1394
0	Bill	Tibbs	STRATO STREAK	COX	1384
1	Wayne	Jenkins	BOMBER	COX	1353
2	Daryl	Rodgers	BOMBER	COX	1352
3	John A.	Scott	COMMODORE	COX	1349
4	Jim	Davenport	PLAYBOY	COX	1323
5	M.R.	Lipsev Jr.	PLAYBOY	COX	1275
6	Harold D.	Erickson	BOMBER	COX	1254
7	Robert J.	Walter	BOMBER	COX	1229
8	Eldon E.	Brezier	PLAYBOY	COX	1217
9	Tom	Williams	PLAYBOY	COX	1187
0	J.E. "Jack"	Ross	RECORD BREAKER	COX	1168
1	Chuck	Hutton	BOMBER	COX	1149
2	Lloyd	Willever	POWERHOUSE	COX	1108
3	Mike	Leasure	MISS AMERICA	COX	1107
4	Arthur F.	White	SAILPLANE	COX	1097
5	Bob	Peru	KERSWAP	COX	1044
6	James	Kasinger	FOX	COX	1038
7	Caleb	Butler	PLAYBOY	COX	1014
8	Wayne M.	Jenkins	BUZZARD BOMBSHELL	COX	994
9	Lawrence R.	Latowski	PLAYBOY	COX	979
0	Si	Jordan	LANZO RECORD BREAKER	COX	962
-1	Herb	Walters	KERSWAP	COX	953
-2	George	Murphy	KERSWAP	COX	920
-3	Wilbert	Kramer	PLAYBOY	COX	909
4	Don	Bishop	KERSWAP	COX	877
5	Gerald C.	Moore Jr.	PLAYBOY	COX	796
6	Ed	Shilen	COMET MERCURY	COX	687
7	George A.	Wilford	BOMBSHELL	COX	680
8	Miguel	Salvador	KERSWAP	COX	648
9	David J.	Keatley	CORONET	COX	642
0	Hank	Nystrom	KERSWAP	COX	637
1	Arthur C.	Milam	INTERCEPTOR	COX	623
2	L.A.	Johnston	KERSWAP	COX	560
3	David A.	Dobba	PLAYBOY	COX	479
4	Fred	Williams	MISS AMERICA	COX	466
5	Dave	Lewis	BOMBER	COX	413
6	Marcy S.	Martin	DIAMOND DEAMON	COX	391
7	Bob	King	VALKYRIE	COX	346
8	Walter	Conrad	ANDERSON PYLON	COX	335
9	Colin W.	Borthwick	EHLING CW	COX	311
0	Berry	Dent	WESTERNER	COX	124
1	Daniel B.	Schneider	ANDERSON	COX	16



Jim Adams photo

Art Watkins, always seeking the unusual, with an Italian gas model by Ferdi Gale' that is SAM legal. The 1941 design is called the "Frou-Frou".



Harold Johnson photo

An accurately detailed Lanzo "Puss Moth" by George Perryman of Georgia -- right down to the inverted wing lettering.

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

RC EVENT 3
CLASS C GLOW LER 49 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Fred W.	Mulholland	LANZO BOMBER	K&B 35	1612
2	Dale	Tower	BOMBER	NELSON 40	1605
3	Bob	Peru	PLAYBOY SR	ST 35	1591
4	Eut	Tileston	TAYLOR CUB	NELSON 40	1586
5	Tom	Botkin	BOMBER	ROSSI 40	1575
6	Larry	Davidson	PLAYBOY SR.	ST 35	1554
7	M.R.	Lipsey Jr.	PLAYBOY	ST 35	1551
8	Bruce	Norman	BOMBER	ST 35	1510
9	Arthur F.	White	BOMBER	K&B 6.5	1505
10	Ed	Hamler	PLAYBOY	FOX 36	1502
11	Don	Bishop	PLAYBOY	ROSSI R40	1260
12	Tom	Williams	RC-1	ROSSI 45	1241
13	Ken	Kullman	SCORPION	ST 40 RR	1232
14	Walt	Geary	PLAYBOY SR+	ST 35	1179
15	Miguel	Salvador	BUZZARD	ST 35	1164
16	Joe	Percy	BOMBER	ST 35	1123
17	Dave	Lewis	PLAYBOY	ST 35	1110
18	Bill	Tibbs	BOMBER	K&B 40 RR	1038
19	Chuck	Hutton	BOMBER	OS 40 RR	1031
20	Jim	Lobb	BOMBER	ST 35	996
21	Richard L.	Bouillon	84" BOMBER	FOX 40	959
22	Daryl	Rodgers	NOMAD	ST 40 RR	910
23	Jack	Beatley	BOMBER	NELSON 40	840
24	Caleb	Butler	PLAYBOY	HP 40	728
25	Don	Blackburn	CUMULUS	WEBRA 50	689
26	J.E. "Jack"	Ross	RC-1	K&B 6.5	648
27	Si	Jordan	PLAYBOY	OS 32	607
28	Stephan E.	Bennett	SUPER SUNDUSTER	ST 35	551
29	Herb	Walters	CAVALIER	OS 61	480
30	Richard	Brace	PLAYBOY	FOX 35	479
31	Kenneth G.	Hopkins	HOP-A-LONG	K&B 40	417
32	John L.	Horton	CUMULUS	KB 45	191
33	R.E.	Hartwig	BUZZARD	OS 35	136

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

RC EVENT 4
OHLSSON 23 12 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Jim	Reynolds	PLAYBOY	OHLSSON 23	766
2	Walt	Geary	ZIPPER	O&R 23 SP	559
3	Arthur F.	White	BOMBER	O&R 23 SP	523
4	Jack	Archibald	ZIPPER	O&R 23	465
5	Walter	Conrad	ANDERSON PYLON	F.R.	459
6	Si	Jordan	PLAYBOY	O&R 23 FR	226

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

RC EVENT 5
ANTIQUÉ 26 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	L.A.	Johnston	DALLAIRE	FOX EAGLE	1751
2	Joe	Percy	CUMULUS	ROSSI 60	1664
3	Bruce	Norman	RC-1	OS 60	1513
4	Chuck	Hutton	DALLAIRE	OS 61 RR	1386
5	Jack	Beatley	BOMBER	OS 61 FS	1312
6	Jim	Lobb	CUMULUS	OS 61	1292
7	Richard L.	Bouillon	84" POWERHOUSE	COMO 51	1045
8	Daryl	Rodgers	BOMBER	ORWICK 64	945
9	Tom	Williams	RC-1	ROSSI 45	882
10	Herb	Walters	?	?	871
11	Larry	Davidson	LANZO BOMBER	ORWICK 64	851
12	Bob	King	BOMBER	K&B 61	691
13	Kenneth G.	Hopkins	HOP-A-LONG	K&B 40	641
14	John	Ferguson	DALLAIRE	OS 61 FS	612
15	James	Kasinger	?	?	545
16	Bob	Peru	BOMBER	IRVING 40	172
17	Gerald C.	Moore Jr.	KLOUD KING XL	? 40	61

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

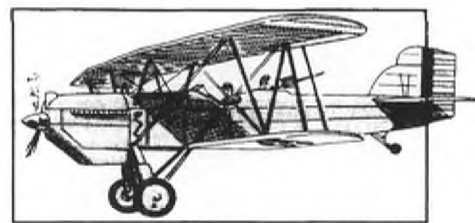
RC EVENT 6
PURE ANTIQUE 45 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Lanoine	Schrock	BOMBER	McCOY 60	1612
2	Don	Bishop	BOMBER	EDCO 65	1583
3	Joseph F.	Page	?	?	1529
4	David	Robinett	BOMBER	EDCO 65	1506
5	Walt	Geary	LANZO BOMBER	ANDERSON	1474
6	Ed	Shlien	BOMBER	EDCO	1460
7	Tom	Botkin	BOMBER	ANDERSON	1367
8	George A.	Wilford	RECORD BREAKER	HORN (??)	1168
9	Charles A.	Thuet	MISS DELEWARE II	SPITFIRE	1104
10	Fred W.	Mulholland	THOR	ANDERSON S	1042
11	Frederick T.	Quedenfeld	LANZO	ANDERSON 6	925
12	Caleb	Butler	BOMBER	ANDERSON	910
13	George	Murphy	BOMBER	ORWICK	828
14	Si	Jordan	LANZO STICK	ORWICK 64	736
15	Pete	Rafferty	SCRAM	ANDERSON 6	710
16	Arthur F.	White	RC-1	HORNET	694
17	George	Hillard	?	?	659
18	Dave	Lewis	ANDERSON PYLON	ORWICK 64	375
19	Walter T.	Hartung	PRIVATEER	CYCLONE 60	364

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

RC EVENT 7
1/2 A SCALE DURATION 32 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Walt	Geary	CESSNA AW	COX	1646
2	Arthur C.	Milam	AVRO	COX	1249
3	Lawrence R.	Iatowski	LUTON MINOR	COX	1003
4	Ed	Hamler	AVRO 560	COX	983
5	Harold D.	Erickson	T-CRAFT	COX	755
6	Si	Jordan	TAYLORCRAFT	COX	734
7	Bob	Peru	ALCO	COX	725
8	Miguel	Salvador	ALLEN A4	COX	678
9	Robert J.	Walter	GAD FLY	COX	640
10	Jim	Davenport	CURTIS ROBIN	COX	553
11	John	Schifko	CESSNA-AW	COX	496
12	Daniel B.	Schneider	TBD	COX	495
13	Wayne	Jenkins	AERONCA C-3	COX	443
14	Chuck	Hutton	CESSNA AW	COX	288
15	Ken	Kullman	PORTERFIELD	COX	259
16	John A.	Scott	FOCKE-WULF 56	COX	0



Bill Effinger's Curtiss Falcon 0-IB/AS (114")



Jim Adams photo

Engine expert, Don Blackburn of Texas, entered this "Thunderbird 66" in the Brown Jr. event.



Ed Hamler photo

Always helpful, Sweepstakes Champ, Larry Davidson, launches Walt Geary's ST29 powered "Comet Clipper" in the Class B glow LER Event.

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILRC EVENT 8
BROWN ENGINE

39 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Bob	Peru	KLOUD QUEEN	BROWN	695
2	H. "SKIP"	Williams	AIR CHIEF	BROWN B	666
3	Tom	Williams	RC-1	BROWN "D"	556
4	Tom	Botkin	CLIPPER MK I	WAHL BROWN	442
5	Joseph F.	Page	CUMULUS	BROWN	406
6	Wayne	Jenkins	PACIFIC COAST CHAMP	BROWN	354
7	Jim	Davenport	AIR CHIEF	BROWN	351
8	Bruce	Norman	CLIPPER	BROWN	304
9	Charles A.	Thuet	COMMODORE	WAHL BROWN	304
10	Jack S.	Conrad	TRENTON TERROR	BROWN	297
11	John	Schifko	MISS AMERICA	BROWN	272
12	Robert J.	Walter	RC-1	ORIG BROWN	255
13	Ed	Shilen	JOSEPHINE	BROWN JR	246
14	Don	Blackburn	THUNDERBIRD 66	BROWN	246
15	Donald	McKlusky	TRENTON TERROR	BROWN B	237
16	Walt	Geary	RISER RIDER	BROWN	237
17	Daryl	Rodgers	TORPEDO II	BROWN	205
18	Daniel B.	Schneider	KLOUD KING	WAHL BROWN	194
19	Walter	Conrad	RAMBLER	BROWN D	190
20	Lamoine	Schrock	RC-1	BROWN D	184
21	J.E. "Jack"	Ross	THERMAL MAGNET	BROWN	175
22	John C.	Delagrang	BOWDEN	WAHL BROWN	170
23	Arthur F.	White	KLOUD KING	BROWN	152
24	John L.	Horton	BUCCANEER	BROWN D	113
25	Stephan E.	Bennett	BUCK STANDARD	BROWN	73
26	Frederick T.	Quedenfeld	KLOUD KING	BROWN JR	48
27	Ed	Goretzka	1938 BERRYLOID	BROWN JR	45
28	Mickey	DeAngelis	KLOUD KING	BROWN JR	30

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILRC EVENT 9
TEXACO

50 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Tom	Botkin	BOMBER	OS 60 FS I	3211
2	Larry	Davidson	LANZO BOMBER	OS FS 60 C	3192
3	Joe	Percy	BOMBER	OS 61 4S	2741
4	Pete	Rafferty	BOMBER	IRVINE 40(diesel)	2047
5	Ed	Shilen	RACER	OS 61	2042
6	Jim	Lobb	BOMBER	FA 65 FS	2027
7	Fred W.	Mulholland	LANZO BOMBER	IRVINE 40(diesel)	1886
8	Eut	Tileston	WESTERNER	?	1460
9	Joseph F.	Page	CUMULUS	OS 40	1454
10	Caleb	Butler	BOMBER	OS 60 FS	1416
11	Tom	Williams	BOMBER	FOX 60	1321
12	Jack	Beatley	BOMBER	OS 40 FS	1278
13	Si	Jordan	LANZO STICK	ORWICK 64	1276
14	Ken	Kullman	BOMBER	OS 61 FS	1182
15	Chuck	Hutton	BOMBER	OS 48 FS I	1080
16	Stephan E.	Bennett	VALKYRIE	OS 60	1069
17	John C.	Delagrang	MG II	ANDERSON	1025
18	Richard	Thompson	BOMBER	SUPER CYKE	986
19	Daryl	Rodgers	BOMBER	ENYA 60 FS	945
20	George	Murphy	BOMBER	OS 60 FS	872
21	Herb	Walters	DALLAIRE	LAZEEL FS	864
22	Bob	King	BOMBER	FOX 45	853
23	James	Kasinger	KERSWAP	??? 61 FS	842
24	Charles A.	Thuet	MISS DELEWARE II	SPITFIRE	837
25	Frederick T.	Quedenfeld	DALLAIRE	OS 60 FS	833
26	Kenneth G.	Hopkins	HOP-A-LONG	OS 25	798
27	Walt	Geary	LANZO BOMBER	OS 60 FS	773
28	Harold D.	Erickson	CLIPPER MK I	OS 20 FS	763
29	Theodore J.	Fidler	DALLAIRE	SAITO 65	721
30	Daniel B.	Schneider	BOMBER	OS 60 4S	718
31	J.E. "Jack"	Ross	BOMBER	OS 60 FS	696
32	Lawrence R.	Latowski	RECORD BREAKER	ENYA 46 FS	625
33	Gerald C.	Moore Jr.	KLOUD KING XL	? 40	608
34	Wilbert	Kramer	DALLAIRE	OS 60	572
35	Robert J.	Walter	RC-1/STUCK CABIN	ORWICK 60	561
36	M.R.	Lipsey Jr.	WESTERNER	OHLSSON 60	541
37	John L.	Horton	CUMULUS	KB45	499
38	Lamoine	Schrock	BOMBER	OS 60 FS	489
39	Bob	Peru	BOMBER	???	448
40	Wayne M.	Jenkins	QUAKER FLASH	OS 25	310
41	Wayne	Jenkins	BOMBER	SUPER CYKE	212

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILRC EVENT 10
CLASS A GLOW LER

31 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Bob	Peru	KERSWAP	K&B 3.25	1444
2	Bruce	Norman	KERSWAP	ST 19	1320
3	Miguel	Salvador	KERSWAP	K&B 3.25	1260
4	Fred W.	Mulholland	LANZO BOMBER	K&B 19	1258
5	Walt	Geary	PLAYBOY JR.	OS 15 III	1113
6	Larry	Davidson	LANZO BOMBER	NELSON 19	1111
7	Eut	Tileston	SCORPION	K&B 3.25	1090
8	Tom	Williams	BOMBER	WEBRA 20	1073
9	Arthur F.	White	LANZO RACER	ST 19	941
10	Tom	Botkin	BOMBER	CONQUEST 1	908
11	Joe	Percy	CUMULUS	ST 19	846
12	J.E. "Jack"	Ross	BOMBER	K&B 3.25	845
13	David	Robinett	BOMBER	COX 15	800
14	Lawrence R.	Latowski	ALERT	OS 15 III	705
15	George A.	Wilford	BOMBSHELL	K&B ??	585
16	L.A.	Johnston	KERSWAP	OLIVER TIG	582
17	Richard	Brace	WASP	FOX 19	391
18	Dave	Lewis	WASP	ST 19	370
19	Jim	Lobb	PLAYBOY SR	VECO 19	316
20	Gerald C.	Moore Jr.	ZIPPER	? ?	174

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, ILRC EVENT 11
CLASS B IGNITION LER

41 ENTRANTS

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Larry	Davidson	LANZO BOMBER	McCOY 29	1498
2	Joe	Percy	BOMBER	K&B 29	1482
3	Pete	Rafferty	BOMBER	TORP 29	1446
4	Arthur F.	White	BOMBER	FORSTER 29	1436
5	Robert J.	Walter	PLAYBOY CABIN	FORSTER 29	1258
6	Ed	Shilen	PLAYBOY	TORP	1205
7	Fred W.	Mulholland	PLAYBOY SR	McCOY 29	1202
8	Don	Bishop	PLAYBOY	McCOY 29	1186
9	Bruce	Norman	KERSWAP	TORP 29	1080
10	Wayne	Jenkins	PLAYBOY	FORSTER	1059
11	Jim	Reynolds	BOMBER	ORWICK 29	989
12	Dave	Lewis	GAS BIRD	OHLSSON 23	700
13	Walt	Geary	SOARING EAGLE	TORP 29	644
14	Jack	Archibald	ZIPPER	TORP 29	607
15	Si	Jordan	PLAYBOY	FORSTER 29	426
16	Jim	Lobb	PLAYBOY SR	TORP 29	420
17	M.R.	Lipsey Jr.	PLAYBOY	TORP 29	318
18	Tom	Botkin	BOMBER	TORP 29	272
19	Stephan E.	Bennett	AEROCAMP	OAR 29	236
20	George	Tallent	BOMBER	TORP 29	231
21	David	Robinett	BOMBER	ORWICK 29	228
22	Miguel	Salvador	?	?	216
23	Eut	Tileston	TAYLOR CUB	AMCO 3.5	207
24	J.E. "Jack"	Ross	BRIGADIER	OAR SP 23	65

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

31 ENTRANTS

RC EVENT 12
OHLSSON SIDEPORT

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Eut	Tilleston	TAYLOR CUB	O4R 60	1260
2	Jim	Reynolds	CLIPPER	OHLSSON 60	1218
3	Dale	Tower	BOMBER	O4R 60	1209
4	Arthur F.	White	KLOUD KING	O4R 60	1157
5	Chuck	Hutton	KLOUD KING	OHLSSON 60	1109
6	Robert J.	Walter	RC-1	OHLSSON 60	1100
7	Dave	Lewis	KLOUD KING	OHLSSON 60	1032
8	Walt	Geary	RISER RIDER	O4R 60 SP	1013
9	Joe	Percy	JOSEPHINE	O4R 60	995
10	Stephan E.	Bennett	COMET CLIPPER	O4R 60	854
11	Caleb	Butler	CLIPPER MK I	O4R 60	793
12	Ed	Shilen	JOSEPHINE	OHLSSON	705
13	Marcy S.	Martin	CLIPPER MK I	O4R 60 SP	435
14	Si	Jordan	SCHMADIG STICK	O4R 60	353
15	David	Robinnett	CLIPPER	O4R 60	200
16	Wayne	Jenkins	?	?	169
17	Richard	Thompson	RC-1	O4R 60	94

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

38 ENTRANTS

RC EVENT 13
CLASS B GLOW LER

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Pete	Rafferty	BOMBER	K4B 29	1188
2	L.A.	Johnston	BLITZKRIEG	HB 25	1136
3	Bill	Tibbs	BOMBER	K4B 29	1125
4	Eut	Tilleston	TAYLOR CUB	OR 60???	1114
5	Jim	Lobb	BOMBER	ST29	1109
6	Bruce	Norman	BOMBER	ST 29	987
7	Joe	Percy	CUMULUS	ST 29	954
8	Fred W.	Mulholland	PLAYBOY	K4B 29	952
9	Kenneth G.	Hopkins	BOMBER	OS 25	916
10	Chuck	Hutton	BOMBER	NELSON 29	910
11	Arthur F.	White	LANZO RACER	K4B 3.5	852
12	Tom	Botkin	BOMBER	TORP29	778
13	Walt	Geary	COMET CLIPPER	ST 29	739
14	Wayne M.	Jenkins	PLAYBOY	OS 25	637
15	Stephan E.	Bennett	AEROCAMP	ST 29	507
16	Bob	King	ANDERSON PYLON	K4B 3.5	456
17	Miguel	Salvador	KERSWAP	K4B 3.5	404
18	Tom	Williams	BOMBER	WEBRA 28	332
19	Larry	Davidson	LANZO BOMBER	NELSON 21	330
20	Bob	Peru	KERSWAP	K4B 3.5	328
21	Dale	Tower	BOMBER	NELSON 29	230
22	Jack	Beatley	BOMBER	OS 28	230
23	Dave	Lewis	INTERCEPTOR	OS 25	215
24	Ed	Hamler	BOMBER	ST 29	170
25	Caleb	Butler	BROOKLYN DODGER	K4B 21	72
26	M.R.	Lipsev Jr.	PLAYBOY	ST 29	0

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

65 ENTRANTS

RC EVENT 14
CLASS C IGNITION

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Larry	Davidson	PLAYBOY SR.	O4R 60	1556
2	Jim	Lobb	BOMBER	ORWICK 64	1543
3	Bruce	Norman	THEORADICAL	O4R 60	1497
4	Joe	Percy	JOSEPHINE	O4R 60	1253
5	L.A.	Johnston	COMET SAILPLANE	EDCO	1213
6	Tom	Botkin	PLAYBOY SR	EDCO 65	1200
7	John	Schifko	PLAYBOY SR	ANDERSON	1175
9	Ed	Shilen	BOMBER	EDCO	1024
10	Dave	Lewis	ANDERSON PYLON	ANDERSON S	991
11	Jack	Beatley	PLAYBOY SR	OHLSSON 60	980
12	Pete	Rafferty	BOMBER	SUPER CYKE	919
13	Walt	Geary	LANZO BOMBER	ANDERSON	887
14	Daryl	Rodgers	BOMBER	OR 60	850
15	Wayne	Jenkins	PLAYBOY	FORSTER	717
16	Joseph F.	Page	PLAYBOY	ORR 65(?)	528
17	Fred W.	Mulholland	PLAYBOY SR	SUPER CYKE	483
18	Stephan E.	Bennett	SAILPLANE	McCOY 60	437
19	Don	Bishop	BOMBER	EDCO 65	420
20	Eut	Tilleston	WESTERNER	OR 60	420
21	Jerry	Smartt	PLAYBOY SR.	SKY DEVIL	30

1992 SAM CHAMPIONSHIPS
LAWRENCEVILLE, IL

15 ENTRANTS

RC EVENT 15
OY ELECTRIC

PLACE	FIRST_NAME	LAST_NAME	MODEL	ENGINE	SCORE
1	Dale	Tower	BOMBER	ASTRO 05	1551
2	George	Chaplick	BOMBER	05 FAJ	1260
3	Pete	Rafferty	BOMBER	?	889
4	Fred W.	Mulholland	LANZO BOMBER	ASTRO 05	800
5	John	Pond	BOMBER	.05 LEISUR	758
6	Jerry	Smartt	VIKING	.05 COBALT	672
7	Tom	Williams	BOMBER	G-ASTRO-05	331
8	Richard C.	Miller	LANZO BOMBER	???	318
9	Jack	Archibald	CABIN PLAYBOY	ASTRO COB	61



Bob Angel photo

Dale Tower's Nelson powered "Bomber" gets airborne. Placed 2nd in hotly contested Class C Glow LER.



Bob Angel photo

When the wind blows, anchor your model. Harry Albright's beautiful "Commodore" was identified by finding locating the only person on the flightline wearing only one shoe!



Bob Angel photo

Switch on! Dick Huang pits for Joe Percy who readies his ST 29 powered "Cumulus". Dick and Joe are enthusiastic SAM competitors representing the "country" of Texas.



SAM notables gathered for a group picture of the popular Brown Jr. Event participants: l to r, Dan Schneider, event winner, Bob Peru, Herb Wahl, Bill Brown, Joe Beshar; back row, Bruce Norman, Eut Tileston, Daryl Rogers. Sorry we could not identify everyone.



Bob Angel photo

It may look like a near miss, but La Moine Schrock has just released John Delagrange's big MG-2. The Anderson Spitfire moves the large model out with authority. John was C.D. and organizer for the special Brown Jr. event.



George Murphy weighs in his "Bomber" on the unique scales at the Champs. George's finger is "steadying" the wing, perhaps giving him an extra 4 cc's fuel allotment..



Bob Angel photo

Beautiful detailing is evident in Darold Ericksen's silked OS 20 4 cycle powered "Comet Clipper" flown in the Texaco event.



Bob Angel photo

Si Jordan's Orwick powered Lanzo "Stick" sports an indian motif designed by his daughter. Flown in Pure Antique, it has authentic half-full airwheels.

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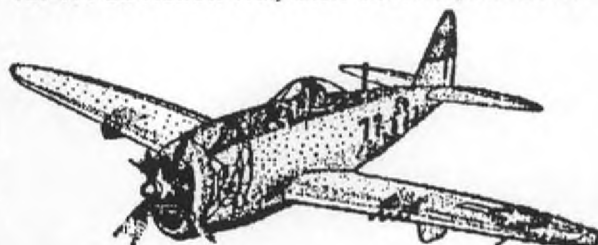
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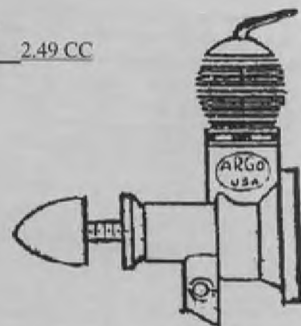
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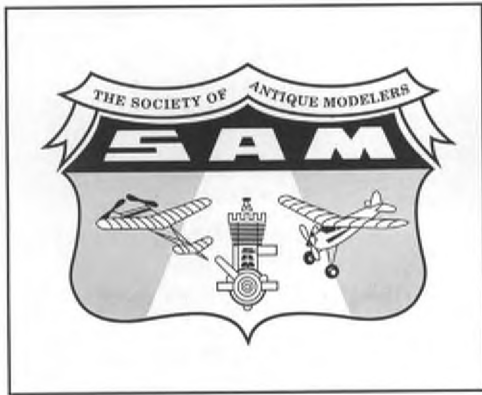
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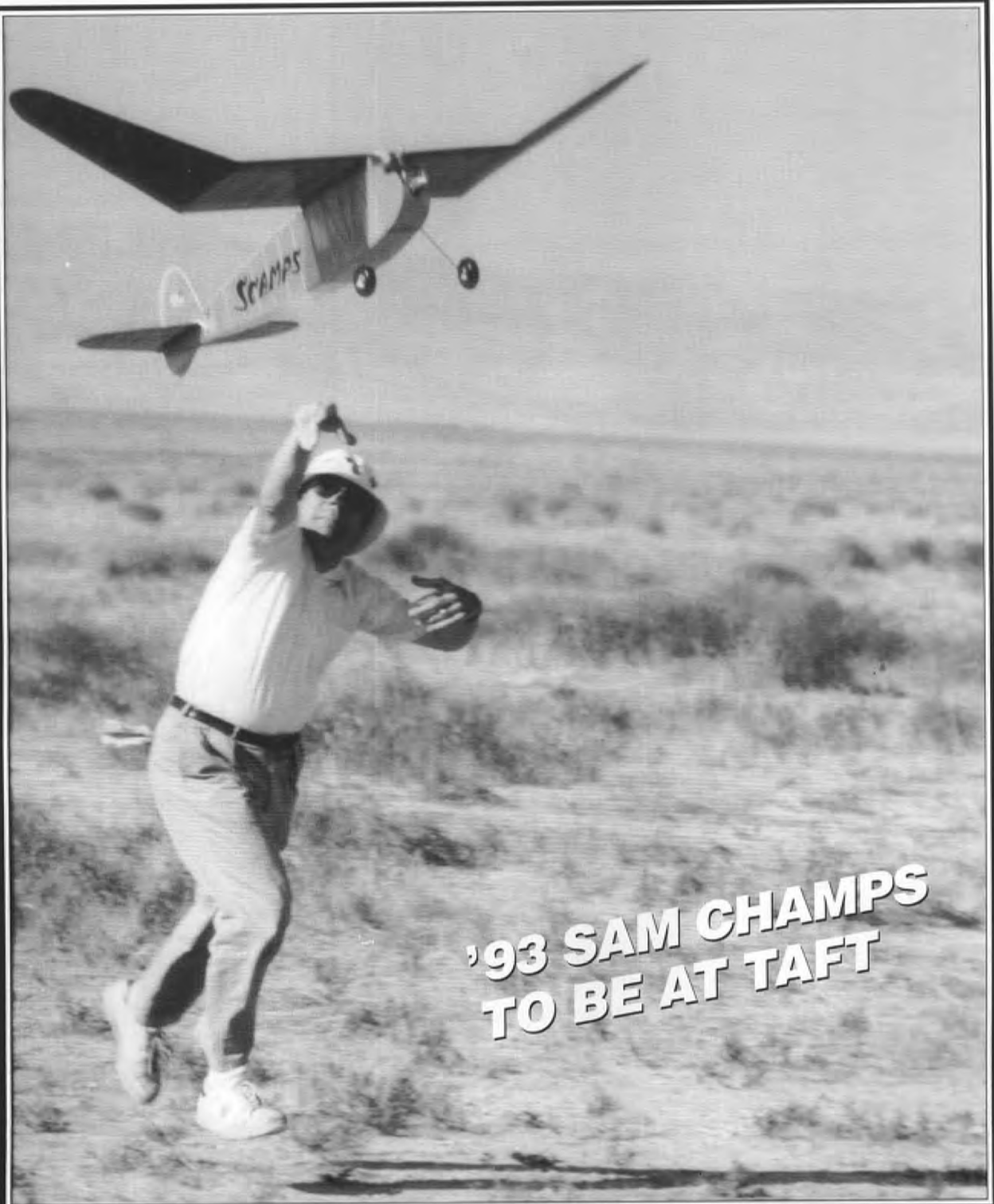


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November 1992 ♦ December 1992

Number 108



'93 SAM CHAMPS
TO BE AT TAFT

SAM SPEAKS

Official Publication of the
SOCIETY OF ANTIQUE MODELERS

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COVER

Bob Oslan of the Southern California Antique Model Plane Society (SCAMPS), with a leaping throw, launches his Super Cyke powered "Rambler" at the National Free Flight Champs, Lost Hills, Labor Day Weekend. The meet had three days of windless, perfect weather.

Photo by Don Bekins

Editor

Don Bekins
85 Bellevue Ave.
Belvedere, CA 94920

Production Director
Jim Adams

Desktop Publishing
Don Bekins

Contributing Editors

Rubber Power
Ernie Linn
3505 E. Mount Vernon
Wichita, KS 67218-3959

R/C Assist
Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455

OT Ignition Engines
Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

Free Flight & SAM Schedules
Jim Coffin
4604 Hillbrook Dr.
Annandale, VA 22003

OT Electric and 1/2 Texaco Scale
Jim Alaback
12366 Nacido Dr.
San Diego, CA 92128

Society of Antique Modelers Officers

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

Eastern VP
Mike Granieri
3 Dryden Rd. Box 78
Pottersville, NJ 07979

Rocky Mountain VP
Ken Kullman
205 N. Murray #125
Colorado Springs, CO 80916

Midwest VP
Bob Larsh
45 S. Whitcomb Ave.
Indianapolis, IN 46241

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

F/F Coordinator
Abe Gallas
28 Rustling Wind
Irvine, CA 92715

**SAM Chapter Coordinator &
R/C Coordinator**
"Woody" Woodman
233 Longview Dr
Bayville, NJ 08721

Secretary/ Treasurer
Bob Dodds
209 Summerside Place
Encinitas, CA 92024

"PRESIDENT'S SOAPBOX"

by Jim Adams

Do you like the new heading for my column?? I think that it's outrageous. but that's what my editor likes to call it. I would like something a little more dignified. But since that's what it really boils down to, what the heck! Speaking of editors, they must all be alike. I was sitting quietly at home, resting up from my world travels, and I get this letter from Don Bekins' with the question, "where's your column for this month, I'm waiting for your input so that I can start the next issue?"

ART GROSHEIDER 1932 - 1992

SAM lost a good friend this past month -- Art Grosheider, our Rocky Mountain vice president. Art died in his sleep from a heart attack. Art was one of the most wonderful model building friends that you could have. He brought a great deal of humor to all of our lives in the past few years. His SAM 1 newsletter was eagerly awaited each month by those fortunate to get it. His easy style of writing pretty much paralleled the way that he lived his life. Art was retired from the telephone company and was enjoying his retirement. He had his models and his dogs and things were going well. Art passed his 60th birthday September 9th. SAM has lost a great contributor to the Old Timer movement. (see page 7 and 14 for more)

1993 SAMCHAMPS TO BE HELD AT TAFT OCTOBER '93

I know that you have all been anxiously waiting for the announcement of the time and place of the 1993 SAMCHAMPS. All of the officers of SAM have been receiving lot's of calls. Well, it hasn't been easy this year. Despite the fact that Larry Jenno, who was the guy behind getting Las Vegas in 1989 and 1991 made a pitch at Lawrenceville to bring the 1993 CHAMPS to Las Vegas again in 1993, our 1993 contest manager, Bill Booth Sr., and myself felt it was time that we again tried California. The most prominent reason was that we are going to favor the flying site over the convention facilities this year. Those of you that are regular SAMCHAMPS goers are well aware that unwelcome winds have plagued the contest for several years. You name them, Jean in '89 and '91, Lawrenceville in '88 & '92, Chicopee in '90, and Seguin in '87 Thinking back when was the last time we weren't blown out?.

The choice for 1993 is going to be **TAFT**. Your Champs committee has looked at several sites in California and picked Taft because of the normally reliable flying conditions. The Dates are **October 11 through 15**, Monday through Friday. The schedule of events will follow the tried and true pattern of the past few CHAMPS. The Bean feed will start things off on Monday evening and the Spirit of SAM on Tuesday, followed by the business meeting and Hall of Fame on Wednesday night, a free evening on Thursday and the Victory banquet will culminate the week on Friday evening. Test flying will be the order of the day on Sunday and Monday. Official

flights will begin on Tuesday the 12th and continue through Friday the 15th.

Your Champs committee is making up a list of all the motels in the area. Quite a few new motels have been built since the CHAMPS were last held in TAFT. A lot of new facilities have been built in TAFT since 1981. Our plans are to use the Taft West Side Community Center for evening activities and reduce the amount of auto travel required to and from motels. We took a long look at Lost Hills, that has the very best in flying fields, but unfortunately the kind of accommodations required for a meet the size of the SAMCHAMPS are not yet available within a reasonable distance of Lost Hills.

The contest manager will be **Bill Booth, Sr.** of the Fresno Gas Model Airplane Club. **Jim Perssons** of the AMPS has again volunteered to CD the free flight events and **Steve Roselle** of SAM 21 (northern California), past president, newsletter editor, and current club contest director, will be the CD for the R/C old timer events.

Of interest to you flyers that follow the results of the world Championships will be that the World Championships of free flight are being held at Lost Hills during the week preceding the SAM CHAMPS. The fly-offs are being held on October 10th at Lost Hills field, that is only 45 minutes from TAFT. Headquarters for the World Champs is the Ramada Inn in Bakersfield.

SAM GOES TO ITALIA!



Jim Adams photo

Danny Shields, Brian Yearly, Sal Taibi & Joe Macay survey the model boxes at Middle Wallop on English portion of the English/Italian Wakefield revival. Eleven hardey souls from all over the US made the memorable trip, some with their wives. Story on page 4



Jim Adams photo

Concours winning R/C glider at Gorizia meet. Construction was as beautiful as the design was unusual

ITALIAN OLD TIME WAKEFIELD CHAMPS AT GORIZIA

by Jim Adams

I am sure that you will read other accounts of our August trip to England and Italy, but I feel compelled to tell you some of the humorous things that happened to us on the trip. Bob Oslan, Abe Gallas, Andy Faykun, Mik Mikkelson, Alf Faulkner, Tom McCoy, Joe Macay, Wade Wiley, Sal Taibi, Jim Persson and myself made the trip this year. Bob, Abe, Alf, Jim and I were accompanied by our wives. The trip was 3 weeks in length with the first week spent in England and the last spent in Italy at Gorizia. This annual pilgrimage is now in its 9th year. It all started when Colin Watts of SAM 35 got the idea to hold an Old Time Wakefield contest and to invite the Americans and any others that were interested in getting together and flying their old time wakefield models. SAM's English sparkplug David Baker has been the team leader of this event that has grown to international proportions. Held at Taft in 1986, and 1989 and at Jean in 1991 with the contest returning to England in the other years it has been a great source of fun for those fortunate enough to be able to attend.

ARRIVAL IN BRITAIN

This year's meet held in Gorizia, Italy was twice as ambitious as in previous years. We arrived August 3rd at Heathrow airport and had a day to rest up before the first big bash at Middle Wallop. This is England's version of Lawrenceville except that the field is all in grass that the Spitfires flew from in WWII. This was the Brits warm-up meet



Jim Adams photo

British sparkplug, David Baker, steadying Peter Michel's model for flight.

for the Wakefield International to be held August 18-21 in Gorizia. Weather was typically British with light rains and wind kicking off the beginning of the first day. Some of us got in pretty nice flights in the afternoon, but Sal Taibi's wakefield decided to spin in under power and folded the fuselage in half. What followed was like the old days except that now cyanoacrylac glue makes the job much simpler. The Brits were using David Baker's new elevated platform for the unassisted take-offs, you know just hold the wingtip and the prop and let go!. The platform is about 12 inches off the ground and is a ten foot diameter circle of plywood painted to



Jim Adams photo

Unknown Brit launches Lanzo Duplex from the takeoff board at middle Wallop

resemble the British roundel insignia. Many modelers had trouble with what appeared to be a down draft off of the end of the board. The lack of ground affect was apparent on many take-offs while others displayed power loops right back into the ground. Nothing surpasses taking off from the ground with that subtle little push that many are so expert at. I set the dethermalizer for 2 minutes on my 4 ounce Lanzo Duplex and retrieved it off the field after seven minutes. Don't believe those stories that the Brits don't have big thermals.

ENGLISH FLYING

Sunday's flying was not as nice. The wind was strong and it was cold. I elected to leave all my Wakefields in the Box. I had taken along a Wasp .049 powered flying wing designed by Don Broggini from 1953 Airtrails to Fly in John Pool's flying wing event. John ini-

tiated the event years earlier, but had not held the meet for many years and the cash prizes had accumulated to 800 pounds (that's \$400 dollars American). Well, to make a short tale even shorter, I was in second place all day only to be overtaken by Britain's previous champ who beat me out of the money by 2 seconds. The first place winner in the post '50 event that I was flying was Mick Page, who was flying a modified version of Don Broggini's SaberWing, the same ship that I had. The difference was that Mick knows how to trim a wing so that it climbs absolutely vertical for the allowed 30 seconds of motor run. With a Cox .049 TD for power going full blast there was no doubt about who was going to win first place. The powered wing proved a good choice for the windy weather flying on Sunday and I was able to put in six flights. My only regret was that the wing made every flight a long one and being without my handy Honda bike, I was completely pooped at the end of the day.

We had a great holiday in England seeing all the sights of Wales courtesy of Richard Hardwick, our host. With us on our trip to Wales were Dick's wife Joyce and son Alan and Abe Gallas and his wife Marilyn.

BUS TRIP TO ITALY, VIA PARIS

Our trip to Italy was by bus with the other 48 Brits and Americans. We spent two days in Paris seeing the sights and visiting the Paris air museum. Most eventful activity was the 3 hours we spent on the French underground railway trying to find our way to Orly field and the museum. Only 14 year old Alan Hardwick spoke any French and his was learned in intermediate school, so it was no surprise that we got lost. Every Frenchman we spoke to gave us different directions on how to go. Unbelievably we stumbled on the airport and accidentally found our way back, but not without several amusing incidents trying to get through the turnstiles with the wrong color tickets. We lost two Brits who stopped at a pub, but they were reunited with the main group at the hotel that night.

continued on page 20

SAM DUES ARE DUE! see page 22

RULES PROPOSALS FOR 1993

Three proposals have been received to be placed on the 1993 spring rules change ballot. Reprinted below are the proposals and letters from the authors explaining why they submitted or some cases re-submitted the proposals. All of these proposals affect the R/C section of the rule book. There were no F/F proposals submitted for the ballot this year.

This is the initial publication of the proposals for the 1993 ballot. You are invited to send your comments, pro or con, to the editor of Sam Speaks for publication. The 1993 Ballot will appear in the May (1993) issue of SAM Speaks.

Any of these proposals that are approved in the ballot next spring will appear in the rule book in January 1994.

Jim Adams,
President

PROPOSAL FOR A SPECIAL RC EVENT: 1/2 A TEXACO SCALE

In accordance with Article IX of the Constitution and Bylaws of the Society of Antique Modelers, the undersigned members wish to propose a Special R/C Event, 1/2 A Texaco Scale, with rules to be as follows:

Model shall be a replica of a reciprocating engine-powered, man-carrying airplane of pre-1943 vintage. Model shall be capable of R.O.G. Powered sailplanes not acceptable.

Minimum wingloading: monoplane - 8 oz./sq. ft.; multiplane - 6 oz./sq.ft.

Model shall be powered with Cox .049 reed-valve type engine with maximum 8 cc fuel tank. No throttles. No diesels. Maximum propeller diameter 8". Commercially available glow fuel only.

Although models are not judged for scale, a reasonable effort should be made to simulate realistic coloring and markings.

Model to be balsa/plywood construction. Foam to be used for detail only. No foam ARFs. Plan or 3-views needed for confirmation. The bottom line is that the model must resemble a real plane of the era.

All flying and scoring regulations of SAM 1/2 A Texaco will apply to this event. Three attempts allowed for two official flights. 15-min. max. per flight. A flight of 40 seconds or less is an automatic attempt. A flight under 4 minutes is an attempt unless the contestant declares otherwise.

These are the rules originated by SAM 48, which are currently in use at the SAM Champs and, so far as I know, all local SAM Chapter events.

The rationale for this event and these rules is: The 2A Texaco Scale has become very popular in the past three years, since it was originated by SAM 48. This event has been included in the last three SAM Champs and in numerous SAM local and regional events all over the country. The rules proposed here are exactly as originated by SAM 48, and as have been and are now being used satisfactorily everywhere.

Jim Alaback

PROPOSAL FOR TWO ELECTRIC SPECIAL R/C EVENTS: LMR & TEXACO

In accordance with Article IX of the Constitution and Bylaws of the Society of Antique Modelers, the undersigned members wish to propose two Special R/C Events: Electric Limited Motor Run (LMR) and Electric Texaco. A copy of the proposed rules is attached and made a part of this proposal.

The rationale for this proposal is as follows:

These two electric events have been flown under these proposed rules since they were formulated by a group of interested SAM Chapters at Jean, NV, in 1989. This includes the subsequent SAM Champs and nu-

merous local and regional SAM Chapter contests. These events are being flown. Voting against the rules will not make the events go away. These rules should be approved to confirm the existence of satisfactory rules which were created by a consensus of electric flyers and have passed the test of time for those electric flyers.

It seems that people who do not fly electric models voted against electric rules last year on the basis that they do not think SAM should have electric events. I don't know what can be done to prevent that again next year except to appeal to non-electric flyers' sense of fair play. The electric events are here- at the SAM Champs and many local and regional Chapter events around the country.

Voting against the rules that the electric flyers are flying by- the RCE #1A rules- will not make the electric go away, but it does prevent confirming these rules which have been used successfully for over three years.

Jim Alaback

.05 ELECTRIC R/C OLD TIMER Special Event Rules

Limited Motor Run (LMR) & Texaco
(COMBINED)

Originated 19 MARCH 1988

Revised 12 OCTOBER 1989

(typed by Steve Roselle from Jack Alten's redlined copy)

These rules were revised at a meeting at JEAN, NEVADA, and agreed to by representatives from SAM 00, SAM 02, SAM 21, SAM 26, SAM 27, SAM 41, SAM 49. These rules will be used for the 1990 contest year, and also be submitted to SAM to be voted on in 1990.

SECTION I MODEL REQUIREMENTS

A. Any Society of Antique Modelers (S.A.M.) recognized Old Timer model may be flown in this event. The model may be proportionally scaled up or down the original size plans.

B. Unless stated otherwise, the model shall conform to applicable SAM 1990 R/C Old Timer rules.

C. There is no minimum or maximum size or weight of the model for this event, but it must have a minimum wing loading of 8 oz./sq. ft. Wing area is calculated from PLANFORM (not projected) area.

SECTION II BATTERY, MOTOR, POWER CONTROL, & PROPELLER REQUIREMENTS.

A. BATTERIES.

1. A 7 cell Ni-cad rechargeable pack with a (manufacturers marked) maximum rated capacity of 800 mah shall be allowed.
2. Packs with unmarked rating must be tested for capacity for the .05 electric Texaco event

B. MOTORS.

1. Any direct current, permanent magnet electric motor that operates on 7 cells up to and including any production .05 motor may be used.
2. Motors may drive the propeller directly, or indirectly via a (gear or belt) speed reduction drive.
3. Ferrite magnet motors, or non-ferrite motors (IE: Cobalt) may be used.

C. POWER CONTROL

1. Power flow from batteries to motor may be controlled by any method.
2. Power shut off must be demonstrated to timer.

D. PROPELLERS.

1. Folding props may be used as long as they are restrained from

RULES PROPOSALS

folding in flight. The intent is to provide protection for the motor/gearbox in the event of a noseover, while neutralizing any aerodynamic advantage.

2. Prop hubs which are partially cut through (in order to protect the gearbox in the event of a noseover) are NOT allowed. This procedure **creates an operational safety hazard and is NOT permitted:**

SECTION 111 GENERAL FLIGHT RULES - (LMR & TEXACO) (page 2 of 2)

- A. All models must R.O.G. unless the contest director determines that hand launching is allowed due to field conditions.
- B. Flight time shall begin upon start of forward motion of the model (for release) and ends when the model touches the ground or ground-based object.
- C. Compliance to motor, battery packs and propeller rules in Section II (of these rules) shall be the responsibility of the contestant.

SECTION IV LIMITED MOTOR RUN - FLIGHT RULES

- A. Standard motor run shall be a single continuous run time of:
 1. Ferrites: 90 seconds.
 2. Non-Ferrites: 75 seconds.
- B. There shall be four attempts allowed for three official flights. An attempt for an official flight may be aborted only during the motor run time.
- C. Maximum scoring flight time of each time shall be 7 minutes. (There is no penalty for flight overtime.)

SECTION V TEXACO (Energy allotment) - FLIGHT RULES

- A. motor may be started and stopped one or more times (at the discretion of the pilot) until the the battery pack is exhausted. The motor run time is considered as part of the total flight time.
- B. There shall be three attempts allowed for TWO official flights. An attempt (for an official flight) may be aborted only during first 2 minutes of the flight.
- C. maximum flight time (for scoring purposes) shall be 15 minutes. There is no penalty for flight overtime.

RADIO CONTROL RULES PROPOSAL TO CHANGE IGNITION ENGINE RUN TIMES

Change Section IV, Events Definitions, Para. 6, Limited Engine Run Times:

LER - Original Ignition Engines, from 35 secs. to 45 secs.

Rationale: At most SAM Old Timer contests, glow LER and original ignition LER classes are merged together because of the need to keep the awards expense down; this is understandable, but not desirable.

When glow LER and spark ignition LER are merged, the original ignition powered models have distinct disadvantage competing with schnuerle powered models, especially in Class A and Class B. It is essential for parity as well as equity that the LER ignition engine run time be increased to 45 secs.

The nucleus of this great sport is the spark ignition engine, so please validate its continued use in LER competition.

Respectfully submitted in accordance with Article IX of the SAM ByLaws.

Dave Lewis, SAM 21

Remembering Art Grosheider 1932-1992

The eulogy at the Art Grosheider service was presented by Art Hillis. With his permission, it is reproduced here.

"I am honored to have been chosen to say a few words about one of my best friends, Art Grosheider."

"We are gathered together here today to say goodbye to a good man and a good friend to many people.

Over the years, Art and I had many wonderful times together, traveling and flying model airplanes. We talked almost every morning on the telephone discussing many things, ranging from the serious to the humorous. Art had a tremendous sense of humor, and during the time he was the editor of our club newsletter we all looked forward to the first of the month to see what Art had come up with.

He was very active in the model airplane hobby; he was a lifetime member of the Society of Antique Modelers. He was the editor of the Model Museum Flying Club Newsletter for several years, and was the Rocky Mountain Region Vice-President of SAM, representing members in 10 states and part of Canada. He was active in the Model Engine Collectors Association.

Art was a superb craftsman and a very intelligent human being with a wide variety of interests ranging from long distance running to motorcycles, cars, model airplanes, collecting model engines, and—last, but certainly not least—his Borzoi and the Borzoi welfare effort.

For many years Art lived with and loved his very best friend Margaret, a relationship that was rewarding in many ways to both of them.

My life and this world will be poorer without you, Art. We will miss you sorely."

"Goodbye, my friend."



Scientific Coronet



Art Hillis photo

Art Grosheider in a recent picture with his beloved Borzoi pup. Besides aeromodeling and writing, Art was lover and breeder of the unusual Borzoi.

Besides being an all around great guy, filled with humor and energy, Art was a gifted writer, who saw the world in his own philosophical and humorous way. He loved modeling. The '89 SAM Champs were his Nirvana. Here's how Art described his experience:

On the SAM Champs

" Art (Hillis) and I agreed that life now and then offloads on us a "Peak Experience" and the 1989 SamChamps was one in spades. After a week of adrenaline rush, I was getting numb. If you were there, maybe you know what I mean. If you weren't, you MUST go at some point in your life. Sal said it was easily the best Champs ever, and he ought to know." ---

"The best account is in the hearts and minds of all who were a part of this wonderful week of flying and friendship. My own mementoes sit in my workshop; the Playboy that **Joe Elgin** autographed, my winning Pacer with **Sal Taibi's** signature and the O&R 60 whose box was signed by **Irwin Ohlsson** one evening while he told of the old days where they made some 700,000 .23s. This winter, when the snow is blowing outside the window and all is quiet, I will pop my tape in the VCR and be

back at the '89 SamChamps, the sun on my back, the sounds of engines in my ears and a thousand models taking flight before my wonderous eyes. Great Smoke, that was a week!!!!"

And then Art wrote the Ann Landers column as a spoof on all us modelers:

Dear Ann,

"A few weeks ago my wife and I attended the SamChamps in Nevada. Among other planes, I flew my Lanzo Bomber, but I got terribly upset after a few days, as there must have been at least a hundred other guys who also had Lanzo Bombers. Worse, most were so overpowered that they went straight up. The more I watched this travesty, the more distraught I became. It finally got so bad that I had to go home early. Chet Lanzo was one of my heroes, but now I can hardly stand to look at my own Bomber. Is there anything I can do to get over these negative feelings?"

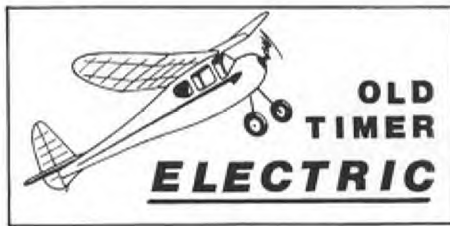
Languishing in Littleton

Dear Lang,

"There, there, It happens to all of us at one time or another. I can remember hitting a tee shot right into a gentleman's crotch years ago and I still haven't gotten the shriek out of my mind. Golf was never the same for me after that so I took up bowling. In your case, the best thing you can do is get rid of the Bomber and build some really obscure design that you will never see anyone else fly. Then Get yourself into therapy and talk this nightmare out. However, don't destroy your Lanzo - there is a fine gentleman in your area that will be happy to give it a good home. He is called kindly Old Arthur and you can reach him on 756-1331 (Grosheider's phone number). Good Luck!"



Meglow Ranger



By Jim Alaback

A number of people have responded (all favorably) to the readers' suggestions contained in the last column. These pertained to the proposed Class B electric event, to increasing electric wing loading to 10 oz./sq. ft. and to including electrics in the regular SAM events on a handicap basis (as glow, ignition, 4-stroke, etc., internal combustion engines are now handicapped to compete together).

Mick Harris of Media, PA, wrote "Both the suggestions for a Class B event and for the inclusion of electrics in the same events as I.C. engines look great to me! These contain rules that appear to be in the best interest of electric flyers... The better flying ability of the larger size motors should encourage the building of a greater range of model types, relieving the monotony of Bombers and Playboys. I haven't entered a contest for



Alaback photo

Larry Oliver's 66" Pacific Ace is an uncommon subject which makes a fine sport flyer with its .05 geared electric motor. The "spun aluminum" cowling is actually turned balsa.

many years, but with events as outlined in your column I would be encouraged to start again.

"I think the question of wing loading is of little significance- not many

electrics make it below 10 oz./sq. ft. anyway."

Karl Benson, another Pennsylvanian (from Wyomissing) also wrote about his very favorable experiences with Class B electric models. Like others flying Class B electrics, Karl is getting remarkable climb performance along with fine thermal soaring. He is flying a 575 sq. in. Zipper with an Astro Flight .15 geared motor. It won its first two contests, the Lehigh Valley RC Society and the Burlington County Electric Fun Fly. The Zipper made four consecutive maxes in limited motor run and "last down" in a mass launch event with a 19 minute flight which he cut short after the last other plane aloft had landed at 17 minutes.

A number of readers have commented on the desirability of a higher wing loading for electrics in order to permit more variety in models flown. Another factor in the lack of variety is probably that only the Lanzo Bomber, the Cleveland Playboy (cabin and pylon versions) and the Cleveland Viking designs have been kitted as old timer electrics. And now I understand that Leisure has discontinued its kits for the Playboy and the Bomber which may further restrict choices. Hobby Horn (P.O. Box 2212, Westminster, CA 92683, telephone 714-893-8311) continues to offer their kit for the Playboy which is the same wingspan as the Leisure kit, but when I asked them recently, they said that they do not have plans to kit the Bomber.

Probably you can still locate Leisure kits in dealer stock for a while. My latest flier from America's Hobby Center (146 West 22nd St., NY, NY 10011, telephone 212-675-8922) lists both the Leisure Bomber and Playboy kits and I have seen them on local hobby shop shelves. There are also partial kits available from Klarich Custom Kits (2301 Sonata Dr., Rancho Cordova, CA 95670, telephone 916-635-4588). These include the Lanzo Bomber at 630 sq. in. (the Leisure kit size) and about a zillion other designs. And then, there is always scratch-building too!

One plane that we don't see so often is the Playboy Cabin. It can be built from the same kit as the pylon version- both are shown on the original Cleveland

plan as well as on the Leisure and Hobby Horn electric version plans. The cabin model is quite different in aerodynamic layout, with the wing mounted a lot lower and somewhat farther back. Despite this, the models fly very much alike and appear to be about equally competitive. The cabin version has easier access to the radio gear and is perhaps a bit easier to build. The cabin version also seems to have better penetration when trying to glide back to the field against a headwind.

Electrics lend themselves to wonderful fun flying, in the spirit of the SAM Preamble. And, as Charles Cortwright wrote, "Keeps the neighbors happy, also no slippery planes." Building from scratch you have the choice of almost anything that ever attracted your eye in gas models. Larry Oliver of San Diego has built a Modelcraft Pacific Ace in the original gas model size of 66" wingspan and you couldn't ask for a prettier old time flyer. It uses an 05 Astro cobalt geared motor which takes it up well despite its weight of 45 ounces.

Another example of scratch-building outside the rut is Roger Taylor's So-Long, which Roger scaled up himself for a geared 05 electric. This one proved to be quite competitive, as well as being nice-looking and relatively uncommon on the flying field today.



Alaback photo

Roger Taylor's scaled up So-Long which proved to be quite competitive, as well as nice looking

I welcome your letters and pictures. Also, I appreciate being on the distribution list for SAM chapters' newsletters. Write: Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128.

Starting with this issue we will bring our readers a new column on unusual old timers by Ron Braddorf, SAM 10, Washington D.C.. DMB

THE FLOUNDER

by Ron Braddorf

The Flounder was designed by "Pinky" Fruchtman and appeared as a construction article in the August, 1941 issue of Model Airplane News. Why was the Flounder chosen to be the first design reviewed for this column? Let me quote the designer from his article:

"The Flounder, one of the "hottest" little Class A ships ever to roar off a runway and point toward the blue, is a grand example of a ship designed from time-proved points which has made good in the contest field. From the first day the ship was test-hopped, until the present time, the ship has taken in more than its share of prizes, and it still is a factor to contend with in any meet. In ordinary sport flying it is a pleasure to use, and we heartily recommend it to any builder."

The Flounder was powered by a 19 engine, had a wing span of 40 inches, an area of 285 square inches, and a length of 30 1/2 inches. It's weight was 18 ounces.

Construction:

The fuselage is the crutch, V-member, former and stringer method of construction. The crutch is 3/16" x 3/8" balsa with 3/16" x 3/8" hardwood spliced in for motor mounts support, cross braces are 1/8" x 3/16" balsa. The V-members are 1/8" x 3/16" balsa and the formers are 1/8" balsa. The firewall is 1/8" plywood and landing gear is 3/32" music wire with 2" diameter wheels. The stringers are 1/8" x 3/16" balsa. The cowl is constructed from 3/16" balsa for the top sides, 3/8" balsa for the bottom sides and 3/4" balsa for the bottom center portions.

The rudder and sub-rudder is constructed with an outline of 3/16" x 3/4" balsa (note grain direction) with 1/8" x 3/16" vertical spar and ribs.

The stab uses 3/16" square balsa for the leading edge, 3/16" x 3/4" balsa for the trailing edge and tips (again, note grain direction) and 1/4" x 1/2" balsa for the spar. The ribs are 1/16" x 1/2" balsa spaced 1 1/2" apart. The ribs are sanded to airfoil shape after assembly of the stab.

The wing is constructed with 1/16" balsa ribs, two 3/16" square hard balsa spars, 1/16" x 1/4" cap strips, 3/16" square hard balsa leading edge and 3/16" x 5/8" balsa trailing edge and tips (again, note grain direction). Wing center section is covered top and bottom with 1/16" balsa between the center two ribs. Dihedral is 1 1/2" at first break and 5" total at tips. Dihedral braces of 3/16" balsa are used at each dihedral break. 1/8" dowels are used for wing hold down.

The original Flounder was covered with double tissue.

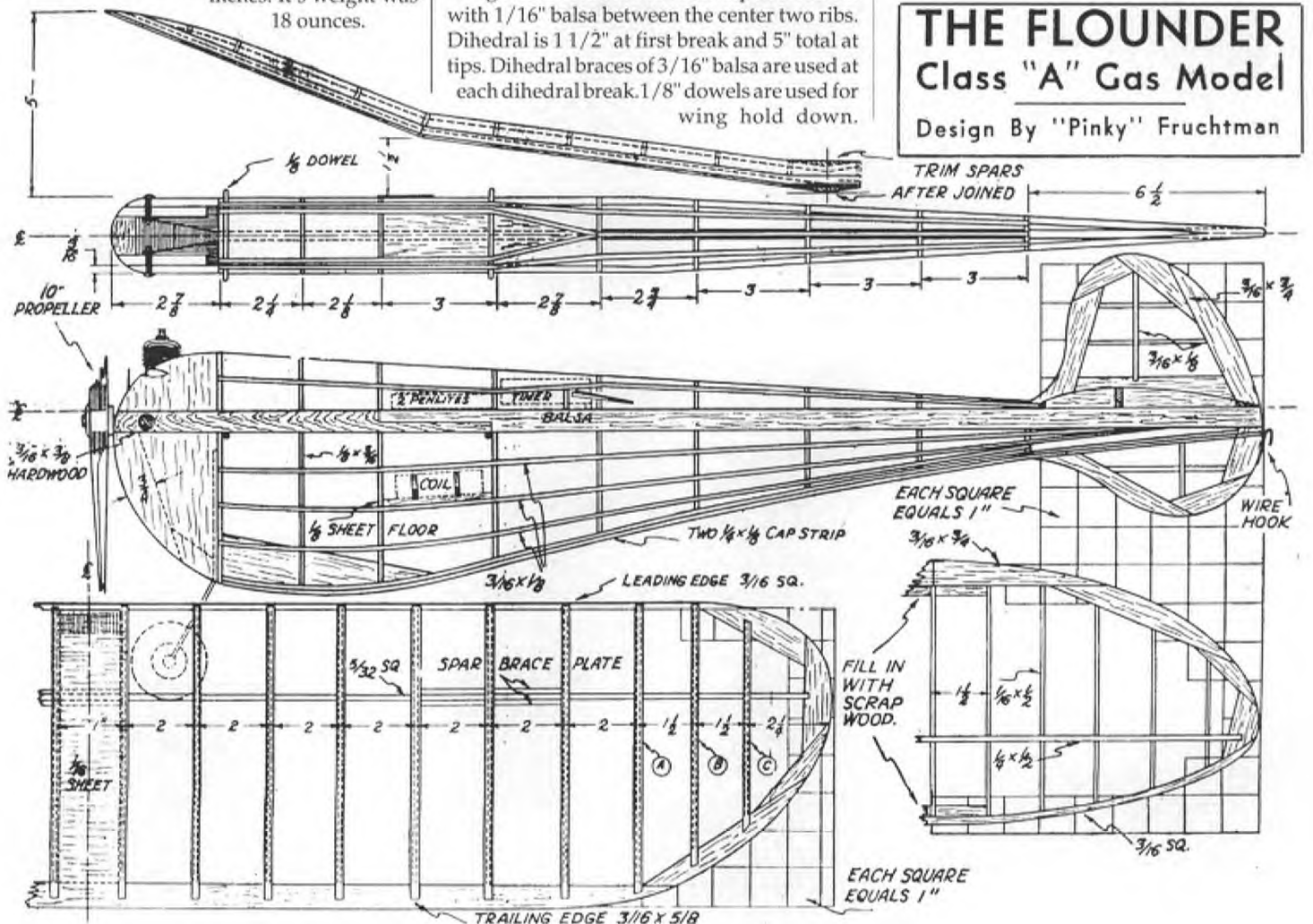
Flying:

Original thrust settings were down and left for the engine with 1/16" to 1/8" right for the rudder. I do not believe the Flounder was ever kited commercially. The only current source for full size plans is John Pond - Old Timer plan number 2B4. No current source for a partial kit or reproduction could be found.

This column belongs to all of us, so future presentations are planned to include gas, rubber, tow-line and hand launched gliders, especially those not normally found in competition. If you have a favorite you would like to share with the rest of us, let me know.

Copies of the original published article can be obtained from me for a SASE.

Ron Braddorf
11522 Old Carrollton Court Richmond, Virginia 23236
(804) 379-2699 - after 6:00 p.m. Eastern time. NO COLLECT CALLS, please.



THE FLOUNDER
Class "A" Gas Model
Design By "Pinky" Fruchtman

OLD ENGINE ANALYSIS

By Charlie Bruce

Number 5

Bantam 19

The Bantam 19 or "New Bantam," as it was called when introduced in late 1939, was developed by Ben Shereslaw from his smaller Bantam 16 of 1938. The new engine used rear disc rotary valve induction, a technology advance over the side port system of its predecessor. It was well received by modelers but WW II soon stopped production. It was re-introduced in 1945 with few revisions. The project was eventually sold to OK Engines who continued production and sold a glow model with brass fuel tank about 1950. Both magnesium and aluminum die castings were used with the majority of engines being magnesium.

The Bantam 19 was reproduced by Joe Wagner of "The Model Aviation Historical Society" about 1984-85. I have no personal experience with this repro engine but have heard mixed reviews on the performance and availability.

Disassembly: No special tools are required but it's worthwhile to note that the Bantam is put together with tiny screws which are easily stripped or twisted off. To remove the timer, take off prop nut and washers, then remove two 2-56 screws holding timer case to arm which fits into a groove in the crankcase. The timer will now slip off straight forward. Note there is a loose, notched spacer which fits over the crankshaft. The tail of the moving point fits into the notch in the loose spacer which prevents the moving point from working forward into the drive washer.

There are two 2-56 screws holding the plastic tank to the tank top, there's no gasket. The tank top is held onto the venturi by the needle valve body which is threaded into the tank top. The needle valve body is aluminum and easily twisted in two. The plastic fuel line is stuck onto the threaded portion of the needle valve body which extends through the tank top. The venturi is threaded into the backplate but is not removed for normal maintenance.

The backplate is retained by three short 2-56 screws and has a thin paper gasket. It's generally a tight fit into the case and may take a bit of heat to loosen.

Do not pry on the ears, they are easy to break. The rotor disc (steel is preferred but some engines have aluminum) is driven by the crank pin and floats on its center pin with no shim or retainer.

Two short 3-48 screws hold the cylinder onto the crankcase. There is a thin paper or neoprene composition gasket between the case and cylinder. The cylinder comes out the top. It may have to be warmed if stuck in the case. Push out the wrist pin and remove the piston and con rod. The crankshaft slips out the back of the case. There is no separate thrust bearing.



Reassembly: The cleaned and lubricated parts are reassembled by reversing the disassembly order. There are a few points to note: Early engines had a thin counterbalance and the con rod is symmetrical front to back. Later engines have a thickened counterbalance and the con rod bottom end has a long and short side to the bearing surface. The long side goes toward the crankshaft to provide clearance for the counterbalance. If you put it in backward the engine will lock up.

Be sure the piston is oriented properly. The long side of the baffle faces the exhaust. The cylinder must also be oriented to the exhaust. The exhaust port is larger and cut higher up on the cylinder than the bypass port.

Be sure the disc rotor drive slot or hole engages the crank pin before you tighten the screws. The tiny back plate ears can be broken easily.

When replacing the tank top on the venturi, be careful tightening up the needle valve body. It must be tight enough to retain the parts yet not so tight that it flattens the venturi. I put a

tiny lock nut on the bottom of the needle valve body below the tank top to make a more secure assembly. The fuel holes in the needle valve must be positioned correctly, fore and aft according to the factory instructions. It will also work if placed at 90° to the venturi.

Place the timer loosely on the crankshaft and insert the spacer from the front so that the tail of the moving point fits into the notch then slide the whole thing into position and fasten to the arm with the two screws.

The prop drive is provided by a friction cone which takes some cut-and-try to locate the prop. The shaft is 3/16" diameter so most props need a bushing.

The piston is very heavy for an engine of this size. Considerable improvement on vibration can be made by lightening the piston by milling out the internal ring between the wrist pin holes.

Spark plug is Champion V-3 with a gap of 0.015". The point gap is 0.006". Points are set by varying the thickness of spacer washers below the fixed point. Do not attempt to bend the moving point. Factory recommended fuel is 2 parts gasoline to 1 part 70-weight oil, but the Bantam runs well on 3/1.

Engines, Parts, and Service: There were many Bantam 19's made, so they show up at MECA collectos regularly in running or repairable condition.

OK Engines, Box 355, Mohawk, NY 13407 has a few Bantam parts. A SASE will get you a list including other OK parts and 1/2 A engines available. Vic Didelot, 4410 Lorna Lane, Erie, PA 16506 has repro tank tops and possibly other parts. Send a SASE for his list. Air Accessories, 3600 Pittman Road, Independence, MO 64052 has repro Bantam tanks. See their ad in The Engine Collector's Journal. Joe Wagner of "The Model Aviation Historical Society" may still have repro Bantam engines but his delivery times are questionable.

I make repro needle valves and moving points on an erratic basis, that is, they are not always available. Write me if you have problems with your Bantam.

TEST RUNS: Bantam 19 on 3/1 gas & oil.

RevUp 9/4 9000 rpm.

RevUp 10/4 8300 rpm. NEXT ANALYSIS: Brown Charlie Bruce Rt. 1 Box 766 Milano, TX 76556 (512) 455-9543

New Brown Jr. Rules

by John Delagrange, SAM 100

Summer is almost gone! The 1992 SAM CHAMPS have been over for almost 8 weeks and as I think back to the SPECIAL BROWN JUNIOR R/C EVENT an old saying from my favorite movie "Bridge on the River Kwai" keeps coming to mind...There's always the **UNEXPECTED**, isn't there?

UNEXPECTED... The BROWN JUNIOR EVENT was a fantastic success... 38 entrants in a first time special event! A truly gratifying experience for me!

UNEXPECTED... "Everyone" wanted one of the special BROWN JUNIOR Pith Helmets that were especially for the contestants.

UNEXPECTED... The WAHLBROWN Replica Engine was truly a better performing engine.

UNEXPECTED... Contestants really got "serious" about the no minimum weight rule. There were some super light models built with a BROWN JUNIOR engine that had absolutely no problem reaching serious altitudes in 90 seconds. (Who said they didn't go up fast in '38 and '39 with BROWN JUNIOR power?)

UNEXPECTED... Only a few of the big TEXACO models were to be seen. This points to a serious oversight in the planning of this event. The stated purpose was to reenact, as close as possible, a contest of the 30's, flying pure antique aircraft, all powered with the same basic engine. The 90 second engine run (although it seemed like a good idea at the time) was our attempt to combine an L.E.R. and F.A. in one event. The intent was to allow contestants time to get high enough into thermal territory thus putting everyone on an equal footing for the glide portion of the flight. This we now admit was erroneous thinking, i.e., extending an L.E.R. to 90 seconds does not make it a (simulated) fuel allotment event. All it accomplished was to virtually eliminate the big TEXACO ships from a competition that was intended to include them! Therefore... to rectify this situation and encourage the entry of these big TEXACO models, SAM 100 is including a fuel allotment category to this popular event. As follows...



SAM 100

BROWN JUNIOR R/C EVENT RULES

Limited Engine Run

1. Engine- Any original BROWN JUNIOR or SAM approved replica BROWN JUNIOR spark ignition engine (no modifications to improve performance)
2. Model- Any pre-1939 cabin or cabane type aircraft (no pylons) (no scaling)
3. Weight- No minimum
4. Engine run- 90 seconds
5. Builder of the model rule- It is expected that a maximum effort will be made to build your model using techniques and materials of the era.
6. R.O.G.- 3 attempts, 2 official flights, one best time.
7. Duration- Unlimited (unless otherwise stated by the C.D.)

Fuel Allotment-TEXACO

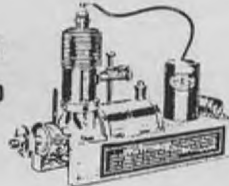
1. Engine- Any original BROWN JUNIOR or SAM approved replica BROWN JUNIOR spark ignition engine (no modifications to improve performance)
2. Model- Any Pre-1938 pure antique model aircraft (no pylons, no scaling)
3. Weight- No minimum
4. Engine run- One CC for every 1/2 lb. to a maximum of 14 CC (the volume of a plastic screw top gas tank of a BROWN JUNIOR engine)
5. Builder of the model rule- It is expected that a maximum effort will be made to build your model using techniques and materials of the era.
6. R.O.G.- 3 attempts, 2 official flights, one best time.
7. Duration- Unlimited (unless otherwise stated by the C.D.)

Including this fuel allotment category should make this event even better!

Announcing THE WINNER !

OF THE BROWN JR. "B" ENGINE
IN ORIGINAL BOX WITH COIL & COND.

CHARLES D. EVANS
PO Box 467
Clarcona, FL 32710
(407) 293-3244



The drawing was held on Nov. 2
at the SAM 100 general meeting.

We want to take this opportunity
to thank all those who purchased
a ticket in support of our club
fund raiser... The money will be
used to purchase prizes and
trophies.

Thankyou
SAM 100

SAM 78 Czechoslovakia

SAM 78 Czechoslovakia will organize an

International Competition of C/L Models



For modelers in Svitavy, on the 15th to 18th of July 1993.

The speed models in the categories:

a/ up to 1,00 ccm
b/ F2A

c/ 2,51 - 5,00 ccm

d/ 5,00 - 10,00 ccm

e/ models with the pulsation motors /JET/

At the same time, the competition of Stunt models will be organized, with the models the construction of which originated before the year 1960, following the competition rules of AMA 1960.

You can receive the detailed information and the competition regulations from:

Jaroslav Rybak
kpt.Nalepky 45
568 02 Svitavy
CZECHOSLOVAKIA

Could you be so kind as to publish this information in your magazine. We are ready to publish your information in our magazine as well.

Thanking you in advance, I remain

Jaroslav Rybak
President, SAM 78 Czechoslovakia

NEW SAM CHAPTER IN CZECHOSLOVAKIA

Speaking of SAM in Czechoslovakia, noted model designer **Radoslav Cizek**, who recently visited the United States to act as a judge at the World Scale Model Championships held at the new AMA site in Muncie, Indiana, has informed SAM Speaks that he and a number of modelers near Prague have formed a new SAM chapter. It will be called **SAM 95 BOHEMIA** (in the western portion of Czechoslovakia).

REPORT FROM ITALY

It all started six years ago, when a group of dedicated modelers, (exactly seventeen), decided to establish AIAS (Associazione Italiana Aeromodellismo Storico), which soon became SAM Italia, Chapter 62.

It happened at Pavullo, a famous pre-WW II glider field, during an oldtimer meeting held in June 1986. As a matter of fact, several old time modelers had started long time ago to build vintgae models, just for sheer pleasure: the Pavullo meeting was the right occasion to make it "legal".

Membership is now close to 300, scattered all over the Northern and Central parts of Italy. SAM Italia has two printed "voices": *OLDTIMER GAZETTE* and *L'AQUILONE* (The Kite). The former, a monthly column, is included, free of charge, in the only Italian model magazine *MODELLISTICA*; the latter is an —"aperiodical" news letter, which is mailed to a11 members.

OLDTIMER GAZETTE proved to be quite inefficient promotional tool, while the latter brings all the organizational details to the attention of each member. Rules have been established, which try to suit the delayed development of aeromodelling in Italy, because of WW II; they have been refined through the years, although some final debugging is still required.

Plans of many vintage Italian 'craft have been redrawn and distributed all over the world, with quite a favourable acceptance.

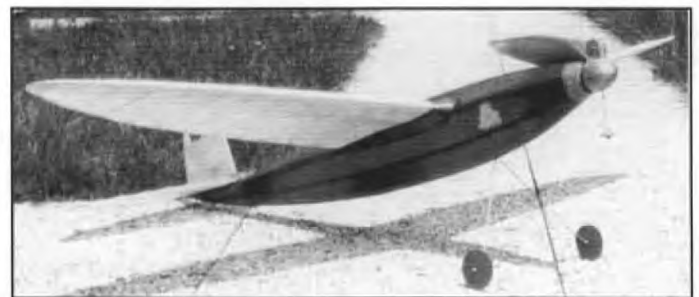
Every year several competitions and just relaxed fly-for-fun meetings are organised: almost invariably, they are characterized by a large attendance. This year the Wakefield competition at Gorizia was by far - the most remarkable oldtimer event in Italy.

Through the years, several youngsters have joined the oldtimers gang: this is highly gratifying.

We often wonder whether someday somebody would take the initiative of getting the various SAM Chapters around the world under a common hat; granted, cut-off dates may differ from each other, rules show basic differences, however, definite commonalities can be found. We only have to find the right person or chapter to initiate this world wide "get together" crusade. Perhaps, a good starting point could be a rational comparison of the technical specifications of the various national rules.

Long flights and short chases!

Ferdi Gale',
Via Marconi 10,
28042 BAVENO NO.
ITALY



Ferdi Gale' rebuilt this unusual 1942 Wakefield designed E. Torielli and flown at the Gorizia meet.

OTC .19 IGNITION ENGINE

Greetings from the Ozarks!

I just wanted all fellow SAM members to be aware that we are currently taking orders for the OTC.19. (Ozarks Technical College .19, a 1:3 scale replica of the 1939 Brown Jr., based on the Lindbergh Hornet "A" chassis.)

I would like to personally thank John Pond who so graciously mentioned our endeavors in the October issue of Model Builder Magazine.

Things are right on schedule for this two year project. We have spent many hours this summer working with Bill Cary, of W.R.Cary.

Engineering, on the development of the "lost wax" investment casting method. This is the method by which we will make the crankcase for the OTC. 19. The crankcase will then be aged, heat treated and machined by the students.

We held our first M.E.C.A. Collecto on November 7, 1992, at the college with students actually working on the engine, selling stocks, t-shirts, and taking deposits on engines. If you didn't attend, please feel free to order by mail.

Again please remember, this is a not for profit learning experience for the students.

O.T.C. 19 T-SHIRT LARGE, X-LARGE, XX-LARGE (100 shirts printed)
\$10.00 EACH



Replica of the 1939 Brown Jr., 1/3 size, based on the Lindbergh Hornet "A" chassis -- created by the students of the Ozarks Technical College -- 100 built and for sale @\$175

O.T.C. 19 COMPANY STOCK
(1000 shares printed)

\$ 5.00 SHARE

O.T.C. 19 ENGINE Complete with:

- 1) Gas Tank
- 2) Wood Beam Motor Mounts
- 3) Coil
- 4) Transistorized Ignition System
- 5) Spark Plug
- 6) Complete set of C.A.D. Drawings
- 7) Instruction Sheet

\$175.00 EACH

(100 engines built) (A \$20.00 deposit will hold you an engine)

If you would like the serial number on you engine to match the serial number on a share of stock please order them together.

All items will be sold first come, first served, with no limits per person. We pay U.P.S. in lower 48 states.

Scott Beshears

Graff Rare Engine Associated Technologies

Ozarks Technical Community College

815 N. Sherman
Springfield, MO 65802
ph (417) 863-0333



JOE ELGIN COMMEMORATIVE CONTEST

Donnelsville, Ohio

Bucky Walter, president of SAM 39, writes that the first Joe Elgin Commemorative contest, held in August, was a smashing success. His words give a flavor of this gathering of the famous and talented personalities of the old time modeling world:

"Forty-four flyers from 7 states and Canada came to honor Joe Elgin, a fine gentleman and designer of the Playboy Jr. Joe's long time friend, Dick Korda, expressed a desire to attend the contest — so they both showed up, along with Mike Granieri and some of the top flyers in the country. Both Joe Elgin and Dick Korda timed flights and autographed planes and kits. Joe donated a trophy to be presented in the Class C Ignition event to the high time using a Joe Elgin design.

This is rural America at its best and the cradle of American aviation. That's right! Dayton is nearby, home of the Wright Brothers. The Air Force Museum is located at Wright-Patterson AFB just south of Donnelsville (about 20 minutes). To top off places to visit prior to or after the contest, CD Bob Laybourne has a wonderful model store called the Hobby Hangar — right at the contest field! It is more than a hobby store; it is a museum! Bob has old time model kits displayed on a wall — also a very nice display of old time ignition engines — in a locked case! Laybourne prevailed upon Joe Elgin to autograph an original Playboy kit, and Dick Korda put his signature on an original Korda Wakefield kit. The price on those kits just went Sky High!"



Bucky Walter photo

All the famous modelers gather: Mike Granieri, Dick Korda, Bob Peru and Joe Elgin admire the Playboy Joe flew at the Elgin Commemorative Contest in August.

IN REMEMBRANCE OF MY FRIEND ART GROSHEIDER HIS GIFT OF HUMOR AND LAUGHTER...

I received a letter from Jim Adams recently. He told me that Art Grosheider, Rocky mountain V.P. had died in his sleep at the young age of 60.

I was saddened and shocked to hear this. Art and I were both born in 1932 about 4 months apart.

Art Grosheider was a good friend, I felt like I had known Art from the time we were kids (Art reminded me so much of a childhood friend who was killed in Vietnam). In reality we had known each other for less than 3 years, meeting for the first time, face to face at the 1990 SAM Champs in Chicopee, MA. Art kidded me for making a fool of myself by playing the banjo and trying to get a bunch of old fogies to sing some stupid songs about SAM and camaraderie and all that mushy stuff...

Art and I have traded newsletters ever since Bill Darkow, former SAM SPEAKS newsletter Editor sent me a copy of Art's. SAM 1, October issue. Art had written a report on his and Art Hillis's sojourn to Jean, Nevada 89 SAM CHAMPS. His story was "Bar none" the best and most humorous Champs story I had ever read. Also in this issue was another spoof article from ANN LANDERS/Grosheider. This hilarious piece put me into stitches up both sides and down again...When I finally got calmed down enough to talk, I called Art and told him how much I had enjoyed his humorous writings. From that day on we were "fast friends" and traded our newsletters every issue.

In the story he had written on the '89 Champs, Art told of being on "Cloud 9" because he had met the old master SAL TAIBI and Sal had signed his name on Art's winning "PACER". JOE ELGIN had signed Art's PLAYBOY and IRWIN OHLSSON had signed the box of Art's Ohlsson 60.

Art and I were so much alike in that we are still "kids" and very much in "AWE" of the old time modeling greats like Sal, Joe and Irwin. To Art and I, meeting these guys is better than meeting the President of the United States!

I don't believe Sal knew how much Art admired him when he jumped all over Art at Jean, Nevada Champs in 1991. If Sal had known, I wonder if he

would have done it differently. I'll bet he would...because Sal is as fine a gentleman as was Art Grosheider.

I feel a sadness for both these good men, for they both made a mistake. Now it's too late to set it right.

There's a lesson in this story.... 1. We all make mistakes.. 2. We all have the responsibility and the time to set them straight again.

We are all nearer the end than the beginning, and if we are going to make the most of these autumn years we've got to be kind to one another.

All we have is each other...this is it, there are no hidden meanings. You can't get there from here and besides there's no place to go anyway. Nothing lasts. There is no way of getting all you want and you can't have anything unless you are willing to let go of it. You only get to keep what you give away!

Respectfully,

John C. Delagrange

== From Art's pen ==

ANN GETS A COMEUPPANCE FROM MODEL AIRPLANE WIDOW

Dear Ann Landers,

A month ago I wrote you about the old goat I'm married to who wanted to go off to Nevada to fly toy airplanes with his buddies. You told me to let him go so I did. Well, thanks a bunch. He showed up last night at midnight with one of his cronies who was towing our nice little car. Seems it blew up out there in the middle of the desert someplace. He looked like a raisin cookie that had been left in the oven too long and then dropped in dirt. He stunk like old chicken soup and hadn't shaved in days. You were right in that he didn't gamble or chase bimbos. He blew all his money the very first day at something called a "collecto" on airplane kits and more of those dumb little engines. He wound up eating 95¢ breakfasts and sleeping under the slot machines in the casino. Half his stuff came home in a huge black garbage bag. Some Mafioso named Sal something or other autographed one of his models and you'd have thought he'd run into Elvis over to the K-Mart or something. Then he spent the whole next day calling all his stupid friends ranting and raving about how he'd won

Ann Landers: continued on page 21

Art Grosheider was a prolific writer, philosopher, and humorist. His good friend, Art Hillis shared some of his writings with me - some quite prophetic -- and I have chosen two that SAM members may enjoy reading.
DMB

In an interview with himself, Art wrote:

Did you leave the world a better place?

"Probably in small ways yes. I always tried to be gentle and considerate and understanding with others. I think I was good at that. I also tried to encourage others and when I could create something positive for them. No biggies. My work situations were always sort of productivity through harmony, but harmony was what I valued most, i.e. this (work stuff) is all a pain in the butt, so let's at least have a good time doing it."

How do you feel about death?

"Well, I'm not real anxious to do that right now. Like, why quit when you're ahead? If it's going to be painful or hard I'm not real thrilled at the prospect. You have to say there's only two things that can happen: Either there is a hereafter or there isn't. If there isn't you don't have to worry and if there is, then there are only two things that can happen: If it's good, you don't have to worry and if it isn't, then there are only two things to worry about: You can either get out of it or you can't, and so forth. You get the picture. The thing I've often said about reincarnation is, "Aw, shit, not AGAIN?!!" I made a fairly nice bed this time and I'd just as soon lie in it. No? Well, can I take my toys with me?"



Art Hillis photo

Art with one of his heroes, Joe Elgin. All the modeling greats were his heroes.

OLD RULER REVIVAL?

In 1972 Old Ruler was written into the SAM rules as a special event. In 1973 it was flown in the SAM Champs at Taft. It was flown on the West Coast in local events for several years thereafter and then, like an old soldier, it just faded away. This has always been a disappointment to me as I enjoy designing my own creations rather than being forced to build someone else's. I know there are more like me out there in the bushes.

For those who are unfamiliar with Old Ruler (because they haven't read the list of events in the SAM rule book), it says in paraphrase, "Any model that conforms to the 1941 AMA rules - original design is allowed." Except for the Kerswap which is a "pencil bomber" all old timers conform to the 1941 rules. For those who would like to see modeling like it was in the old days, Old Ruler IS the old days. You can do what you please; build kit designs, design your own, make changes in the old designs that needed changing; i.e., increase the rudder area in the Yankee as it is sorely under ruddered as are the So Long and Thermal Magnet. You could decrease the rudder area in a Mk I Clipper as it is over ruddered. I once asked Carl Goldberg what I could do to make my Clipper turn in the direction I wanted it to instead of the direction it wanted to - it would glide right, left and straight in the same flight. He said "reduce the, rudder area". When I reminded him that that wasn't permitted in Old Timers, he just shrugged his shoulders. Carl never much cared for Old Timers; he was always looking to the future.

If your Old Timer doesn't need any changes to fly well, there are many, you can fly it as is in the Old Ruler event. In other words bring what you've got, crank it up and fly.

No doubt, there are those who would worry that new original designs would be so superior to the old ones that there would be no contest. This never happened during the years we flew by the Old Ruler rules in southern California and Vegas. The 1941 rules are a great equalizer and the good designers of 50 and more years ago weren't a bunch of dummies. They just had more hair then than they do now. Old Ruler lets you pit your skill against the old pros if you're so inclined; it lets you make good fliers out of some of the old marginal designs or it lets you fly your well trimmed old timer against what ever else comes along. In the final analysis, the winners will be those who are the best prepared regardless of what they're flying. This has always been the case and new or modified designs won't change anything.

Old Ruler doesn't distinguish between cabin or pylon, old timer or antique, Old Ruler is conformation to the 1941 rules - period. SAM engine classes apply.

I'm willing to sponsor a Class B Old Ruler event in the '93 SAM Champs and will do so if feedback to SAM Speaks warrants it.

Bob Oslan (SAM 058)
7142 Bleusails Dr.
Huntington Beach, CA 92647

R/C TEXACO EVENT: RULES GOVERNING THIS R/C EVENT

Originally the SAM CHAMPS were a three day contest. If my memory serves me correctly, at the SAM CHAMPS at La Junta Colorado it was noted that the R/C Texaco event in conjunction with other R/C events on the same day was causing a overload situation, and it was proposed and adopted to add a fourth day to the SAM CHAMPS to accommodate the TEXACO EVENT, presumably to be flown on the added fourth day.

I call your attention to the current SAM official rule book section IV paragraph 3. "all events except TEXACO have a 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.

The practice has evolved (beginning in California I think) at local contests, the CD establishing a max on Texaco flights of a specified time of his choosing, which has crept into the national and international SAM CHAMPS which is held annually. This is a violation of the SAM official rule book under which the SAM CHAMPS are supposed to be run by. If CD's at local or regional contests wish to establish things in violation of the SAM rule book, it is OK, but at the national SAM CHAMPS the rules in the official rule book should be adhered to.

Further I quote from Section IV paragraph 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 allowed 5cc/lb. For 1/2 A Texaco the 8cc fuel tank may be filled by the contestant".

Further I quote from section IV paragraph 10. "The CD must insure that everyone has a reasonable opportunity to fly and thus may reduce engine runs / flight maxes as necessary."

Since section IV paragraph 3 states there is no max in Texaco, under section IV paragraph 10 there is no flight max to be reduced. This leaves only the possibility that the CD could reduce engine runs in Texaco as per Section IV paragraph 10. The only way this could be accomplished would be to cut the fuel allotment as stated in Section IV paragraph 8. Although I don't think it was intended to give the SAM CHAMP CD the authority to cut the fuel allotments, this could conceivably be applied.

There is nothing in the official SAM rule book that calls for installing a "max" in the Texaco event at the national SAM CHAMPS. I submit the SAM CHAMPS CD does not have the authority to change the rule governing a basic R/C event listed in Section V paragraph 1. The official SAM rule book should be followed at the SAM CHAMPS. Do you agree?

Joe Percy
2100 Gumm Road
Fort Worth, Texas, 76134

SAM APPROVES ED LIDGARD'S "MY SPARKY" DESIGN

by Jim Adams

How would you like the job of verifying a model designer's claim about a model that he designed in 1940. That is fifty two years ago! How good is your memory? do you think that you could remember whether the model you built in 1939 had 14 ribs in the main wing panel or was it 15 ribs in 1940 and 13 ribs in 1939. These are the kinds of questions that come up regularly in the SAM Design Approval Committee's investigations.

The old designs that are submitted with drawings that can be easily verified are a cinch, but ever so often along comes a design that has had too many different versions published over the years. It is only natural that many designers in their desire to constantly improve their designs are tempted to embellish their drawings as time passes.

Bob Larsh, who is SAM's midwest vice president and chairman of the Design Approval committee, is the guy that volunteered in 1988 to take over this thankless job. John Pond was the original chairman who inherited this job when he voluntarily took on the job of collecting all of the thousands of old timer model plans. The present system involves all of the executive board who form the design committee. Bob Larsh, as chairman, collects and collates all of the information on each new design being reviewed. then Bob is satisfied that he has a complete story on a new design, he sends each of the board members a package of information containing drawings, photos, af-

fidavits and an analysis of the data that simplifies the final voting process. The members of the committee review all of the material and vote on the model. Typical questions determine whether a model is an "Antique"

works has been given here to acquaint the members of SAM with what the officers of the executive board do when they are not building old timer models. They have other jobs that keep them away from the building board and flying field, but this is one of their tougher jobs.

Ever so often a design comes along that is a super design and a great flyer, but so many modifications have been published of the design through the years that it becomes very difficult to determine the exact configuration of the model in a certain year. Back in bygone years some prolific designers produced several different versions in the same year. My best memory of a story like this was the one Chet Lanzo used to tell about producing as many as 14 models of a certain design in one year just to keep up with attrition and "fly-aways" in his competition fleet.

This month The Committee wants to announce approval of Ed Lidgard's "MY SPARKY". Ed is one of the outstanding rubber model designer/flyers to come out of the pre-war modeling period and was very recently inducted into the SAM Hall of Fame because of his accomplishments. This design has been around as long as the Comet kit of the Sparky. Ed's design that we are approving is his own favorite competition class "C" rubber cabin model of 1941.(called small size rubber fuselage in SAM's rule book). Because of Ed's prolific model building ways and the many versions that appeared in later years, the certification of his 1941 "My Sparky" design became difficult.

The drawings that accompany this article represent the version that the



The Lidgard "Sparky" in September 1940 with sub-rudder and single landing gear. Note tank in background.



A November 1940 picture of the Sparky with the single sub-rudder and retractable gear.



This November 1940 picture shows a Sparky with sub-rudders and a slightly different paint job. The same water tank is in the background.

or "Old Timer" model and whether the presentation is accurate.

This rather detailed explanation of how the SAM Design Committee



Ed Lidgard with his then newest "My Sparky" while in the military in 1941. Note the droop elevator tips.

SAM committee and Ed Lidgard have agreed upon. After many months of reviewing drawings and magazines and dredging up old forgotten photographs, the SAM committee finally was able to pin down the shape and configuration of Ed's 1941 design. Ed finally sent us an affidavit saying that the 1941 design had a single wheel retractable landing gear, bent down stabilizer tips, and a folding propeller as described in his article in the January 1943 Model Airplane News, this we were able to verify through old photographs, that surfaced after much looking. It is interesting to note that one of his 1940 designs of this ship had two sub-rudders under the stab in place of the turned down tips.

Some readers may say "what is so important about the configuration of an old model design that we spend months and a dozen letters and countless hours poring over old drawings and photographs to establish the true shape of just one rubber powered model?". This is a good question. If you were chairman or a member of the committee, would you insist on the decisions of the committee being accurate? In a recent investigation of another design, two very reputable

sources claimed to have the "real" drawings of a well known old design. SAM maintained that our drawings were the most accurate because the other source showed a propeller design that had been attributed to another designer. Our insistence on maintaining the accuracy of the prop design was so that the history of propeller development would be kept in the proper sequence. Is this important? The present committee

thinks so, and so we insisted that credit for a unique new propeller concept that was developed in the late 1960's, long after the SAM pre-war period, be credited to the right man. Only time will tell if we did our job well.

Many thanks to Model Builder magazine for allowing us to reprint their drawing of the "MY Sparky". We have taken the liberty of deleting the part of their drawing that details the propeller and added the wheel. We have published the drawings from the 1943 M.A.N. where Ed explains how to make the latest in props in the 1943 or pre-war time frame. (note: this is not the plane discussed in the paragraph above.) The prop design shown on the original Model Builder plan is a later development by Ed Lidgard in the post-war era.



WINTER CONTESTS

Each year the old timer flying gets started with contests in the southern warm climates -- *sometimes not too warm, so bring your coats.* The Southwest Regionals in Eloy, AZ, have been running for over 25 years and brings hopefuls from as far away as Texas, California, Kansas, and sometimes further. Then, last year, the old timers in Florida started their own winter bash, drawing competitors from all over the east coast. Here are the details:

SAM 77 R/C Winter Fly

Fred Mulholland, Contest Manager
(813) 962-7020

January 8 to 10, 1993
New Port Richey, Florida

Friday	Saturday	Sunday
A Glo LER	B Glo LER	C Glo LER
A Ign LER	B Ign LER	C Ign LER
Antique/ Pure Antique	Texaco	***1/2 A Texaco
*1/2 A Scale Texaco	**LER A,B,C, Cabin	Elec LER
****Pure "A" Ign	Electric Texaco	*Brown Jr Event

- * Special Event
- ** Special Event (awards to 5th pl.)
- *** Basic SAM Event
- **** Special Event, orig.ign. engines, no diesels

Southwest Regionals

Bob Angus, CD
(602) 229-9034 h
(602) 621-4678 wk

January 16 to 18, 1993
Eloy, Arizona

Saturday	Sunday	Monday
A Ign LER	C Ign LER	Elec Texaco
B Ign LER	Texaco	OT Glider
Ohlsson Sideport	Elec LMR	C Glo LER
Brown Jr.	AB Glo LER	Pure Antique
Antique	O&R 23 Ign	1/2 A Texaco

- ☐ Banquet Saturday 8 PM at Holiday Inn after Collecto.
- ☐ "Circling of the Covered Wagons" Sunday night at field.

WHERE TO FIND SUPER TIGRE PARTS & ENGINES

I read with interest in the July-August '92 SAM Speaks Dick Huang's article on Schnuerle vs. Cross Scavenged Glow Engines.

Perhaps, after reading this article, some members might be interested in a source for Super Tigre engines:

George Hubschmidt
Rd # 1- Box 318
Ewan-Aura Road
Glassboro, NJ 08028
(609)881-0052

He has an extensive supply of old Super Tigre parts and he can build engines from parts. Currently, he can build: 15, 19, 23, 29, 35, 40, 51, 56, and 60 sized cross-scavenged engines. I don't intend for this to be an ad for Mr. Hubschmidt, but perhaps this information could be revised for an insert in a future issue of SAM Speaks.

Thank you,
Francis X. Ryan
SAM 196L



Ferde Gale photo

Here is an attractive Italian design spotted at the Gorizia Wakefield meet: The "Dindi", a little gem by Arve Mozzarini, the designer of the MOAR. A long time friend of Ferde Gale's, Arve has now rebuilt the model for R/C.

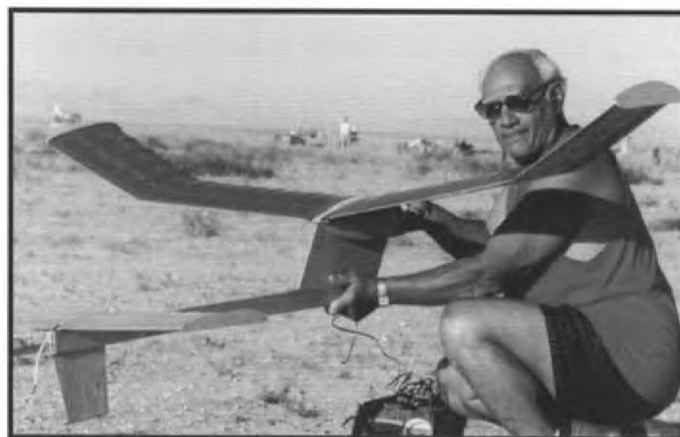


For every good modeler there is a great crew. Here is Elaine Davidson with Larry's O&R 60 powered Playboy Sr. at the LIRCS field, Calverton NY, during the SAM 75 August contest. Elaine launches, times & helps Larry at all meets. You know the old sailor's tale: when you find a good crew, marry her!



Taibi archives

The old : Here is Sal Taibi with a number of friends in the olden days. L to R; Al Pardocchi (holding Dodger), Pete Tryborn, Sal, unknown, and Bernie Loquorman..



Bekins photo

The new: Sal Taibi with a modern free flight about to launch at the National Free Flight Champs at Lost Hills last Labor Day weekend



Bekins photo

Brian Ramsey, president of SAM 27, holds his 1/2 A scale Stearman C3B aloft as he contemplates its first successful flights. The beautifully detailed engine with exhaust stacks and a custom "Ramsey Air Service" decal on the fuselage won him the Concourse event at the SAM 27 annual.

SAM'S WORLD AMBASSADOR OF GOODWILL

Thank you for appointing me "SAM's Worldwide Ambassador of Goodwill". To say that I was shocked, not to mention delighted is to understate the case. I just could not believe it when my name was called out and received a firm nudge in the ribs as Eut Tileston told me to get up on the stage at the SAM Champs.

It was one of my more moving experiences, as my attempt at a "thank you" speech gave ample evidence. I am rarely at a loss for words. However, that night I was verbally incompetent, and suddenly given to tears. All I was trying to say was "Thank you all, I truly appreciate what you have bestowed on me!" Easy to type, virtually impossible to say. Either way, I mean every word of it. I was deeply touched.

Many thanks to all the members of SAM North America and my best wishes for the future of SAM, which, under Jim Adams leadership must continue to prosper.

Colin Borthwick
52 Chapel Hill Rd.
Chapel Hill,
Queensland 4069
AUSTRALIA



Joe Elgin photo

Lanzo's last project: the 12 foot span "Racer". Chet was working on this monster model when he died. His good friend, Bucky Walter, finished the model and flew it the SAM Champs in Laurenceville. As Jack Ross helped, Bucky flew it in Texaco: "It did not place. But everyone watched it fly. It was the best flying model at the contest. Chet's Last Hurrah!"



Drobshoff Challenger



Bucky Walter photo

Si Jordan with his newly completed Lanzo "Airborn" glider. Built from the plans 1/3 size plans Bucky Walter received from Chet's estate.



Bucky Walter photo

Lanzo's "Airborn" was featured in SAM Speaks. Plans are available from the SAM Library.



The Waterman "Arrowbile", 1/2 A scale. Eut Tileston, the consummate competitor, thrives on the unusual, and usually wins. He has built and flown a number of old timer flying wings with great success. His models are technically superb and beautifully crafted, often winning the Concourse event. Your editor has flown the model and found it very docile and a good glider: a definite contender for 1/2 A Scale Texaco honors!

AH, ITALIA!

We left Paris early Thursday morning and after a 17 hour bus ride through France, Switzerland and Italy arrived in Gorizia right on the Yugoslavian border at 11:30 PM. As you might expect everyone was ready for bed and we slept well. Friday morning at the International Hotel in Gorizia we found out what a continental breakfast is. It consists of a very hard bread roll and the blackest coffee you have ever seen. By the way, water costs extra. We soon got the hang of



Luca Gialanella, Tom McCoy and Mario Gialanella pose with Tom's 1st place winning Lanzo Stick at Gorizia

ordering food in Italy, the Spaghetti and the Pizza were excellent at the little Restaurant adjoining the hotel. I also found out that American beer is considered imported and cost more than the scotch. The weather in Italy was hot and humid, just like the weather that we had left at home and air conditioning is a word that no one understands and that included the bus that we made the trip in. The first morning in Italy, Friday, we loaded up in the big bus and went out to the flying field. The field was only a mile away and was a beautiful grass field that dated back to pre-war flying days. It was very good sized and had a paved circle that had been used at a previous World Champs. Check-in was performed at the Aero Club Giuliano club house. The club also had two nice hangars at their disposal where the modelers unpacked their models and set up their equipment. The first surprise came when we lined-up to sign in and found that to avoid confusion the Italians allowed only one contestant into the office



Veno Pecorari with his French '37 winner by E. Fillon placed high at Gorizia

at a time to register and pay our fees. The rate of exchange between the dollar and the Lira was very confusing, imagine paying 75,000 lira for one night in the hotel. Entry fee was only 15,000 lira. Water was 2 £ per bottle which converted to 4 dollars per bottle. You had your choice of Mineral water plain or with gaz, as the waitress called it. Sal Taibi amused everyone by explaining how he gave the teller at the Bank 100 dollars and got back 400,000 Lira. He said that he had never felt so rich.

ITALIANS CHECK THE SPECS

We had been warned by the Brits that the Italians were very serious about checking your model to the specs. and so we had enlisted Dave Baker's help in bringing along drawings of some of our models. We were very nervous when we lined up Friday morning with our Wakefields, expecting the worst, because some of the fellows did not have plans of their models. I was very apprehensive when I went to the judge's table. He was an elderly looking gentleman who spoke no English and he had a large gram scale and I was sure that I was in for trouble. Much to my surprise he asked the name of the model and after recording this information applied a sticker to my model that said the model was an official entry at the International Wakefield contest. That's all, I had

passed the test.

HERE COME 'DE JUDGE!

When I was checking in I found that I had been selected as a member of the "Jury". This was my first time in this position and was concerned as to what my duties were going to be. It didn't take long to find out. About two hours into the first round on Saturday morning I was handed a written protest (in Italian) from one of the Italian flyers against one of his fellow flyers. My first question was where's the rest of the jury. It seems that David Baker who was also a judge was back at the hotel and Roberto Marzoli, the Italian president, was the other. He handed me the protest and interpreted it for me. The protest was concerning a possible third attempt in the first round. SAM doesn't have a rule in the book concerning this infraction, but referring back to old pre-war Wakefield practice we determined that the third attempt was disallowed. It seems that when contestant released the model it blew back into his arms and he caught the model and re-released it. Too bad that it wasn't on his first attempt or we would have ruled that it was OK.

RESULTS

The results were favorable to the British and the Americans, who won most of the big events. The winners were:



Jim Adams photo

R/C old timer line up at Gorizia. These are all old time Italian free flight designs

1992 WAKEFIELD CUP

8 ounce Wakefield

1. Dennis Davitt GB
2. Peter Michel GB
3. Joe Macay US
4. Mario Gialanella Italy
5. John Godden GB

4 ounce Wakefield

1. Dennis Davitt GB
2. Dave Hipperson GB
3. Luca Gialanella Italy
4. Ken Cooper GB
5. David Wright GB

Pre 4 ounce Wakefield

1. Gordon Beal GB
2. Mik Mikkelsen USA
3. Mario Felletti Italy
4. Stephen Lacy GB
5. David Baker GB

Jumbo Rubber

1. Joe Macay USA
2. John Godden GB
3. Tom McCoy USA
4. M. Hetherington GB
5. David Wright GB

Rubber Stick

1. Tom McCoy USA
2. Luca Gialanella Italy
3. Peter Michel GB

Rubber Cabin

1. Ken Attiwell GB
2. Gordon Beal GB
3. Joe MaCay USA

Glider OTV 1

1. Jacopo Pesciolini Italy
2. Carlo Casale Italy
3. Alfie Faulkner USA

Danny Sheelds Twin Pusher

1. David Baker GB
2. Alfie Faulkner USA
3. Mik Mikkelsen USA
4. Allan Hardwick GB

Glider OTV 2

1. Carlo Casale Italy
2. Gordon Beal GB
3. Franco Pianigiani Italy

Power OTN 1950

1. Cesare De Robertis Italy
2. Volveno Pecorari Italy
3. Giovanni Ventura Italy

Vintage Power OTN 1956

1. Cesare De Robertis Italy

GRAND FINALE

The grand finale came Saturday night while we were in the final round of the Wakefield flights and a terrible thunder and lightning storm approached from several directions. They came to me and asked if I thought as a member of the jury that we should postpone the event. My first reaction was let's keep on flying. Ten minutes later the Italian president, Roberto Marzoli, returned and urged that we shut down for safety reasons. Knowing their weather better than I, he felt that they were about to experience a thunder storm with Hail stones and the works. I agreed that we should stop and resume flying on Sunday morning. It was a wise choice because min-

utes later the storm struck with terrible fury. I had parked my models in the army tent that served as a first aid station. During the night the tent blew down and messed up my best Wakefield. This pretty much was the kind of luck that I had during the whole meet. Five broken motors in one day, that must be some kind of a record. Well, there's always next year.

The Aero club Guiliano conducted a very impressive awards presentation on Sunday afternoon with wine and ice cream for everyone. The awards were very impressive. All of the Italians were so gracious and helpful to the Americans and the Brits. They were so very friendly and quickly made up for our lack of understanding of the language. Our thanks go to Roberto Marzoli, and to the Aero Club Guiliano and all the members that worked so hard to give us a wonderful meeting.

Jim Adams

Ann Landers: continued from page 14

this little plaque for having the fifth best B Gas of anybody there. Didn't surprise me one bit, he always did have a lot of gas but I can't figure out why they'd give him a prize for that. There's no figuring old men. Anyway, thanks to you, we're a thousand bucks poorer, our car is over to the shop with a bunch of crooks and the old cretin is like one of those dolls you pull the string on and it keeps saying the same things over and over. "Right now he's back downstairs stinking up the house muttering "wait'll next year". He should live so long.

Totally Disgusted In Denver

Dear Totally,

I stand corrected. I got over a hundred letters after yours appeared in the paper saying much the same things. One thing you might all consider is getting counseling to work out why you choose to marry men with such obvious problems. Personally, I'd a lot rather be married to a happy (albeit nutty) old fart than some sourpuss who spends his time sitting in a Lazy-boy bitching about how the world is going to pot. Count your blessings, honey!



Bekins photo

John Bortnak of Calgary, Canada, launches his unidentified large rubber stick at the National Free Flight Champs, Lost Hills. John was the Grand Champion in the Old Timer Events.



Bekins photo

Loren Schmidt, SAM 30, launches his Thermic 50X2 at the SAM 27 "Crash & Bash" annual contest. His grandson is "timer and helper". Loren's ranch is the site for many northern California contests where the Schmidt family's hospitality is legendary.

DUES ARE DUE see page 21

1993 SAM MEMBERSHIP RENEWALS ARE DUE

- Bob Dodds, Secretary/Treasurer -

If you have not already sent in your dues for the coming year, they are now due for January through December 1993. Dues are \$15 per calendar year. You may pay up to 3 years in advance. (Your expiration date will printed on your SAM Speaks label if you pay for 2 years or more.)

All paid up members will receive our bimonthly newsletter, SAM Speaks. All new members will also receive SAM decals and a copy of the SAM Rule Book. Decals are sold separately for \$.50 each, large (4X2), medium (3X2), small (2X1). SAM patches are \$2 each. Rules books are \$1 each.

SAM Membership and Renewal Application

Subscription rates include annual fee of \$1.⁰⁰ in the Society of Antique Modelers. The balance of the fee in each category is for subscription to SAM SPEAKS, the official publication of the Society of Antique Modelers. Subscriptions are not available without membership.

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Fees are due on January 1 of the coming year.

- New member Renewal Address change

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Signed _____

Note: Full membership in SAM requires membership in the Academy of Model Aeronautics or equivalent national organization. Be sure to put your SAM # on your membership renewal check.

Make checks payable to the Society of Antique Modelers

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209 Summerside Place
Encinitas, CA 92024

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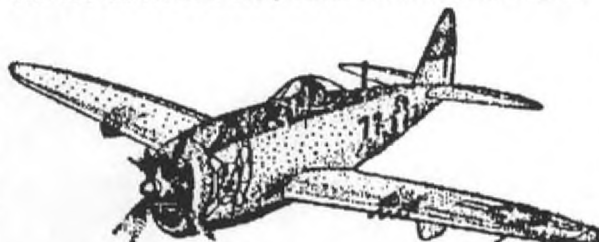
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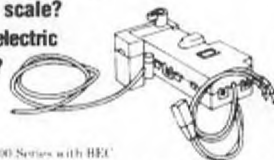
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