

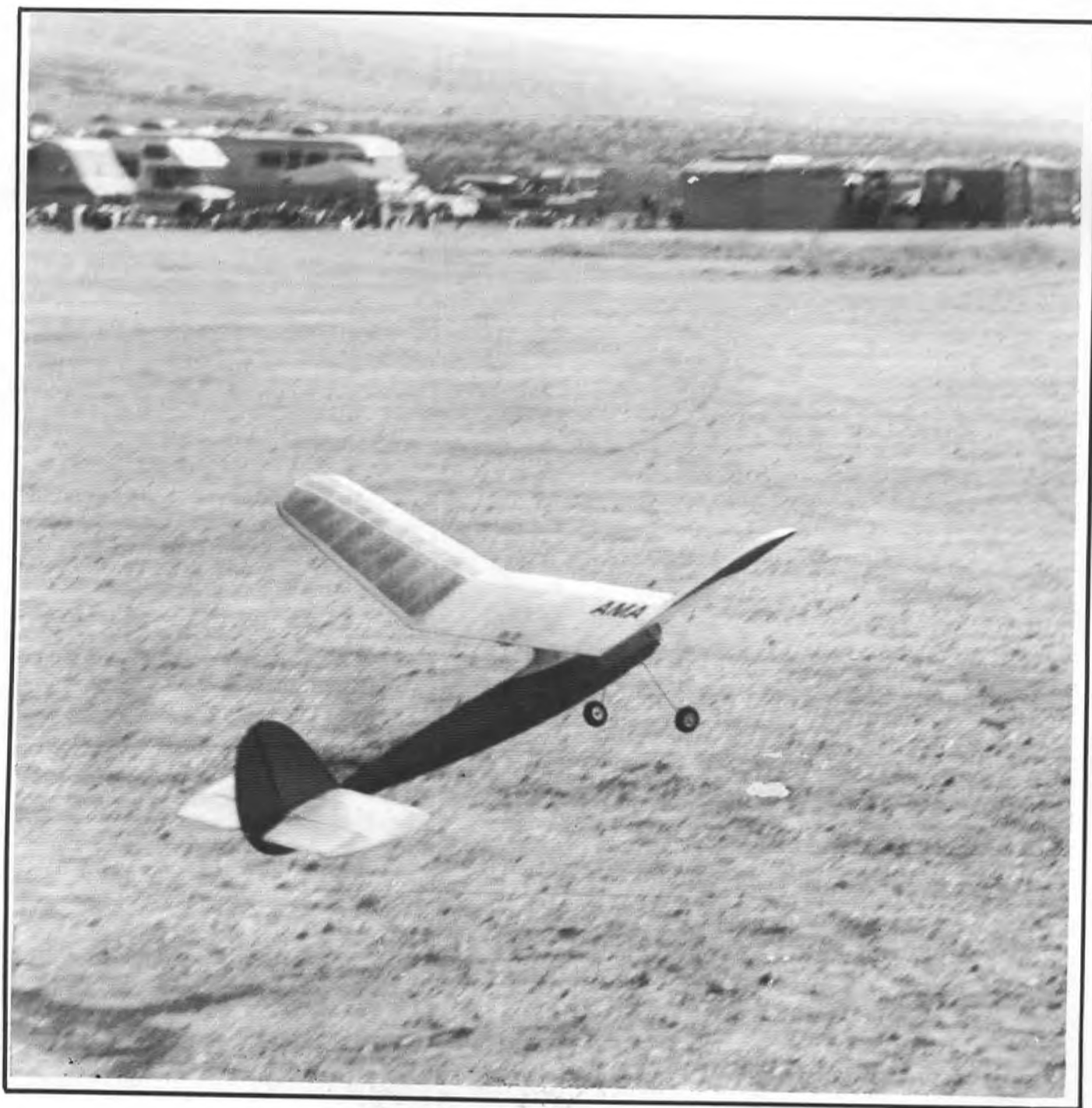


SAM SPEAKS

DEDICATED TO OLD TIME MODELERS EVERYWHERE

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SAM SPEAKS

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Inside This Issue:

Editorial	3
The Art of Thermal Soaring	4
Shades of 1935Don Scott	5
Cox .049 Quick MountBill Schmidt, Jr. .	7
Looking Back at the '93 SAMCHAMPS	9
Which Prop in LER Electric ..LIRCS Newsletter .	11
Locating CG On a Rubber Model ...Jim O'Reilly .	13
R/C MattersBob Angel	15
1994-1995 RULES BOOK ADDENDUM....Ken Kullman	19
Old Time ElectricJim Alaback	21
Technical Features of O.T. F.F. Bob Dodds	23
Thoughts on The "Champs"Phil Pearce	24
A "Birdie Did It"Frank Ehling	25
More Thoughts on The "Champs"..Ed Smull	26
Old Engine Analysis # 11Charlie Bruce	28
1934 "A-Frame" PusherFrank Zaic	30

COVER

Electric has come into its own as indicated by this photo of a Lanzo Bomber headin' up and into the blue at the recent SAMCHAMPS.
Reich photo

Editor
Bill Kimbell
2 Noel Place
Smithtown, NY 11787

Production Director
Jim Adams

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 93445

OT Ignition Engines
Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

SAM Free Flight & R/C Schedules
Mike Myers
911 Kilmory Lane
Glendale, CA 91207-1105

Rare Old Timers
Ron Baddorf
11522 Old Carrolton Court
Richmond, VA 23236

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 93445

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 Lane
Encinitas, CA 92024



Bill Kimbell

Well, by now the holiday season is pretty well past and for us in the East, the "hibernation" time of year is upon us. Not so for all of you who live in both the South and Southwest parts of the country, who can still go out and chase those thermals, but for we snow bunnies, it's time for our evaluation of what we COULD have done in the

past year to improve our performance, but what we CAN do in the coming year to improve competitive skills if competition is our goal, or what new "mischief" we can devise to get maximum enjoyment from our hobby in the coming year.

Maybe it's time to investigate some new facet of this pastime, paths in which we have not yet ventured, areas not as yet explored. Call it a hobby, sport or whatever, but we have so many options in SAM activities that it would be virtually impossible to cover all of them thoroughly.

As for myself, this year I intend to explore the area of rubber-powered models from Flying Scale to Wakefield, since it must be admitted that my concentration has been basically on free-flight power events. What success I have experienced has been in these events, and, up to now I felt it unnecessary to venture further.

Although being a model designer and builder for over 60 years, I must admit to a degree of TIMIDITY about approaching the field of rubber power, although I have long admired the quiet grace and beauty of these events. The rubber flyers always seemed to be so capable and professional in the way they handled their craft, that I was somewhat humbled to ask questions as to how they achieved such wonderful results with their craft.

Since my association with SAM, I have been able to write to and chat with, many fellow-modelers who are experts in their respective classes, and from whom I have gleaned invaluable knowledge, which I expect to put to good use this year.

Looking back over the past year, and having had the pleasure of reviewing and editing the articles on the Dick Korda and "Sparky" events contributed greatly for my decision to at least TRY rubber. Being now some 70-plus years of age, I am still a great believer in FUN, and these events strike me as a great way to indulge in that pastime. I'm willing to betcha however, that, with my luck, when I try to "pack-in-the-turns" the damn motor SNAPS! Be of good faith though, I WILL persevere!

Although being a born free-flighter, I AM going to take a "whack" at some R/C Texaco. I'll stick to a single channel at first, since I confuse rather easily, and still get a kick out of chasing a model that has a mind of its own.

To make matters even more interesting, I've ordered some real light 4-pound balsa, and will, while the snow falls, try my hand at some indoor building and flying. With my "10-ton" touch, this ought to be a BLAST! When I was a "pup", I used to drive my Mom nuts by making microfilm in the bathtub, and although I've never tried it with my wife, after some 47 years she's learned to expect ANYTHING from me!

This coming season will also be (I hope) the "blossoming" of the model "bug" in my two youngest grandchildren, who were more or less "broken-in" last year with two P-30 rubber jobs that grandpa built for them. Luckily, they had considerable success with these "birds", managing to put them in the woods on four occasions. Except for some minor damage, they were in good shape after their ventures into the unknown. Being at the ages of 9 and 11 respectively, they are just the right material to "mold" into future modelers.

For you guys in the "sunnier" climes, be sure to keep me informed of your activities so that I can give them "press" and brighten-up the lives of those of us who are freezing our tails off while paying fuel bills that would "blow-your-mind". There's nothing better than seeing SOMEBODY fly in the sunshine, while those snowdrifts pile up outside our respective doors. Remember, while it may be true that we're just a "tad" jealous, we still loves ya!

THE ART OF R/C SOARING IN THERMALS

Not too long ago when a fellow who had been flying power for years became interested in soaring, he requested aid in the art of locating and riding up on thermals. He has since derived so much pleasure from soaring that he suggested expounding on a "thermallng primer".

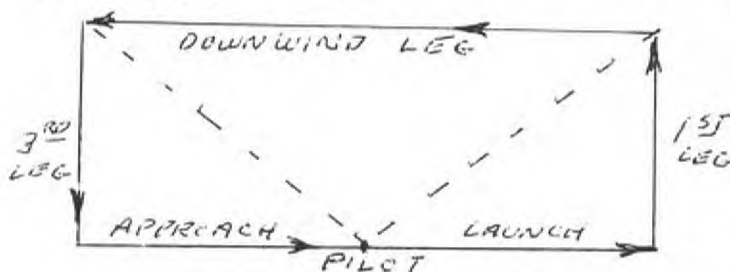
What's a thermal? A thermal is, in the simplest language, a batch of hot rising air—an updraft. Damn its origin and all that unnecessary technical stuff; all we care about is what it "looks like" and how we can find it, recognize it when we do, and how we can make the most of its lift. Here's a method that works. Good pilots may have variations that differ but only slightly. This method has had me up in excess of one hour a number of times.

The basic skills required are the ability to launch to at least 300 feet, and to turn smoothly.

Proper preparation is important. Your sailplane should be balanced properly. The correct balance point will vary, not only with the design, but with the wind conditions and the skill of the pilot. That is, the balance point must be moved forward on "floater" type sailplanes to penetrate in wind, and the less skilled pilot will find that a rearward C.G. makes a smooth turn sheer luck. I have found that most pilots have the controls set too sensitively, thus magnifying the natural tendency to over-control. If you are having trouble making smooth turns, **DESENSITIZE YOUR CONTROLS**. Where you go in a thermal is not nearly so important as how smoothly you get there. The trim should be set for the optimum glide angle when not turning. Then, when in a thermal, the pilot will move the rudder trim for the turn radius desired and feed in up-elevator trim to maintain the proper glide angle.

The Search is not just a matter of luck. Unless someone else is going up like a homesick Martian, or if you have some other good reason to head for a known spot, you must perform a logical search pattern to reduce the chance of bad luck. The search pattern should take into account the recognition problem.

It is easier to recognize lift when the flight path is perpendicular to a line between the observer and the aircraft. A favorite method is to fly a pattern as shown below:



Because of altitude limitations, the downwind leg will usually not be as long as shown above, but the basic idea is to keep the model on a straight, smooth course, perpendicular to the pilot's line of sight. Another excellent method, especially when the wind is up, is to fly a series of left-to-right-to-left zig zags upwind, being careful not to cover the same "ground" (air) again.

You may develop your own, maybe better, search pattern, but keep the salient points above in mind.

Recognition is the most difficult part of thermalling. The real difference between being able to go up in thermals and just getting umpteen 3-minute (or less) flights every Sunday, is the simple (so it may seem) ability to recognize lift when it happens. I've got to say it again! Nobody can recognize lift when he's jerking the elevator up and down. Keep your hands off the stick!

Picture in your mind's eye the normal sink rate of your machine. Now-when you see that downward line become zero, or better yet, an upward line, you're in LIFT. Even if the sink rate only becomes zero, you're in lift. Many times I have seen expert flyers max out for 10 minutes, never getting any higher than the launch. **ZERO SINK!** On occasion I have been in zero sink for 2 or 3 minutes, only to have the embryonic thermal develop into the fable of the week, taking my model to the limits of visibility. Don't throw away the "zero sinkers".

Measure the diameter of the thermal to get the most out of it.

(continued on page 10)

SHADES OF 1935!!!

In a recent letter from Don Scott way up in Ontario, Canada, comes this lil' "gem" from the December, 1935 issue of Popular Science magazine, and here it is:

In all parts of the country, miniature gas engines are providing new thrills. On flying fields they are driving riderless planes to new records. Hardly larger than an ordinary automobile spark plug, the latest of these vest-pocket power plants show amazing stamina and speed.

Last year, for example, a one-cylinder engine barely four inches high powered an eight foot model airplane on a flight that lasted two and a half hours, carrying the little ship to a height of 8,000 feet and over the farms and highways of three states!

The astonishing journey began at the airport at Camden, NJ. Maxwell Bassett, builder of the plane, had installed auxiliary tanks for extra gasoline. He started the motor, let the baby warm up, and then released the plane. It ran along the ground, rose slowly into the air, and soared off toward the south. In a big plane piloted by Jack Byrne, Bassett trailed after his model.

With its little engine chattering away, it crossed the Delaware river, passed over the outskirts of Philadelphia, left Pennsylvania behind, and soared out over the farms of northern Delaware. When its fuel finally gave out, it was a mile and a half in the air over Armstrong's Corner. It coasted down for a perfect landing and Bassett recovered his record-breaking model undamaged. It had traveled more than fifty miles on seventeen ounces of mixed oil and gasoline.

The type of motor used on this flight, as well as most other record-smashing journeys of model planes, was designed by William Brown, a young Philadelphia enthusiast. Brown's motor weighs only eleven and a half ounces, complete with fuel tank, coil and condenser, and it develops approximately one-fifth horsepower. Its single cylinder is machined from a solid bar of steel alloy and its crankcase is die cast aluminum.

With a bore of seven eighths of an inch, and a stroke of one inch, the pigmy motor "winds up" to 6,000 revolutions a minute. An ounce of fuel will keep the engine running for nearly twenty minutes.

With an engine of this type, the sleek, streamline model with which Leo Weiss, of New York City, carried off the prize at the National Championship Model Plane Meet held at St. Louis, Mo., last summer, reached a top speed of more than a mile a minute.

In official competitions, each model is allowed an eighth of an ounce of gasoline for every pound it weighs. This cuts down the length of the flights, thus reducing the number of lost models, while, at the same time, it puts all competitors on an equal footing. For fuel, gasoline is mixed with heavy lubricating oil in the proportion of four to one. When test hops are made, a medicine dropper is used to put fuel in the tank. Two droppersful are sufficient for a machine to get into the air, circle the field, and float in for a landing.

At present, the world's record for models carrying the prescribed amount of fuel is held by Joseph Kovel, a veteran model maker of Brooklyn, N.Y.

Last spring, during a meet at Hadley Field, N.J., Kovel's ten-foot machine soared to an altitude of 3,000 feet and circled away into the southwest. With official timekeepers, he followed it in a fast car. For half an hour, they raced down country roads. A blowout stopped them. They changed to a second car and continued the pursuit. Again, tire trouble overtook them and they had to watch the model, heading in the general direction of Philadelphia, disappear from sight. It had been in the air sixty-four minutes and forty seconds.

How long it rode the air currents after that, no one will ever know. Two days later it was found in a field near Metuchen, N.J. It had traveled at least thirty five miles from it's starting point and, as the torque of the propellor keeps such models turning in wide circles, its total air mileage must have been much greater.

(please turn page)

1935 (cont'd.)

When one of these machines is tuned up for the take-off, the controls are set in position for the best gliding angle for the ship. The pull of the propellor at the nose of the craft lifts it sufficiently to make the model climb or fly on a level keel as long as the motor runs. Then, when the engine cuts out, the ship automatically goes into a glide that brings it to earth in a long descent. The high-wing design of most of the planes is calculated to keep them balanced in the air. How much one of these planes, and its midget motor, will stand was demonstrated by a spine-tingling, 1,000-foot power spin at Caldwell, N.J. During a meet there, one of the machines was circling high overhead when a bracing wire snapped. One wing folded back and the ship gyrated down in a power spin. It struck so hard the nose and motor were buried in the ground. Fortunately, the spot where it hit was soft. The owner dug out his machine, washed the motor in a pail of gasoline, put on a new wing, and had his plane back in the air in an hour's time!

Crashes provide much of the excitement and fireworks at a gas-model meet. At Caldwell, for instance, one machine ran full-tilt into a big biplane warming up on the line. Curiously enough it was the large machine that came out second-best. It had its wing fabric torn, while the only damage to the model was a broken propellor. Less fortunate was another model at Lakehurst, N.J. It ran smack into the Los Angeles, the huge U.S. Navy Zeppelin. The little plane struck head-on, bounced back, and fell apart in the air.

Many early models had propellers that were too light. If the engine missed once in the air, the propellor lacked sufficient weight to keep on turning until the engine caught hold again. Weak batteries are the most frequent cause of motor trouble. Two small flashlight batteries supply current for the midget ignition system, and they have a life of about one hour.

During one recent meet, a contestant cranked his propellor and tinkered with his engine for an hour before he discovered that the batteries were dead.

Then, he failed to secure the new ones tightly and they slid forward in the air, bringing his plane down in a 500-foot power dive that left the craft in splinters.

Up to the 1933 national meet, held at Roosevelt Field, Mineola, N.Y., gas models made such a poor showing that they were allowed to compete in the rubber-band class. That year, Bassett stole the show. His model won every important prize in the competition. Since then, gas models have had contests of their own. So rapidly has the interest increased that at this year's national contest at St. Louis, sixty-five gas-powered planes were entered. Brown, alone, has sold upwards of 800 little engines and scores of enthusiasts are building their own power plants.

The most successful model so far built is probably Kovel's record-breaker. It has made fifty flights without a crack-up. On one day, it made ten perfect take-offs and landings. The nearest it has come to a crash occurred on its first successful flight at the Vermont farm of Charles Hampson Grant, the designer of the plane. Starting from a strip of tar paper laid on the grass, it climbed into the air and circled about for fourteen minutes. When the engine stopped, the machine was headed directly for a dense wood of sixty-foot maples. It disappeared among the tree tops. An hour later, Kovel and Grant discovered the ten-foot plane upright on its wheels, unharmed, in the middle of the forest. Evidently, it had been dropped from one leafy branch to another until it reached the ground.

To control the movements of a gas model in the air, Chester Lanzo, of Cleveland, Ohio, is installing a tiny radio outfit. Other enthusiasts are incorporating original ideas in the design of gas models. The latest development is a six-foot autogiro driven by a vest pocket power plant.

At present, many modelers are prevented from entering the field by the cost of the engines. They run close to twenty-five dollars, and the material for the plane comes to almost as much, making the total cost nearly fifty-dollars.

A TRIP BACK IN TIME

Takes us back to 1938 to Don Wensel of North Canton, OH shown below with his 1937 "Streamliner", put out by Scientific at that time.



A young Mr. Wensel shown nattily attired with the "Streamliner" WITHOUT the Brown D that he purchased two weeks later.

Don notes that on its first flight, the timer stuck, and he chased it for 4 miles where it finally landed in the parking lot of a local business. "Boy, what a thrill", Don relates. Well, if you're gonna do, do it RIGHT!.

Coming back to 1993... we again run into Mr. Wensel, this time with his beautiful FAI "Stardust".



The years have been kind to Don (I should look so good!), and I know you'll forgive me for showing you something out of the SAM category. His original Stardust design is Nostalgia-approved and a wonderful flyer. Having built this "bird" in two sizes myself, I can attest to its "winning ways". I have to "'fess-up" to providing the logo on the stab, but I'm sure Don will forgive me for that one. He is a fine designer and builder who remains very active in the Ohio area. We've never met, but I hope to rectify that in the coming season.

COX .049 QUICK MOUNT

When running multiple Cox .049's to find which exhibit the best Texaco performance, it is time-consuming to mount and dismount each engine with its four screws. What you need is a fast and affective test mount design that allows quick mounting of the Cox .049 reed engine design. This design does that, plus gives access to all sides of the engine and does not scratch or mar the various anodized surfaces which is important on an engine such as a "mint" Golden Bee.

A piece of 1/8" thick angle or channel is mounted in a standard commercial beam mount engine test stand. Four locating pins and two #10 threaded studs are on the face of this angle. A 1/8" thick aluminum clamping plate is then lightly slipped over the Cox engine, and then slid into place on the angle mount. You then spin the two #10 wing nuts down on the clamping plate, and the engine is ready to run. The wing nuts are left on the mount, and only loosened to change engines. This mount really makes running one's Cox engine collection an easy chore.

Fabrication sketches for this neat little "gadget" will be found on the following page.

Credit for this contribution is due to:

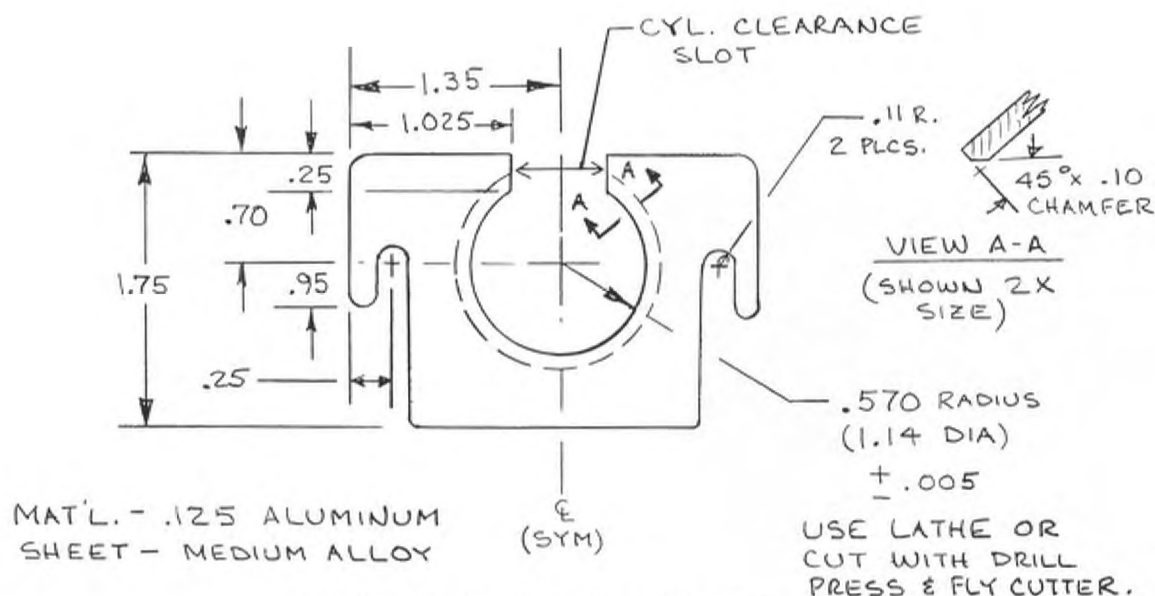
Bill Schmidt, Jr.
4647 Krueger
Wichita, KS 67220

A CHALLENGE FROM BRITAIN

In a recent letter from S.J. Knowles of SAM-35 in The United Kingdom comes an open challenge for a Postal Meet in accordance with the British SAM rules.

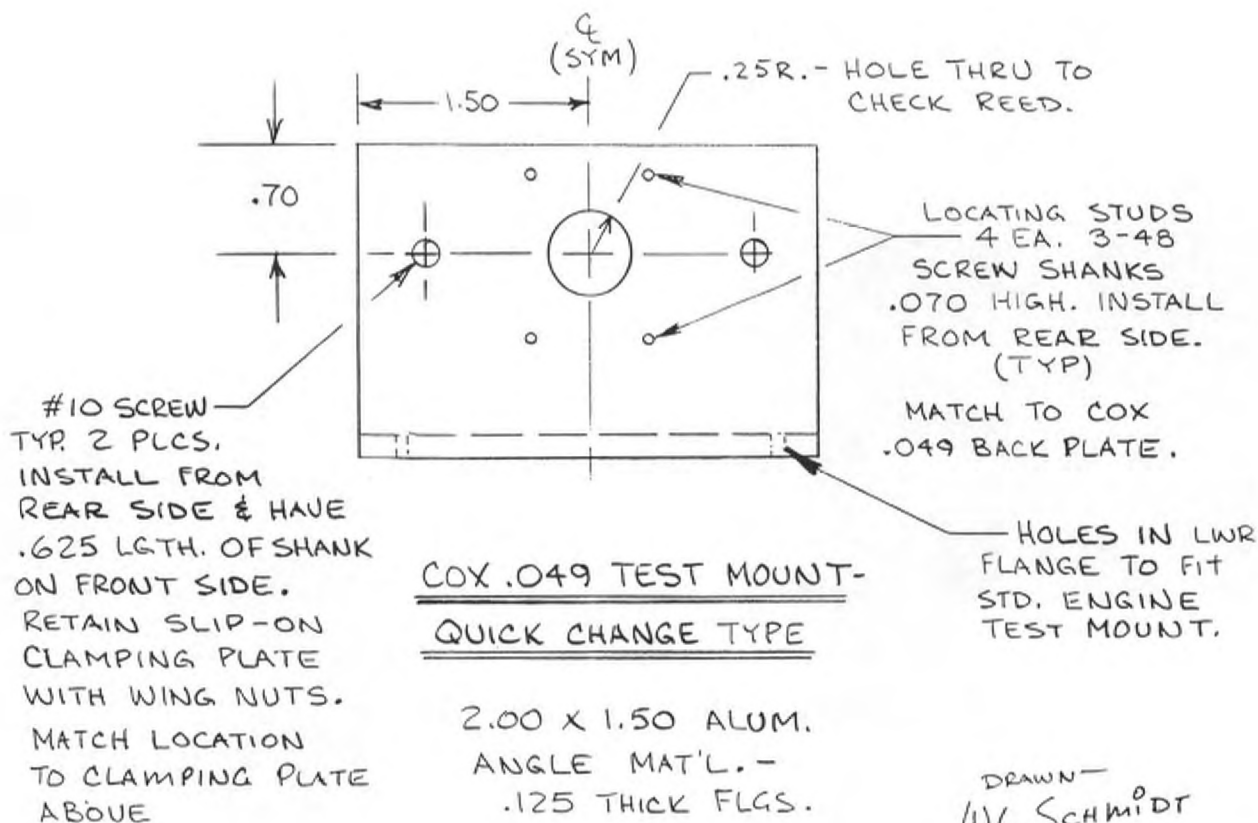
The events will cover: 1/2-A Texaco, Texaco, Flying 15, and Flying 35. Frankly, I'm in the dark about most of this, especially since the meet will be to British Rules, but Mr. Knowles promises to shortly send me all the particulars, which will be published in SPEAKS as soon as possible after they are received..

Needless to say, this ought to be VERY interesting.



COX .049 TEST MOUNT CLAMPING PLATE

SLIP OVER COX ENGINE
& ON TO ANGLE MOUNT BELOW.



DRAWN—
W. SCHMIDT
9-24-93

LOOKING BACK AT THE '93 SAM CHAMPS

Working with his "Winding-Stooge" is Jack Jella, Salinas, CA with his "Victory".

Jack Bolton photo



A nice "In-Flight" photo of the Taylor Craft Flying Scale by Mik Mikkelsen of Hollywood, California. 65" span, powered by Cox .049. Bolton photo



A nice mix with Mal Macaluso and his Commando, and Stan Janedis and his nice Blohm & Voss asymmetrical WW-II Scale. Wonder how that "lop-sided" bird flies!

Jack Bolton photo



Don Bekins, and Jim Adams talk old timers at the Champs. Note the Aussie flag in the background hanging limp, telling the story of the windless, perfect days of flying.



Dick Moore of Ontario, Canada, packs in the turns on his Earl Stahl "Hurricane". I gotta get one of those "Stooges", since my grandkids always seem to let go!

Reich photo



In the foreground is a beautiful E.J. Weathers "Westerner" .40 diesel powered, and a 1/2-A Scale Waterman "Arrowbile" both by Eut Tileston. That gold color (too bad this ain't in color) is WILD!

Reich photo

SOARING(cont'd.)

This is an important aspect that many otherwise good pilots miss. Because the normal sink rate of any glider goes up as the radius of turn goes down, it is a superior technique to fly the largest circle that lets you remain inside the thermal. Thermals vary in diameter, not only from thermal to thermal, but within the thermal. As the height increases, so does the diameter.

Do not turn the instant you recognize lift. Continue straight until the lift has been passed. Now do a 180 deg. At the previously determined center turn 90 deg. and fly to no lift. Turn 180 deg. and repeat. Now you know its depth, width, diameter and exact location. You know how big a circle you can fly and where its center should be. The knowledge thus gained is worth hundreds of feet, and will have cost you less than 50 feet. Many thermals are lost because the pilot never quite knew exactly where they were. Many feet of altitude are lost by turning in a tight spiral in a big thermal. I have frequently noticed another pilot in a thermal, joined him, measured it and then by flying with this knowledge (which he never bothered to get) flew right up past him. When someone flies up through me it embarrasses the hell out of me. I won't let it happen if I can help it-will you?

Fly smoothly! Second only to recognition, smoothness is the most important aspect of flying thermals well. Learn to turn without losing altitude. Learn just how sharp you can turn your particular model without tip stalling. Practice this until you can turn as tightly as possible without diving or tip stalling.

Make the largest circle you can and still stay in the thermal. This will result in the lowest relative sink rate and therefore the greatest net rising velocity.

Drift with the lift. Did you ever notice a "whirlwind" or a "dust-devil"? They move DOWNWIND! So does a thermal, but generally, not as fast. Therefore, it is nice to find a thermal upwind and stay in it,.....

..drifting downward until you feel it is wise to return upwind and find another. To fly an hour, you are likely to fly in 10 or more thermals, yet never move from the launch area.

When is the best time? I have seen days when all the best lift was over before 10:00 AM, and have flown in good lift when it was too dark to fly a block away, but generally, the best lift will be between 10 AM and 3 PM, mean sun time. Generally speaking, before 10 AM, there is insufficient heating of the ground by the sun for good lift, and by 3 PM, the air has heated to the point where good lift is less likely.

Where? Everywhere south of 90th parallel, except over water and sometimes even over water. Ever see a flat-bottom cloud? It's sitting "on-top" of a thermal. Ever see a "dust-devil" or a "whirlwind"? Those were thermals. I flew a Drifter clean out of sight in a "dust-devil" once. Having spent most of my life in the East, I can tell you the lift is good from coast to coast.

GOOD FLYING!!!

MORE FROM "FRANKLY SPEAKING"

By Frank Zaic

Youth and Age: Like high and low ampere batteries; age needs lots of small recharges, while youth can go on one high charge for a long time.

Do not trifle the days away. They will never come back.

At his age, he deserves all the mischief he can get into.

Life is what we make it. So, if we complain, it means we did not make a good job of it.

The most often heard phrase these days: "This used to be only".

My future will be my past.

WHICH PROP IN LER ELECTRIC EVENTS?

(Courtesy of LIRCS Newsletter)

SEFLI is an AMA-sanctioned model airplane club for Long Island Modelers interested in electric-powered flight. The club has attracted a number of engineers and scientists from the local aerospace industry. At almost every monthly meeting, there is at least one presentation on aerodynamics or other technical aspect of electric flight. Members report on research they have conducted. Some go well beyond the usual backyard testing.

Recently a member presented a simple study of propellor efficiency. He had compared the static thrust produced by three propellers commonly used in Limited Engine Run (LER) SAM events to the thrust these same props produced in the 25 mph stream of air from a low speed wind tunnel. He estimated 25 mph is probably close to the flying speed of many of the models being flown in this event. A geared Astro O5 Cobalt (FAI I think) was used to drive the props.

Which prop was best? Well, like everything else, it all depends. The usual contestant's goal is to produce the maximum rate of climb. The three props tested differed widely in static thrust. One expensive imported folding prop was head and shoulders above the others. The 12 x 10 wood prop was by far the worst in terms of static thrust. The domestic folder was in between. In the 25 mph airstream they all produced almost exactly the same thrust. Current draw by the motors under load varied about 2 amps in the 30+ range.

The engineer who conducted the test suggested the imported folder could be expected to produce better initial acceleration and a higher rate of climb at lower air speeds. To perform optimally, the angle of climb would have to be very steep. The folding domestic prop couldn't match the other folders static thrust, but was at least its equal at 25 mph. The lesson here is to allow the model to fly a little faster by climbing at a less steep angle. Probably the biggest surprise was the 12 x 10 stock wood prop. The static thrust it produced was much less than either of the folders.

However, at 25 mph it produced the same level of thrust and promised to do better if suitably modified for this application. Not folding would be a major handicap in glider applications but not in SAM competition where folding is not permitted.

How could the wood prop be improved? The blades could be sanded thinner. Off the shelf wood props in this range are usually engineered for use on powerful and vibrating .60-sized glow engines. Modelers have found that they can safely be sanded to remove maybe 25% of the blade thickness when used on geared O5 electric motors. To thin the prop blades, remove stock from the curved front surface of the blade. Typically, this is where the manufacturer's name, etc. is stamped. A blade made thinner in this way will move through the air with less drag. However, sanding the curved front surface will reduce the camber, lift and the thrust produced by this rotating airfoil. You might want to sand the rear of the blade to a concave "under-cambered" shape to restore some of the lost camber and make the blade still thinner.

The presenter suggested which prop was best for you, depended on what and how you fly. If your piloting skills, motor output and the other capabilities of the model dictate a near vertical climb, you might do best with the prop producing the highest static thrust. However, he suggested most flyers would be more comfortable with a model flying faster at a less steep angle, because the increased rate of air flow over the model's control surfaces would make it easier to fly. In any SAM LER event, the rate of climb, not the airspeed is the key. At what airspeed your model produces its maximum rate of climb is related to the thrust available.

These modifications will, of course, eliminate any stated or implied warranty and could produce a dangerous prop, so proceed very carefully and stay out of the arc of the prop. Whatever you do, don't use the modified prop on an internal combustion engine or even on a large direct drive electric motor. A blade thrown off at high speed is a dangerous missile.

(continued on page 12)

PROPS .. (cont'd.)

Some years ago, Hal de Bolt published an article on how to modify a wood prop for electric motor use. He described how to sand and file blades thinner and, as I remember, spent some time on how to rework the hub. The hub on most wood props intended for glow engines are very inefficient. The blade is relatively thick, and has little or no effective airfoil shape for the first two or so inches from the area covered by the glow engine prop washer. He suggested this area be reshaped to continue the airfoil and blended into a smaller hub area.

Props of this sort are appropriate for current SAM-legal Old Timer's LER events. The typical power source is a smooth running 05 electric motor driving the prop through a reduction gear box. Depending on the battery, motor, gearbox and prop combination selected, the rpm is likely to be about 5,000.

If you think about it a little, the challenge is simply to optimize the L/D ratio of the prop at the motor's most efficient rpm. Effectiveness is measured by how high the model gets in the time allowed. Simple enough until you think about it a little more. First, the battery is a steadily declining source of power. Second, the model must accelerate from zero to flying speed to get off the ground. Third, the flyer must provide ever-changing control inputs which cause the model to climb at the maximum rate throughout the flight. The airspeed may change continuously. Finally, the CD may reduce the engine run time in the fly-off if there are ties. You could probably use more pitch to take advantage of the shorter motor run in the fly-off.

And then there is the prop breakage problem. Your hand-carved, carefully tested masterpiece is much more fragile than the stock item. I'll bet a few modelers have been tempted to wick-in a little Zapp to repair a clean break of a prized prop. The many long broken interlocking fibers pushed into alignment provide something that is a cross between a finger and scarf joint. It might be strong enough at 5,000 rpm, but who knows? I don't think I'd tempt fate!!!

An engineer working in research for a major aerospace company, who was in the audience agreed most props could be made more efficient by using a spinner to cover the hub area. He suggested a blunt spinner would be the most effective at the airspeeds we anticipate. The reason a spinner makes a prop more efficient goes something like this: In the hub area, the prop is producing little thrust and a great deal of turbulence. He noted this disturbed air migrates out along the prop blade and reduces the thrust produced as it does so. The spinner allows the outer part of the prop blades, where most of the thrust is produced, to operate in cleaner air. It didn't come up, but maybe a "MOG" style fence across the blade would help too.

Someone asked if spinners were SAM-legal for competition. SAM rules seem to be silent on this point. However, AMA safety rules require a spinner or safety nut. Most SAM events are AMA sanctioned. It seems logical to assume that SAM rules would allow or require a modeler to comply with AMA safety requirements in this respect. Maybe we can get one of the experts in SAM competition or the AMA to respond to this question. Larry Davidson is sure that spinners are allowed. By the way, at the low gliding speeds we use, a spinner isn't likely to do much to reduce drag.

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LOCATING C.G. ON A RUBBER MODEL

By Jim O'Reilly

Locating the CG on a rubber-powered model is a somewhat different proposition than on a gas model. The gas model wants the CG as far aft as possible (up to the point where it starts to do outside loops) as far as climb performance is concerned, but there is an aft limit to CG position that yields a very bad transition or a risky glide trim, or both. If you try that approach on a rubber model, the climb performance will be TERRIBLE, and you may well explore the risky glide trim.

On the rubber job, the CG for best overall performance is well forward of where you would locate it on a gas job. If you move the CG either forward or aft from this "best" location, the model's performance will decrease. This seems to run counter to the conventional notion which I see expressed again and again in print, when a flier says, "I decided to improve its climb by moving the CG back". You almost always hear of the CG being moved back, never forward. If moving the CG back IMPROVES a model's performance, then the CG was mislocated in the first place!

The only possible exception to this rule has to do with a trim change in varying atmospheric conditions; some fliers utilize a moveable wing mount to shift the CG slightly fore or aft to trim the model closer to the stall point in calm conditions, and further away in turbulent conditions. I wouldn't want to argue with success, but I prefer to leave the CG alone, and change incidence to make the same kind of accommodation.

Note that in the discussion below, each case of moving the CG forward or aft creates a need for the glide to be readjusted. Obviously, moving the CG forward will create a need for more "up" elevator or vice versa.

The fundamental reason that a rubber model's reaction to shifts in CG position is so different from that of a gas model, is the fact that the rubber model's torque and thrust vary dramatically and continually throughout the climb.

The gas model, on the other hand, delivers essentially constant horsepower throughout the climb and the thrust varies only as changes in airspeed cause the prop loading to change, varying its thrust. This variation is a fraction of that of the rubber job.

Any aircraft achieves its maximum climb rate when the ratio of lift to drag is a maximum. The correct CG location accomplishes the task of keeping the model at the airspeed which makes this ratio a maximum at any point in the climb. Note that this is a varying airspeed.

When the model's CG is too far forward, it causes the model to seek too high an airspeed early in the climb when thrust is high, and too low an airspeed near the end of the climb when thrust is low. Early in the climb, the coefficient of lift is too low, and that of drag too high. Later in the climb, it will try for a higher coefficient of lift, but the coefficient of drag will be even higher. If the model's CG is grossly too far forward, the model may exhibit a nose-down pitching motion at just about the end of the power burst. Toward the end of the climb, it will approach the stall, and may even do so. If the model's CG is only slightly too far forward, the condition gets hard to spot. About the only indication you may get is that the climb seems to be off a bit.

When the model's CG is too far aft, it has the opposite behavior in terms of lift and drag, that is, it wants to seek the low airspeed early, and the higher airspeed later. Typically, such a model will start off steeply and may loop or stall. With right thrust, it can be induced to make a "dip" to the right and avoid this stall. It then begins climbing again, but finishes the climb at too low an angle. In some severe cases, it will finish its motor run just "cruising" instead of climbing.

In fact, the dip to the right is the leading tip-off to the aft CG condition. Its cause is simply that, as the airspeed decreases, the vertical tail becomes ineffective and the right thrust takes over.

(continued on page 14)

RUBBER C.G. (cont'd.)

In view of the fact that the forward CG condition is hard to spot, I generally keep easing the CG aft until the "dip" shows up, or it tries to get "loopy" or "stally". When the dip shows up, the thing to do is to remove some right thrust and see if that converts the dip to a power stall. If it does, the CG needs to be moved incrementally forward, and the glide retrimmed. If removing right thrust does NOT cause a power stall, maybe you simply had too much right thrust.

Where do you start on a new model? I use a formula which calculates a CG position which is close enough to get started. It is beyond the scope of this article, but I would be happy to get into the details if you are interested.

Send me a SASE at:

4760 North Battin
Wichita, KS 67220

If math isn't your bag, try starting at 2/3 of the way back on the root chord, and watch the behavior of the model for indications on how to proceed.

DEBUT OF A "CHAMPION"

I thought some of you would like to see what our R/C "Champ" looked like when a "mere-lad" of some 21 years, so here he is!



Larry Davidson in a 1956 photo taken at a regional FF contest at Easton, PA. Larry is holding a Tatone "Frisco Kid".

Bob Aberle photo

TIME FOR A LITTLE "SUNSHINE..."

With the cold season now upon us back here in the "East", I thought it might now be amiss to put some "warm-weather" photos in from time to time. Of course with we "snow-bunnies" it just seems to make the wait for Spring just a little longer, but it DOES remind us of what we can expect in a few months.



Here we have a photo of Bill Cohen, who now resides in Florida. Bill is shown with his Anderson Pylon, powered by a Forster 99, and flown free-flight. Bill's a former Californian, who moved to Florida having found it to be a less expensive place in which to live.

Shown below is Joe Macay of Sturgis, MI with his 300 sq. in. Lanzo Cabin. That looks like a pretty good flyin' field to your Editor, and the grass is in a helluva lot better shape than my lawn.



Now don't YOU feel better? I guess you guys in the South and West can't relate to our "frustration-syndrome" unless you have experienced living in the land of fuel bills and slippery roads, but believe me, when the Spring DOES come, we turn into ANIMALS in our haste to get to our alleged flying fields. We DO manage to get in a lot of building though, so maybe this can be called "compensation", so I'm back to the building-board!

R/C MATTERS: R/C IGNITION CUTOFFS:

by Bob Angel

SAM R/C Rules have a safety requirement for engine shutdown at any time by radio command. As a result, engine run timing devices as used in free flight would be redundant and are not used. Engine cutoff is done from the fliers' transmitter, following the timers "up" count to the engine run allotment. Let's review some of the systems used for ignition cutoff in R/C, and discuss merits and shortcomings.

First, at the transmitter, the predominant "normal" method is to use the left stick throttle function as the cutoff switch. Throttle stick full forward, or toward the transmitter top is switch on, stick pulled back toward the flier is ignition off. This also corresponds to the normal throttle use for glow R/C engines.

We'll cover five main switch types and variants that are used in the aircraft. All are activated by a servo, or other device plugged into the throttle port on the receiver:

- (1) Servo activated micro-switch.
- (2) Servo activated contact switch.
- (3) Servo activated toggle switch.
- (4) Electronic switch.
- (5) Electro-mechanical relay switch.

The first listed, the servo and micro-switch is probably the most popular method used today. Some people mount the micro-switch right at, or on the servo so that a servo arm can be used as a cam to click the micro-switch on or off. The plastic servo arm has to be trimmed a bit to get the right shape. Micro switches with a flat metal activator spring, such as Radio Shack # 275-016 are much easier to work with, and are usually more reliable than those with only a tiny push button.

Micro-switches usually have three solder posts so they can be wired "normally open" or "normally closed". It's safest to wire it normally open when the servo is not pressing it. That way, if anything fails by coming apart, you'll get engine shutdown instead of a fly away. And in a crash, you're less likely to end up with the switch on, and a cooked coil.

I usually use a micro-switch mounted forward of the servo and activated by a length of ny-rod. This allows more complete separation of ignition wiring and radio wiring, with the least chance for radio interference from induced stray signals.

Some people, including a few top competitors, have made up simple contacts from good conducting material such as spring brass, and moved by the servos. I've never used these, and can't say what a good reliable design might be, so we'll just mention them and move on.

An exposed toggle switch has some unique advantages. These are usually mounted up by the engine in a visible position, with a "pull off" cord running back through the firewall to the servo. You can always tell at a glance whether the switch is on or off, and you can turn it on or off directly without reaching for the radio. This also makes it easy to troubleshoot an engine problem when your transmitter is impounded.

Electronic shutoff switches replace both servo and mechanical switch with a lighter, smaller unit that's easier to position in the airplane because it doesn't need rigid mounting. These have a cable that plugs into the same receiver port that the servo would use, and at the front end, are wired into the ignition circuit where the mechanical switch would go. Most designs offer "optical coupling", or "optical isolation" which simply means that the radio is separated electronically from the switching end so stray signals can't wander directly from your ignition system back to your radio. When the receiver is switched off, the ignition switched off, the ignition switches off, making it impossible to forget and cook the coil.

Sounds like the best solution, right? Well, just like computers, they certainly will be one day when they get better perfected, become more user friendly, and you pick the right one for your use. Many people are using these successfully right now, but a minority experience problems with them. I worked with two commercial electronics units on a new ship, and am now back to a servo operated micro-switch.

CUTOFFS (cont'd.)

Two main problems can arise with electronic switches. First, while the optical coupling feature prevents an internal cross feed of stray signals back to the radio, it can't prevent exterior coupling, such as "antenna" action between ignition systems wiring and the servo lead, which are closely spaced. This problem can be spotted by an "engine running" radio ground range check. If you get visible control glitching during this check, don't fly until you get it corrected!

The second problem with electronic switches is less dangerous, but more frustrating. They can be affected by very low level radio "glitching" action that degrades engine performance, yet may be hard to recognize. The radio glitch can be so slight that it doesn't cause visible control surface movement, but the electronic switch reacts so much faster than a servo, that it momentarily shuts off the ignition system. The result can be anything from distinct ignition misfiring to just a subtle engine sickness and less than top performance. If this is suspected it can be verified by temporarily wiring around the electronic switch to see if it restores engine performance.

Bob Holman, of Holman Plans Service sells one of the least expensive electronic switches on the market, which at \$20 seems to be smaller, lighter, and as good or better than other commercial units priced up to \$45 or so. But even so, Bob admits he has encountered an engine stutter problem in a couple of installations. He says he cured the problem by installing an Ace "Noise Trap" unit in the servo lead. These small units are normally used where very long servo leads create RFI problems.

A relay operated switch is similar to the electronic switch, but uses an electric relay in place of solid state electronics for the switching action. A fellow SAM Chapter 26 member has been testing one, and claims it works fine. We ran the schematic in the SAM-26 newsletter recently, and if anyone would like a copy, Just send me a SASE. It can be built for about \$5 from Radio Shack parts, or the..

..designer, Hardy Benson will sell a finished unit. I have no direct experience with these.

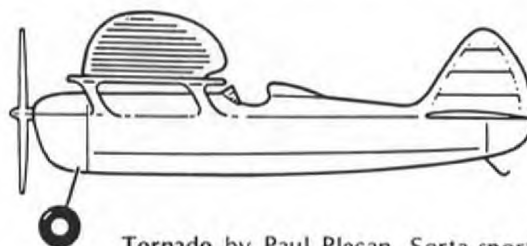
One other shutoff system not listed at the start of this article is dual use of a flight control function for engine shutdown. To save space and weight, you can couple one of the existing flight control servos to a shutoff switch. You might use, say full down elevator (normally used at engine cutoff) to activate "switch off". I've used this successfully in a small Class A ship, but that was back before our safety requirement for engine cutoff. I feel it's less reliable, and doesn't fully meet the intent of the safety rule if a problem occurs at low altitude.

There are several brands of electronic cutoff switches. Many are intended for electric motor controls and other uses. To get the lightest unit, pick up a single purpose on/off switch. A low capacity switch can be used in the coil-to-point lead on a transistorized ignition system, but to switch off full ignition battery current, pick one rated at least 5 Amps. Here are a couple of contacts for the special switches mentioned heretofore:

Bob Holman Plans Service: P.O. Box 741, San Bernardino, CA 92402, Phone: (714) 885-3959. Bob sells the English-made "Spot On" electronic switches for about \$20 and/or the Ace "Noise Trap/Pulse Amplifiers for just under \$10.

Hardy Benson: 7119 N. Chimney Rock Pl., Tucson, AZ 85718, Phone: (602) 299-2631. Hardy will furnish a relay type electronic switch for about \$42.50.

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



Tornado by Paul Plecan. Sorta sport job

1993 R/C SAM CHAMPS

October 11 to 15 at TAFT, Ca.

SNR

Explanations:	MAX = MAX TIME	OOS = OUT OF SIGHT (0)	DNF = DID NOT FLY
? or ***** = Unknown	ATT = ATTEMPT	LOF = LAND OFF FIELD (0)	AGF = AINT GONA FLY

NOTICE

The editorial staff at SAM SPEAKS wishes to apologize for the goof we made last month in reporting the R/C SAMCHAMPS results. We used a set of results that were not complete. It's a long story, so suffice it to say we're giving you the real stuff this month....Jim Adams

C GLOW LER

36 entries - 11 flyoff

#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	KEN KULLMAN	ST 40 RR	0.40	WESTERNER	956 1.00	21:44	42:44
2	DON BEKINS	ST 35	0.35	PLAYBOY	804 0.80	20:55	41:55
3	PETE RAFFERTY	K&B 7.5	0.46	PLAYBOY	1013 1.13	16:54.71	37:54.71
4	EUT TILSTON	ST 40	0.40	TAYLOR CUB	900 1.15	16:54.55	37:54.55
5	LARRY DAVIDSON	ST 35 CS	0.35	PLAYBOY	800 1.00	13:32	34:32
6	MURVIL LIPSEY	ST 35	0.35	PlayBoy Cabin	800 1.00	12:42	33:42
7	JIM KYNCEY	NELSON	0.40	KERSWAP	925 1.80	12:39	33:39
8	DON BARRICK	ST 35	0.35	SUPER QUAKER	790 1.00	10:02	31:02
9	ED HAMLER	K&B35	0.35	PLAYBOY	800 1.00	7:56	28:56
10	GEORGE TALLENT	OS 35	0.35	PLAYBOY	800 1.00	4:20	25:20
11	FRED MULHOLLAND	K&B 5.8	0.35	BOMBER	788 0.79	3:38	24:38
12	PETE SAMUELSON	OS ABC	0.61	FOLLY II	1485 1.51		20:50
13	JOE PERCY	ST 35	0.35	CUMULUS	815 0.83		20:13
14	L.A. JOHNSTON	OS MAX	0.60	BUTZKREIG	1375 1.55		19:55
15	JAMES LANG	OS MAX	0.35	PLAYBOY	800 1.00		19:35
16	ED SMULL	OS 40 RC	0.40	PETERSON	900 1.51		18:14
17	RICHARD HUANG	STG21/	0.35	PLAYBOY	800 1.00		18:10
18	MIKE McLAUGHLIN	ROSS	0.65	JOSEPHINE	1600 1.50		17:51
19	LOREN SCHMIDT	K&B 35	0.35	PLAYBOY	800 1.00		16:10
20	GEORGE CLARK	OS 48 4ST	0.38	BOMBER	876 0.84		15:41
21	TOM EMPEY	K&B 5.8	0.35	PLAYBOY	808 1.00		12:02
22	DAVE LEWIS	K&B RR	0.35	PLAYBOY	800 1.00		11:09
23	RICHARD EVANS	YS 60	0.60	DALLAIRE	1500 1.01		9:12
24	FRANK HAMILTON	OS4C61	0.49	BUCCANEER	1136 1.00		8:03
25	JACK WARKINS	OS4C 60	0.36	Bombshell	850 0.99		5:57
26	BOB FACTO	K&B 35	0.35	PLAYBOY	800 1.00		4:52
*	BOB BROGAN	ST 35	0.35	PLAYBOY	800 0.80		ATT
*	JOHN MCRAE	TORP	0.40	WESTERNER	967 1.01		ATT
*	DALE TOWER	NELSON	0.40	BOMBER	900 0.85		ATT

1/2A TEXACO		60 entries - 9 flyoff					
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	JIM KYNCEY	COX	0.05	Anderson Pylon	248 0.44	26:12	56:12
2	TOM SMITH	COX	0.05	ATOMIZER	278 0.47	18:33	48:33
3	BOB ANGEL	COX	0.05	PLAYBOY JR	354 0.99	17:09	47:09
4	ED HAMLER	COX	0.05	QUAKER	288 0.55	15:35	45:35
5	L.A. JOHNSTON	COX	0.05	BOMBER	288 0.48	14:51	44:51
6	WES FUNK	COX	0.05	CHALLENGER	306 1.03	11:55	41:55
7	EUT TILSTON	COX	0.05	TAYLOR CUB	221 0.57	7:49	37:49
8	MIKE McLAUGHLIN	COX	0.05	PLAYBOY	295 0.61	OOS	30:00
9	FRED MULHOLLAND	COX	0.05	SAILPLANE	277 0.57	ATT	30:00
10	PHIL PEARCE	COX	0.05	Anderson Pylon	300 0.49		27:34
11	BOB FACTO	COX	0.05	BOMBER	290 1.00		27:32
12	JERRY ROCHA	COX	0.05	RAMBLER	288 0.63		27:12
13	GEORGE JOKI	COX	0.05	ZIPPER A	270 1.28		26:19
14	PETE RAFFERTY	COX	0.05	KERSWAP	288 1.01		24:34
15	JOHN GATES	COX	0.05	GOON	308 0.46		24:22
16	KEN KULLMAN	COX	0.05	SCORPION	285 *****		24:18
17	DON BISHOP	COX	0.05	LANZO STICK	322 0.47		22:42
18	DON BEKINS	COX	0.05	BOMBER	289 0.48		22:17
19	BOB BROGAN	COX	0.05	PLAYBOY	288 0.60		22:15
20	TOM EMPEY	COX	0.05	ATOMIZER	270 *****		21:58
21	ED SMULL	COX	0.05	PETERSON	320 0.90		20:55
22	BOB BOIES	COX	0.05	PLAYBOY	275 0.59		20:40
23	RICHARD HUANG	COX	0.05	PLAYBOY	288 0.60		20:28
24	BOB HOLMAN	COX	0.05	Anderson Pylon	260 0.45		16:27
25	LARRY DAVIDSON	COX	0.05	WESTERNER	286 1.00		15:00
26	JIM KUTKUN	COX	0.05	SAILPLANE	277 0.57		15:00
27	STAN LANE	COX	0.05	Anderson Pylon	248 0.44		15:00
28	PETE SAMUELSON	COX	0.05	FOOTE WEST	384 1.00		15:00
29	KEITH WILSON	COX	0.05	LANZO RC-1	400 0.63		14:06
30	DOUG BABB	COX	0.05	BAY RIDGE MIKE	314 1.00		12:22
31	JOE PERCY	COX	0.05	ALERT	277 0.82		12:14
32	JACK WARKINS	COX	0.05	BAY RIDGE MIKE	318 1.01		11:55
33	BOB DAVIS	COX	0.05	PLAYBOY	280 0.59		10:39
34	WALT GEARY	COX	0.05	MG 2	300 0.45		10:16
35	GEORGE TALLENT	COX	0.05	PLAYBOY	288 0.60		9:42
36	HARDY ROBINSON	COX	0.05	LANZO RC-1	400 0.63		7:26
37	MURVIL LIPSEY	COX	0.05	PlayBoy Cabin	300 0.61		6:44
38	JAY BARNES	COX	0.05	Miss America	310 0.57		1:36
*	COLIN BORTHWICK	COX	0.05	ETHY	280 0.60		0
*	JOHN MCRAE	COX	0.05	WESTERNER	234 0.49		0
*	JOHN CARLSON	COX	0.05	ATOMIZER	282 *****		OOS
*	JIM CLEM	COX	0.05	ALERT	285 0.83		OOS
*	AL HELLMAN	COX	0.05	BOMBER	318 0.50		OOS
*	DICK LEE	COX	0.05	BRIGADIER	297 0.79		LOF
*	STEVE ROSELLE	COX	0.05	TYRO MIKE	318 1.01		LOF
*	FRANK HAMILTON	COX	0.05	PLAYBOY	288 0.60		ATT
*	HENRY SMITH	COX	0.05	BOMBHELL	204 0.49		ATT

ELECTRIC TEXACO 30 entries - 16 flyoff

#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	WES FUNK	LEISURE	0.05	BOMBER	630 0.71	32:11	62:11
2	PETE RAFFERTY	FERRITE	0.05	BOMBER	630 0.71	21:26	51:26
3	CARL REDLIN	COBALT	0.05	PLAYBOY	582 0.85	19:41	49:41
4	FRED MULHOLLAND	LEISURE	0.05	BOMBER	630 0.71	19:31	49:31
5	GEORGE CLARK	geared	0.05	BOMBER	633 0.71	18:15	48:15
6	JACK ALBRECHT	LEISURE	0.05	BOMBER	630 0.71	18:01	48:01
7	KIP MERKER	Graupner sp400	0.05	BOMBER	630 0.71	17:36	47:36
8	FRANK HEACOX	LEISURE	0.05	WESTERNER	615 0.80	16:51	46:51
9	PHIL PEARCE	LEISURE	0.05	BOMBER	630 0.71	15:41	45:41
10	GEORGE JOKI	KYOSHO	0.05	BOMBER	630 0.71	13:25	43:25
11	ROLAND BOUCHER	LEISURE	0.05	PLAYBOY	576 1.31	12:45	42:45
12	BOB BOIES	CHECKPT	0.05	BOMBER	640 0.71	11:35	41:35
13	CHARLES APPLEBAUM	ASTRO C	0.05	BOMBER	630 0.71	10:49	40:49
14	BOB DAVIS	CHECKPT	0.05	PLAYBOY	630 0.89	9:55	39:55
15	HARDY BENSON	Graupner sp400	0.05	BOMBER	576 0.68	LOF	30:00
16	JIM ALABACK	TRINITY	0.05	BOMBER	630 0.71	OOS	30:00
17	CHARLES STEED	Kyosho 6/1	0.05	PLAYBOY	800 1.00		28:34
18	RICHARD EVANS	LEI SURE	0.05	BOMBER	630 0.71		28:20
19	JOHN CARLSON	LEISURE	0.05	PLAYBOY	582 0.85		25:27
20	JAY BARNES	ASTRO G	0.05	VIKING	500 1.22		21:01
21	ROSCOE LOW	LEISURE	0.05	PLAYBOY	585 0.86		15:00
22	HAROLD REED	ASTRO	0.035	PLAYBOY	582 0.85		15:00
23	HERB GREENBERG	KYOSHO	0.05	Red Zepher	593 0.94		13:09
24	MIKE McLAUGHLIN	KYOSHO	0.05	Schmaedig Stick	550 0.75		8:13
*	JOHN POND	LEISURE	0.05	BOMBER	630 0.71		LOF

BROWN JR LER 27 entries - 14 dnf

#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	RICHARD FISCHER	Brown Jr	0.60	BUCCANEER	1136 1.00	***	73:24
2	DAVE LEWIS	Brown Jr	0.60	RAMBLER	720 1.00		28:08
3	DON BLACKBURN	Brown Jr	0.60	FOLLY	700 1.04		15:45
4	FRED MULHOLLAND	Brown Jr	0.60	Miss Fortune X	580 1.00		14:30
5	EUT TILSTON	Brown Jr	0.60	SCORPION	472 *****		12:19
6	WALT GEARY	Brown Jr	0.60	EAGLET	767 1.00		11:12
7	KEN KULLMAN	Brown Jr	0.60	KLOUD KING	660 0.99		9:43
8	BOB ANGUS	Brown Jr	0.60	COMMAND	570 1.00		8:34
9	GEORGE TALLENT	Brown Jr	0.60	QUAKER	946 1.00		8:29
10	JACK ALBRECHT	Brown Jr	0.60	RAMBLER	717 1.00		7:19
11	JAMES LANG	Brown Jr	0.60	CLIPPER	678 1.00		3:46
12	BOB HOLMAN	Brown Jr	0.60	RAMBLER	717 1.00		1:34
*	DICK LEE	Brown Jr	0.60	Mystery Man	655 1.00		ATT

OLD TIME GLIDER - 14 entries - 9 dnf

#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	FRANK HEACOX	none	---	FLOATER	? *****		16:04
2	LOREN SCHMIDT	none	---	THERMIC 100	? *****		15:28
3	STEVE ROSELLE	none	---	SINBAD 62	387 1.00		11:39
4	GEORGE CLARK	none	---	THERMIC	100' *****		10:31
*	TOM EMPEY	none	---	FLOATER	? *****		ATT

1/2A SCALE DURATION 21 entries - 2 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	JERRY ROCHA	COX	0.05	AVRO 560	283	*****	9:13 39.13
2	JIM KYNKY	COX	0.05	FAIRCHILD 22	248	*****	DNF 30.00
3	ED HAMLER	COX	0.05	AVRO560	282	*****	27.31
4	JIM CLEM	COX	0.05	WREN	265	*****	27.27
5	EUT TILESTON	COX	0.05	AEROMOBILE	243	*****	25:14
6	WALT GEARY	COX	0.05	Travelaire 6000	307	*****	23:14
7	JAMES LANG	COX	0.05	PW 47	370	*****	19:30
8	BOB DITMER	COX	0.05	Harmon Moustique	300	*****	17:16
9	GEORGE JOKI	COX	0.05	COLUMBIA	300	*****	14:02
10	JIM ALABACK	COX	0.05	TAYLOR CUB	288	0.65	12:44
11	JOHN GATES	COX	0.05	MEGOW COUPE	298	*****	11:38
12	BOB HOLMAN	COX	0.05	MARTIN M01	226	*****	9:33
13	HARDY ROBINSON	COX	0.05	Megawcoupe	?	*****	6:27
14	KEN KULLMAN	COX	0.05	PORTERFIELD	285	*****	6:13
*	TOM EMPEY	COX	0.05	Vale Monocoupe	338	*****	ATT
*	BOB ROOMAN	COX	0.05	RYAN STA	341	*****	ATT

ANTIQUE - 24 entries - 10 flyoff - 8 dnf							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	EUT TILESTON	ENYA 60	0.60	WESTERNER	1487	1.25	24:35 54.35
2	JIM KYNKY	ROSSI	0.61	Anderson Pylon	1578	1.12	18:18 48:18
3	MIKE McLAUGHLIN	ROSSI	0.65	JOSEPHINE	1600	1.50	15:55 45:55
4	STAN LANE	OS 61 shn	0.60	Anderson Pylon	1578	1.12	14:23 44:23
5	L.A. JOHNSTON	FOX Eagle	0.60	DALLAIRE	1475	1.00	9:42 39:42
6	RICHARD HUANG	OS RSR	0.60	CUMULUS	1413	1.10	8:15 38:15
7	RICHARD EVANS	YS 60	0.60	DALLAIRE	1500	1.01	6:57 36:57
8	LARRY DAVIDSON	ORWICK	0.64	BOMBER	744	0.77	5:29 35:29
9	GEORGE TALLENT	McCOY	0.60	BOMBER	875	0.83	2:27 32:27
10	KEN KULLMAN	ST 40 RR	0.40	WESTERNER	956	1.00	DNF 30:00
11	TOM SMITH	Saito4C80	0.64	Anderson Pylon	1500	1.09	24:54
12	TOM EMPEY	SPITFIRE	0.65	BOMBER	1186	0.97	20:17
13	KEITH WILSON	Super Cyk	0.65	BOMBER	984	0.89	15:44
14	LOREN SCHMIDT	ST G51	0.51	DALLAIRE	1482	1.00	11:53
15	JOE PERCY	ROSSI	0.60	CUMULUS	1420	1.10	10:00
*	DALE TOWER	ROSSI	0.60	BOMBER	1350	1.04	ATT

PURE ANTIQUE - 25 entries - 3 flyoff - 9 dnf							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	DON BEKINS	EDCO	0.64	BOMBER	1186	0.97	51:11 81:11
2	ED SHILEN	EDCO	0.64	BOMBER	1185	0.97	48:58 78:58
3	DON BISHOP	EDCO	0.64	BOMBER	1186	0.97	17:26 47:26
4	BOB HOLMAN	ORWICK	0.64	Anderson Pylon	1240	0.99	25:32
5	FRED MULHOLLAND	SPITFIRE	0.65	THOR	810	1.00	24:54
6	WALT GEARY	OHL 60	0.60	FLAMINGO	1164	1.00	23:38
7	PETE RAFFERTY	SPITFIRE	0.65	BOMBER	1260	1.00	21:29
8	ED SMULL	ATWOOD	0.60	WESTERNER	956	1.00	18:24
9	DENNIS KING	SPITFIRE	0.60	POWERHOUSE	1080	0.98	17:07
10	NICK SANFORD	O&R SP	0.60	SACTEX	1104	1.00	14:19
11	DAVE LEWIS	SPITFIRE	0.40	Anderson Pylon	1256	1.00	14:07
12	DON BLACKBURN	SPITFIRE	0.60	T-BIRD-72	700	0.96	10:22
13	DOUG BABB	OHL60 SP	0.60	CLIPPER	678	1.37	7:49
14	RICHARD BEARD	O&R	0.60	POWERHOUSE	1126	1.00	5:10
15	M D HOOD	ORWICK	0.64	BOMBER	1184	0.97	4:29
*	MURVIL LIPSEY	O&R 60	0.50	WESTERNER	960	1.00	ATT

OHLSSON SIDEPORT - 30 entries - 5 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	EUT TILESTON	O&R SP	0.60	TAYLOR CUB	683	1.00	21:01 42:01
2	DON BEKINS	O&R sp	0.70	BOMBER	1186	0.97	20:54 41:54
3	FRED MULHOLLAND	O&R SP	0.60	Miss Fortune X	580	1.00	14:56 35:56
4	WALT GEARY	O&R sp	0.60	FLAMINGO	1164	1.00	13:11 34:11
5	DALE TOWER	O&R SP	0.60	BOMBER	1186	0.97	0 21:00
6	ED SHILEN	O&R SP	0.60	JOSEPHINE	700	0.99	20:02
7	DAVE LEWIS	O&R SP	0.60	Trenton Terror	775	1.01	19:14
8	KEN KULLMAN	O&R SP	0.60	KLOUD KING	660	0.99	18:59
9	HARDY ROBINSON	O&R sp	0.60	Schmaedig Stick	986	1.00	18:22
10	BOB BOIES	OHL 60 SP	0.60	LANZO RC-1	1010	1.00	15:55
11	LOREN SCHMIDT	O&R sp	0.60	INSPIRER	916	1.00	12:52
12	DOUG BABB	O&R SP	0.60	CLIPPER	678	1.00	12:02
13	JACK ALBRECHT	O&R SP	0.60	RAMBLER	717	1.00	11:23
14	KEITH WILSON	O&R sp	0.60	Schmaedig Stick	986	1.00	10:39
15	GEORGE TALLENT	O&R SP	0.60	BOMBER	1230	0.99	9:49
16	DON BLACKBURN	O&R SP	0.60	TORPEDO II	670	1.00	7:00
*	KIP MERKER	O&R SP	0.60	RAMBLER	717	1.00	ATT
*	NICK SANFORD	O&R SP	0.60	REBEL	650	1.00	ATT

OHLSSON 23 22 entries - 9 dnf							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	DON BEKINS	O&R 23	0.23	BOMBER	489	0.99	15:00
2	JACK ALBRECHT	OHL 23	0.23	PLAYBOY JR	358	1.00	14:29
3	BOB ANGEL	O&R 23	0.23	Schmaedig Stick	450	0.68	12:31
4	RICHARD FISCHER	OHL 23	0.23	ZIPPER	474	1.00	10:28
5	DON BLACKBURN	OHL 23	0.23	WASP	490	1.01	8:50
6	STAN LANE	OHL 23	0.23	Anderson Pylon	450	0.60	8:15
7	BOB HOLMAN	O&R 23	0.23	CABIN RULER	308	1.00	6:47
8	ROBERT FERGUSON	OHL 23	0.23	FOOTE WEST B	384	1.00	5:25
9	BOB ROOMAN	O&R 23	0.23	BOMBER	459	0.60	3:46
10	GEORGE JOKI	O&R 23	0.23	DODGER	470	0.99	3:44
11	BILL ALBERTA	OHL 23SP	0.23	AMERICAN ACE	432	1.00	3:14
*	WALT GEARY	O&R 23	0.23	OUTASITE	330	1.00	OCS
*	DOUG BABB	OHL 23	0.23	BUCCANEER 48	364	1.01	ATT

B IGNITION LER 36 entries - 4 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	FRED MULHOLLAND	McCOY 29	0.29	PLAYBOY	476	0.77	9:11 30:11
2	ED SHILEN	SHILEN	0.29	PLAYBOY	580	0.85	6:30 27:30
3	MURVIL LIPSEY	TORP 29	0.29	PlayBoy Cabin	500	0.79	3:27 24:27
4	JOE PERCY	K&B	0.29	BOMBER	500	0.63	0 21:00
5	GEORGE TALLENT	TORP 29	0.29	BOMBER	630	0.71	20:40
6	RICHARD FISCHER	TORP 29	0.29	ZIPPER	474	1.00	20:04
7	LARRY DAVIDSON	McCOY 29	0.29	BOMBER	473	0.60	18:57
8	DON BISHOP	McCOY 29	0.29	PLAYBOY	582	0.85	18:55
9	BILL ALBERTA	O&R 29	0.29	PLAYBOY	582	0.85	18:27
10	PETE RAFFERTY	TORP 29	0.29	BOMBER	455	0.60	17:58
11	BOB HOLMAN	TORP 29	0.29	PLAYBOY	582	0.85	16:24
12	WALT GEARY	TORP 29	0.29	Soaring Eagle	550	1.35	15:38
13	DON BEKINS	TORP 29	0.29	FU-2-YU-2	454	0.60	15:04
14	DAVE LEWIS	TORP 29	0.29	BOMBER	460	0.61	14:58
15	DON BLACKBURN	ORWICK	0.29	T-BIRD 66	590	*****	14:26
16	JACK ALBRECHT	TORP 29	0.29	BOMBER	518	0.64	13:10
17	BOB BOIES	McCOY	0.29	Anderson Pylon	450	0.60	12:06
18	BOB ANGUS	ORWICK	0.29	RANGER	500	1.24	10:34
19	BOB ANGEL	McCOY29	0.29	Schmaedig Stick	450	0.68	10:27
20	DON BARRICK	McCOY 29	0.29	VIKING	500	1.22	9:24
21	STAN LANE	OHL 23	0.23	Anderson Pylon	450	0.60	8:42
22	RICHARD HUANG	TORP 29	0.29	PLAYBOY	496	0.79	8:29
23	EUT TILESTON	AMCO 3.5	0.21	WESTERNER	340	0.60	3:54
24	TOM EMPEY	TORP 29	0.29	BROOKLYN	476	1.00	2:02
*	M D HOOD	TORP 29	0.29	ZIPPER	488	1.01	0

ELECTRIC LMR - 34 entries - 10 flyoff - 7 dnf							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	PHIL PEARCE	LEISURE	0.05	BOMBER	630	0.71	36:45 57:45
2	MIKE McLAUGHLIN	KYOSHO	0.05	Schmaedig Stick	550	0.75	27:08 48:08
3	CARL REDLIN	COBALT	0.05	PLAYBOY	582	0.85	26:30 47:30
4	ROLAND BOUCHER	LEISURE	0.05	PLAYBOY	576	1.31	24:47 45:47
5	KIP MERKER	TRINITY	0.05	BOMBER	630	0.71	24:27 45:27
6	FRED MULHOLLAND	ASTRO 05	0.05	BOMBER	630	0.71	15:29 36:29
7	PETE RAFFERTY	ASTRO	0.05	BOMBER	630	0.71	10:18 31:18
8	JACK ALBRECHT	LEISURE	0.05	BOMBER	630	0.71	8:16 29:16
9	GEORGE CLARK	geared	0.05	BOMBER	633	0.71	0:04 21:04
10	HARDY BENSON	TRINITY	0.05	BOMBER	630	0.71	LOF 21:00
11	NEAL DOTY	ASTRO	0.05	BOMBER	630	0.89	20:24
12	BOB BOIES	CHECKPT	0.05	BOMBER	640	0.71	18:46
13	BOB DAVIS	CHECKPOINT	0.05	PLAYBOY	630	0.89	18:15
14	RICHARD EVANS	LEISURE	0.05	BOMBER	630	0.71	18:06
15	JAY BARNES	ASTRO C	0.05	VIKING	500	1.22	18:04
16	CHARLES APPLEBAUM	ASTRO C	0.05	BOMBER	630	0.71	18:01
17	FRANK HEACOX	LEISURE	0.05	WESTERNER	615	0.80	18:01
18	EARNST PAYNE	?	0.05	SMALING STICK	130	?	16:47
19	CHRIS CHRISTENSEN	LEISURE	0.05	BOMBER	630	0.71	14:39
20	GEORGE JOKI	KYOSHO	0.05	BOMBER	630	0.71	14:00
21	JOHN CARLSON	LEISURE	0.05	PLAYBOY	582	0.85	13:25
22	WES FUNK	LEISURE	0.05	BOMBER	630	0.71	13:22
23	HERB GREENBERG	KYOSHO	0.05	Red Zephyr	593	0.94	11:41
24	JIM ALABACK	ASTR FAI	0.05	BOMBER	630	0.71	11:40
25	HAROLD REED	ASTR FAI	0.05	BOMBER	800	0.80	11:23
26	JOHN POND	LEISURE	0.05	BOMBER	630	0.71	7:00

LOOKING BACK AT THE '93 SAM CHAMPS



Clarence Bull checking the timer on his "Swayback" by Lanzo. Bull is from Oregon.



Murvil Lipsey, from deep in the heart of Texas, Holds his R/C Bunch "Scorpion".



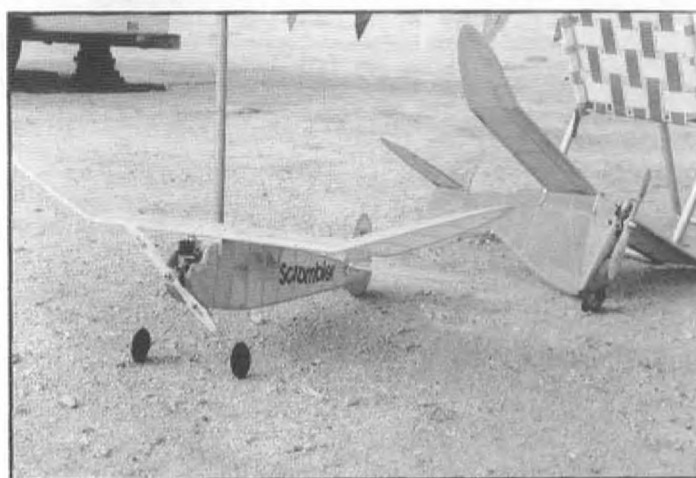
L.A. Johnston, from Texas, gives us a look at his R/C Blitzkrieg design by Hal DeBolt.



George Clark releases his Thermic R/C glider for a flight. In the background L-R Steve Roselle, Frank Heacox, & Ernie Payne.



Don Reid, next year's SAMCHAMPS manager, readys his 4 oz. "Verdier" Wakefield for a flight..



Charlie Yost, San Diego, had two class A ships. A "Scrambler" and a Shulman "Wedgy".

LOOKING BACK AT THE '93 SAM CHAMPS

Walt Geary, Eut Tileston, George Tallent discuss R/C flying scale with Jim Adams.

HERE IS THE 1994-1995 RULES CHANGES ADDENDUM FOR YOUR SAM RULES BOOK.

As promised last month we have reproduced the 1994 changes in booklet form. Cut out the following page, fold and attach in your own rule book. If you can't find your old rule book, write to Jim Adams, 2538 N. Spurgeon st. Santa Ana, CA. 92706 and request a new one. We have several hundred reserve copies and will be glad to send you one. Remember to enclose \$3.00 to cover cost and postage.



Hal Cover, Chino, CA. with two big "Gool" models flown in Nostalgia.



Bob Schafer with his wife came from Tacoma, WA. to fly his Brown Jr. powered "Bassett" to 3rd place.



Nicely detailed Curtiss Robin at the 1993 SAMCHAMPS Concours event.



1/2a, R/C Scale line-up at Taft. L-R, Kullman, Geary, Empey, Tileston, and Robinson in the front row. John Gates, standing.

cont'd

- C. Altho 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 may be used for detail only. Plan or 3 view may be needed for conformation.
- D. Flight requirements are identical to R/C 1/2A Texaco.
- E. Minimum wingloading:
monoplane 8oz/sq.ft.
multiplane 6oz/sq.ft.

Page 17, ARTICLE V, Section 5

Sec.5 Succession-Should the President become incapacitated or resign the office, the Vice President of the President's current region of residence shall assume the title and duties of President. The successor will continue in office until the original President is no longer incapacitated or until the end of the current unexpired term, whichever is shorter. Should a regional Vice President be unable to assume the Presidential duties, the Vice President of the next adjacent region Eastward shall succeed. Other Board vacancies may be filled for the unexpired portion of a term by majority vote of the remaining Directors at any regular or special meeting provided a quorum is present.

This addendum updates the Society of Antique Modelers Official Rule Book to 1994-95. For your convenience you should identify the updated areas in your 1992-93 edition.

Page 11, SECTION IV, Par. 6.

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

Event	Schnuerle glow engines	Cross scavenged glow	Converted ignition engines	Original ignition engines
LER	18 Secs.	23 secs.	28 secs.	45 sec.
Antique	5 sec/lb.	6 sec/lb.	7 sec/lb.	8 sec/lb.

Page 13, SECTION VI, SPECIAL EVENTS

2. Old Time Electric-Limited Motor Run(LMR) and Texaco

Model Requirements

- A. Any Society of Antique Modelers (SAM) recognized Old Timer model may be flown in this event.
- B. Unless stated otherwise, the model shall conform to current SAM R/C Old Timer Rules.
- C. Models must have a minimum wing loading of 8oz./sq.ft. of planform wing area.

Batteries

- A. A 7 cell Ni-cad rechargeable pack with a manufacturers marked maximum rated capacity of 800 mah shall be allowed.
- B. Packs with an unmarked rating must be tested for capacity for the electric Texaco event.

Motors

- A. Any permanent magnet D.C. electric motor that operates on 7 cells up to and including any production .05 motor may be used.
- B. Motors may drive the propeller directly or indirectly via a (gear or belt) speed reduction drive.
- C. Ferrite or non-ferrite magnet motors (i.e. Cobalt) may be used.

Power Control

- A. Power flow from batteries to motor may be controlled by any method.
- B. Power shut off by radio command must be demonstrated to the timer.

Propellers

- A. Folding props may be used as long as they are restrained from folding in flight.
- B. Prop hubs which are partially cut through are not allowed.

General Flight Rules

- A. Models must comply with all R/C LER rules, such as ROG, landing on field etc. unless otherwise noted.
- B. Flight time is started at the moment the motor is switched on, or the model is released for flight, and ended when the model touches the ground, or some stationary object on the ground.

Limited Motor Run (LMR) Flight Rules

- A. Standard motor run shall be a single continuous run time of:
 - Ferrites: 90 seconds
 - Non-ferrites: 75 seconds
- B. There shall be 4 attempts allowed for 3 official flights. An attempt may be called only during the motor run time.
- C. Maximum flight time shall be 7 minutes

Electric Texaco Flight Rules

- A. There are no maximum motor run times. The motor may be started and stopped one or more times until the battery pack is exhausted.
- B. There shall be 3 attempts allowed for 2 official flights. An attempt may be called only during the first 2 minutes of the flight.
- C. Maximum flight time shall be 15 minutes.
- D. Both flights are added together for the score.

Page 13, SECTION VI, SPECIAL EVENTS

4. 1/2A Scale Duration

- A. Model shall be a replica of a reciprocating engine powered, man carrying airplane of pre-1943 vintage. Model shall be capable of ROG. Powered sailplanes are not acceptable.
- B. Engine, prop and fuel requirements are identical to those for R/C 1/2A Texaco.

A GLOW LER 28 entries - 4 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	EUT TILESTON	K&B 3.25	0.20	WESTERNER	475 0.70	10:59	31:59
2	FRED MULHOLLAND	K&B 3.25	0.20	BOMBER	455 0.60	8:53	29:53
3	LARRY DAVIDSON	NELSON	0.19	BOMBER	473 0.61	8:51	29:51
4	JIM KYNCY	NELSON	0.19	KERSWAP	454 1.26	8:10	29:10
5	PETE RAFFERTY	K&B 19	0.19	BOMBER	455 0.60		20:33
6	DON BEKINS	VECO 19	0.19	BOMBER	489 0.62		20:29
7	JOHN McRAE	K&B 3.25	0.20	WESTERNER	475 0.70		19:59
8	TOM SMITH	ST 15	0.15	UL DIAMOND	388 *****		19:34
9	DAVE LEWIS	ST 19	0.19	WASP	485 1.01		19:01
10	DON BARRICK	VECO 19	0.19	VIKING	500 1.22		19:00
11	RICHARD HUANG	STG15/	0.19	PLAYBOY	458 0.76		18:23
12	JOE PERCY	K&B 3.25	0.20	CUMULUS	455 0.62		18:07
13	LOREN SCHMIDT	ST 19	0.19	PLAYBOY	452 0.75		17:26
14	TOM EMPEY	K&B 3.25	0.20	KERSWAP	485 1.30		17:07
15	WALT GEARY	OS 15 III	0.15	MEGOW CHIEF	340 0.69		16:55
16	JAMES LANG	ENYA 19	0.19	BOMBER	425 0.58		15:40
17	BOB FACTO	VECO 19	0.19	PLAYBOY	800 1.06		13:30
18	L.A. JOHNSTON	Oliver Tiger	0.15	KERSWAP	337 1.09		12:45
19	DALE TOWER	NELSON	0.15	BOMBER	338 0.52		5:52
20	GEORGE JOKI	TORP 19	0.19	DODGER	470 0.99		5:03
21	AL HELLMAN	OS 20	0.20	PLAYBOY	582 0.85		1:32
*	DON BLACKBURN	ST 15	0.15	PLAYBOY JR	354 0.99		ATT

C IGNITION LER 47 entries - 17 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	JOE PERCY	O&R 60	0.60	BOMBER	770 0.78	14:53	34:53
2	DON BEKINS	EDCO	0.64	BOMBER	1186 0.97	11:12	32:12
3	PETE RAFFERTY	SUP CYK	0.60	BOMBER	630 0.71	8:47	29:47
4	LARRY DAVIDSON	CHL 60 FR	0.60	PLAYBOY	546 0.83	8:46	29:46
5	RICHARD FISCHER	ORWICK	0.64	SAIPLANE	864 1.00	8:29	29:29
6	FRED MULHOLLAND	Sup Cyke	0.64	AIRFOILER	514 *****	8:19	29:19
7	STAN LANE	McCOY 60	0.60	HAYSEED	955 1.01	8:06	29:06
8	JIM KYNCY	McCOY	0.60	Anderson Pylon	989 0.89	7:57	28:57
9	ED SHILEN	EDCO	0.64	BOMBER	1185 0.97	6:48	27:48
10	MIKE McLAUGHLIN	EDCO	0.65	PLAYBOY	900 1.06	6:40	27:40
11	RICHARD HUANG	SPITFIRE	0.60	PLAYBOY	800 1.00	6:00	27:00
12	EUT TILESTON	O&R 60	0.60	WESTERNER	675 0.84	5:07	26:07
13	L.A. JOHNSTON	EDCO	0.64	SAIPLANE	864 1.00	4:45	25:45
14	MURVIL LIPSEY	TORP 32	0.32	PlayBoy Cabin	582 0.85	3:05	24:05
15	ED HAMLER	SPITFIRE	0.60	BOMBER	1206 0.98	2:56	23:56
16	BOB ANGUS	ORWICK	0.64	BOMBER	820 0.81	1:09	22:09
17	DON BISHOP	EDCO	0.64	BOMBER	1186 0.97	0	21:00
18	BOB HOLMAN	ORWICK	0.64	Anderson Pylon	1240 0.99		20:20
19	HARDY ROBINSON	CHL 60	0.60	Schmaedig Stick	986 1.00		20:13
20	AL HELLMAN	McCOY 60	0.60	SAIPLANE	864 1.00		17:49
21	BOB BROGAN	SPITFIRE	0.64	SAIPLANE	864 1.04		14:10
22	TOM EMPEY	SPITFIRE	0.65	BOMBER	864 0.83		14:00
23	WALT GEARY	O&R 60	0.60	MEGOW CHIEF	712 1.00		14:00
24	ED LAMB	O&R 60	0.64	VAGABOND	667 0.99		14:00
25	JOHN GATES	O&R 60	0.60	Feather Merchant	660 0.96		12:03
26	BILL ALBERTA	ORWICK	0.64	RANGER	735 1.50		11:42
27	BOB BOIES	McCOY	0.60	Anderson Pylon	1240 0.99		11:34
28	GEORGE TALLENT	McCOY	0.60	BOMBER	875 0.83		10:48
29	DALE TOWER	EDCO	0.65	BOMBER	900 0.85		10:40
30	ROBERT FERGUSON	EDCO	0.64	BOMBER	1256 1.00		8:52
31	BOB DAVIS	McCOY	0.49	CLIPPER	678 1.00		7:22
32	DON BARRICK	McCOY 60	0.60	Thermal Thumper	1448 2.00		6:50
33	KIP MERKER	O&R	0.60	RAMBLER	717 1.00		3:24
34	LOREN SCHMIDT	HORNET	0.60	INSPIRER	916 1.00		2:49
35	NICK SANFORD	McCOY	0.60	PLAYBOY JR	800 1.00		2:42
*	DON BLACKBURN	SPITFIRE	0.65	BOMBER	832 0.81		ATT
*	DAVE LEWIS	Madewell	0.49	KLOUD KING	660 0.99		ATT
*	PETE SAMUELSON	Super Cyk	0.60	FOOTE WEST	798 1.03		ATT

BROWN JR TEXACO 26 entries - 10 dnf							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	DON BLACKBURN	Brown JR	0.60	FOLLY	700 1.04		32:25
2	MIKE McLAUGHLIN	Brown JR	0.60	BUCCANEER	1145 1.00		29:54
3	DAVE LEWIS	Brown JR	0.60	RAMBLER	720 1.00		20:34
4	FRED MULHOLLAND	Brown JR	0.60	Miss Fortune X	580		19:35
5	BOB ANGUS	Brown JR	0.60	COMMANDER	570 1.00		9:27
6	KEN KULLMAN	Brown JR	0.60	KLOUD KING	660 0.99		9:11
7	ROBERT FERGUSON	Brown JR	0.60	THOR	810 1.00		7:11
8	JIM KUTKUNH	Brown JR	0.60	QUAKER	1082 1.07		4:56
9	GEORGE TALLENT	Brown JR	0.60	QUAKER	946 1.00		4:18
10	WALT GEARY	Brown JR	0.60	EAGLET	767 1.00		3:01
11	AL HELLMAN	Brown JR	0.60	QUAKER	952 1.00		2:54
12	ROBERT COUGHRITY	Brown JR	0.60	ROLL Beryloid	1553 1.00		2:43
13	BOB HOLMAN	Brown JR	0.60	RAMBLER	717 1.00		1:32
14	EUT TILESTON	Brown JR	0.60	RICKARD WING	647 *****		1:01
*	JAMES LANG	Brown JR	0.60	CLIPPER	678 1.00		ATT
*	MURVIL LIPSEY	Brown JR	0.60	Bunch Scorpion	480 1.02		ATT

B GLOW LER 30 entries - 7 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	JIM KYNCY	K&B 4.9	0.30	KERSWAP	660 1.52	11:46	32:46
2	RICHARD HUANG	STG21/	0.29	PLAYBOY	675 0.92	9:57	30:57
3	JOE PERCY	ST 29	0.29	CUMULUS	700 0.77	7:45	28:45
4	LARRY DAVIDSON	NELSON	0.21	BOMBER	473 0.61	7:15	28:15
5	DON BARRICK	ST 29	0.30	SUPER QUAKER	790 1.00	5:58	26:58
6	FRED MULHOLLAND	K&B 4.9	0.30	PLAYBOY	653 0.90	5:29	26:29
7	MIKE McLAUGHLIN	NELSON	0.29	BOMBER	680 0.74		21:00
8	PETE RAFFERTY	K&B 4.9	0.30	BOMBER	652 0.72		20:07
9	ED HAMLER	ST G21	0.29	BOMBER	654 0.72		20:01
10	L.A. JOHNSTON	HB 25	0.25	BUTZKREIG	563 0.99		19:49
11	WALT GEARY	FOX 29X	0.29	CLIPPER	678 0.68		19:21
12	DON BEKINS	K&B 4.5	0.27	PLAYBOY	658 0.91		19:09
13	TOM EMPEY	K&B 4.9	0.30	Super Quaker	746 0.97		17:41
14	DON BISHOP	SUP TIG	0.29	LANZO STICK	654 0.67		16:52
15	JAMES LANG	OS MAX	0.29	PLAYBOY	800 1.00		16:49
16	BOB FACTO	ST G21/29	0.29	PLAYBOY	800 0.80		14:00
17	LOREN SCHMIDT	ST 23	0.23	PLAYBOY	624 0.88		10:37
18	ED SMULL	K&B 3.5	0.21	PLAYBOY	590 0.86		9:12
19	JOHN McRAE	K&B 3.5	0.21	WESTERNER	475 0.70		7:00
20	EUT TILESTON	K&B 3.5	0.21	WESTERNER	475 0.70		7:00
*	GEORGE CLARK	ST 23	0.23	PLAYBOY	555 0.83		ATT

TEXACO 45 entries - 3 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	LARRY DAVIDSON	OS604C	0.36	BOMBER	1194 0.98	16:29	78:29
2	DON BEKINS	ENYA 4C	0.46	BOMBER	1196 0.98	14:27	74:27
3	RICHARD FISCHER	SUP CYK	0.60	BOMBER	1197 0.98	6:47	66:47
4	PETE RAFFERTY	IRVINE	0.40	BOMBER	1260 1.00		52:36
5	MIKE McLAUGHLIN	IRVINE	0.40	WESTERNER	1958 1.43		47:37
6	STAN LANE	OS 60 4ST	0.60	Anderson Pylon	1578 1.12		44:38
7	JOE PERCY	OS 4C61	0.49	BOMBER	1460 1.08		41:05
8	EUT TILESTON	IRVINE D	0.40	WESTERNER	1487 1.25		39:46
9	L.A. JOHNSTON	PAW 35	0.21	BOMBER	1240 0.99		33:08
10	KEITH WILSON	OS4C60I	0.36	BOMBER	1186 0.97		32:29
11	DENNIS KING	SPITFIRE	0.60	POWERHOUSE	1080 0.98		30:31
12	ED HAMLER	SPITFIRE	0.65	BOMBER	1206 0.98		29:37
13	TOM SMITH	Saito4C80	0.64	Anderson Pylon	1500 1.09		28:39
14	PETE SAMUELSON	OS4C60	0.60	FOLLY II	1485 1.51		27:33
15	RICHARD EVANS	OS FS 70	0.56	DALLAIRE	1500 1.01		24:30
16	FRED MULHOLLAND	IRVINE D	0.40	BOMBER	1260 1.00		23:03
17	TOM EMPEY	OS 4c60	0.36	BOMBER	1186 0.90		22:30
18	ED SHILEN	SPITFIRE	0.65	BOMBER	1185 0.97		18:00
19	KIP MERKER	IRVINE	0.40	RAMBLER	717 1.00		15:04
20	NICK SANFORD	O&R SP	0.60	SAC TEX	1104 1.00		14:06
21	BOB DAVIS	O&R 60	0.36	Anderson Pylon	1240 0.99		13:08
22	DAVE LEWIS	CHL60SP	0.60	Anderson Pylon	1256 1.00		12:53
23	BOB ANGUS	CHL 60	0.60	BOMBER	1186 0.97		11:07
24	DICK LEE	OS4C60	0.60	LANZO RACER	1497 0.82		8:59
25	FRANK HAMILTON	OS4C61	0.49	BUCCANEER	1136 1.00		8:44
26	GEORGE TALLENT	CHL 60	0.60	BOMBER	1230 0.99		8:12
27	GEORGE CLARK	OS 48 4ST	0.38	BOMBER	876 0.84		5:50
28	BOB HOLMAN	ORWICK	0.64	Anderson Pylon	1240 0.99		5:23
*	JIM KYNCY	OS4C60	0.60	Anderson Pylon	1578 1.12		0
*	DALE TOWER	OS60FS	0.36	BOMBER	1740 1.18		0
*	AL HELLMAN	SPITFIRE	0.60	BOMBER	1200 0.98		ATT

A IGNITION LER 26 entries - 5 flyoff							
#	CONTESTANT	MOTOR	Displ	PLANE	W.A. Scale	FlyOff	TOTAL
1	LARRY DAVIDSON	ELFIN	0.15	PLAYBOY	330 0.64	10:26	31:26
2	PETE RAFFERTY	ELFIN	0.15	KERSWAP	288 1.01	7:43	28:43
3	ED SHILEN	Texas OT	0.19	BOMBER	412 0.57	6:52	27:52
4	EUT TILESTON	GB 250	0.15	Baby CORSAIR	259 *****	5:06	26:06
5	ED HAMLER	ELFIN	0.15	Anderson Pylon	311 0.50	3:29	24:29
6	FRED MULHOLLAND	ELFIN	0.15	PLAYBOY	288 0.60		20:52
7	WALT GEARY	ELFIN	0.15	MEGOW CHIEF	410 0.76		18:49
8	LOREN SCHMIDT	ELFIN	0.19	PLAYBOY	452 0.75		18:08
9	BOB ANGUS	ELFIN	0.15	Eastern Champ	334 0.68		17:13
10	L.A. JOHNSTON	ELFIN	0.15	KERSWAP	337 1.09		17:12
11	ROBERT FERGUSON	ELFIN	0.15	PLAYBOY JR	358 1.00		15:19
12	TOM EMPEY	ELFIN	0.15	INTRCEP	330 1.00		14:30
13	DON BEKINS	OHSSON	0.19	BOMBER	489 0.62		14:00
14	DALE TOWER	ELFIN	0.15	BOMBER	290 0.48		14:00
15	DAVE LEWIS	ELFIN	0.15	StratoStreak	356 0.99		13:57
16	BOB HOLMAN	OHSSON	0.19	CABIN RULER	308 1.00		13:33
17	BOB ANGEL	HORNET	0.19	Schmaedig Stick	450 0.68		11:32
18	JOE PERCY	ELFIN	0.15	CUMULUS	357 0.55		5:56
19	JACK ALBRECHT	ELFIN	0.15	BOMBER	318 0.50		4:59
20	DON BARRICK	ED Diesel	0.15	SO LONG	360 1.00		4:51
21	GEORGE TALLENT	OHSSON	0.19	BOMBER	535 0.65		1:50
*	DON BLACKBURN	ELFIN	0.15	BOMBER	308 0.50		00

1993 SAM CHAMPS R/C Contest Directors Report

Steve Roselle

Twelve years after my first Sam Champs experience, both the Champs and I returned to Taft. What I remember of the 1981 Taft Champs is that we kept soaking our T-shirts in the ice cooler and wrapping them around our heads to try and overcome (unsuccessfully) the 105+ degree June heat. This year it was wisely decided to hold the Champs in October in an attempt to avoid the heat. It worked!

Temperatures were in the low eighties at their worst, and while the fabled Taft thermals were as abundant as ever, the sightings of killer dust devils (the kind with the power to shred puny material possessions such as canopies, models, small dogs, etc.) were notably absent.

Light rains overnight damped down the dust on the field on Sunday and Thursday evenings quite nicely. (I'm told the mayor of Taft arranged that!) The water quickly soaked into the sandy Taft soil, so field conditions remained very usable.

Winds were generally light and variable. As predicted by Bill Booth, early morning breezes were out of the west and usually changed to easterlies by mid morning. The failure of strong afternoon winds to materialize allowed us to run the flyoffs in late afternoon rather than early the next morning, as was the case at the Jean Champs.

This year the R/C contest was attended by 88 contestants who generated 402 event entries over the 10 standard and 8 special events. 84 percent of the maximum official flights possible were logged, with over half of those being Maxes, showing that the weather was excellent and the engine run times are already to long. (At least for Taft!). This led to a total of 95 flyoff flights logged in 14 events, many of which were over 15 minutes, including several greater than 45 minutes! This in spite of reducing run times by 20 to 25% for the flyoffs! Longest flight of the meet was logged by **Bob Fischer** in the Brown Jr LER event at over 1 hour and 13 minutes!

Larry Davidson narrowly took the R/C Championship Trophy over **Don Bekins**!

I had been abit spooked initially at the nature of the undertaking I had assumed, having some memories of less-than-illustrious situations at previous Champs regarding contestants, rules and bad decisions. I was pleasantly surprised at the genial, professional attitude of most contestants and was soon able to discard my reservations. The spirit of the SAM Preamble regarding casual, relaxing, and enjoyable flying was in abundance here. One could really soak up that sense of, what Dave Thornburg in his book "Do You Speak Model Airplane?" called

"... the gathering of the Clan."!

1993 SAM CHAMPS R/C Contest Directors Report

Contest Manager **Bill Booth** did a tremendous job in setting up the logistics for the Champs. Besides the Bean Feed and Banquet, he arranged for an on-field restaurant which served Lunch, Breakfast, and Dinner. **Klarich Kits** and **Aerodyne** set up booths on the field. However, The piece-de-resistance was the Pay Telephone installation at the field entrance. In talking with the local phone company, he discovered that they had a major trunk line paralleling the highway and were anxious to hookup the phones for the duration!

Volunteers from several California SAM Chapters contributed greatly to the success of this contest. **Harry Jencks**, and his wonder dog **Chew**, ably ran the Frequency control booth for the entire week, assisted by **Miriam Schmidt**. A frequency monitor loaned by **George Steiner** of GSP products gave us comfort against interference problems.

My lovely wife **Janet Roselle** managed the scheduling desk all week long, and **Neva Nichalou** consistently posted the results of each flight as soon as the scorecards came in. **Mary Hamler** provided scoring error checking, while **George Joki** and his life-long friend **Bill Alberta** of Houston ran the weigh/fuel booth for those events. **Frank Womack** spent many hours out on the flight line monitoring takeoffs, landings and frequency problems.

Other kind souls spelled all of the regulars and helped out in many ways, including setup and takedown, refreshments and even timing when needed, and I heartily thank all those who helped to make this Champs a resounding success!

1993 SAM CHAMPS CHAMPIONSHIP TROPHY RESULTS																						
R/C EVENT # >		1	5	6	7	8	16	17	19	18	25	26	27	28	35A	35P	36	37	38	SNR		
1993 SAM CHAMPS POINTS		B R O W N	A I G L O	A I G L O	I 2 A W N	B R O W N	C I G L O	C I G L O	O H L S O	E L E C T N	B I G L O	B I G L O	T E X A C O	I 2 A I Q U E	A N T I S C A L E	P U R E A N T	S I D E P O R T	E L E C T I D E R	O T G L I D E R	C O M B I N E D	S P E C I A L	S T A N D A R D
STANDARD		W	G	L	O	N	W	N	O	S	O	N	O	C	O	S	C	A	L	E		
SPECIAL		N	N	O	N	N	O	N	O	T	N	O	O	I	U	E	A	N	T	R		
COMBINED																						
18 EVENTS		T E X	L E R	L E R	T E X	L E R	L E R	L E R	N T E R	L E R	L E R	L E R	L E R	S C A L E	S C A L E	A N T	P O R T	O L D E R				
NAME																				COM	SP	STD
SPECIAL >		SP	SP				SP		SP	SP				SP		SP	SP	SP	SP	TOTAL	TOTAL	TOTAL
DAVIDSON, LARRY			5	3			2	1				2	5							18	0	18
BEKINS, DON							4	4	5				4				5	4		26	9	17
KYNCEY, JIM					2	5						5			4	4				20	4	16
TILESTON, EUT			2	5		1		2						1	5		5			21	7	14
RAFFERTY, PETE			4	1			3	3		4			2							17	4	13
SHILEN, ED			3								4						4			11	0	11
MULHOLLAND, FRED		2		4		2				2	5						1	3		19	9	10
PERCY, JOE							5				2	3								10	0	10
KULLMAN, KEN							5													5	0	5
McLAUGHLIN, MIKE		4											1		3			4		12	8	4
FISCHER, RICHARD						5	1		2				3							11	7	4
HUANG, RICHARD												4								4	0	4
SMITH, TOM					4															4	0	4
ANGEL, BOB					3			3												6	3	3
BISHOP, DON																	3			3	0	3
HAMLER, ED			1		2										3					6	3	3
LIPSEY, MURVIL											3									3	0	3
HOLMAN, BOB																	2			2	0	2
JOHNSTON, L A					1											1				2	0	2
LANE, STAN															2					2	0	2
BARRICK, DON												1								1	0	1
TALLEN, GEORGE											1									1	0	1
ALBRECHT, JACK								4												4	4	0
ANGUS, BOB		1																		1	1	0
BLACKBURN, DON		5				3		1												9	9	0
LEWIS, DAVE		3				4														7	7	0

NOTE: TROPHY IS AWARDED (BY RULE) TO STANDARD EVENTS WINNER (USING TOP FIVE PLACES ONLY).

Note: Anyone that would like a copy of the 1993 R/C SAMCHAMPS report, as published by the CD, (which includes individual flight times and other data such as the number of flights and etc.) can get one by writing to: Steve Roselle 933 Barbara St. Mountain View, CA 94040. Please include a stamped, self addressed envelope. (52c)



OLD ELECTRIC TIMER



In my last OT Electric column, I reported on the Lozier Electric model which was published in FLYING ACES in October, 1938. In response to that item, Dave Durnford, of SAM-35 in England, wrote to bring my attention an ear-

lier electric-powered model in England, which was described in a 1919 U.S. publication. The model aviation column, written by John McMahon for AERIAL AGE (New York, July 28, 1919) gives a report on an English inventor's electric model of that era. I think you will find this excerpt from the 1919 article about an early electric modeler's trials and tribulations to be interesting:

"Experimenting with models driven by electricity has never been attempted in this country to the knowledge of this writer. The only one to have experimented in this respect with any degree of satisfaction was Mr. H.R. Kerruish, an English model flyer who experimented with a model driven by an electric motor and carrying its own batteries. It weighs inclusive 9 1/2 ounces, with an area of 3 1/2 sq. ft. The thrust (static) given is 2 oz., which is just sufficient to fly it, leaving hardly any reserve of power. The chief dimensions are: span 4 ft., 6 ins.; chord 9 ins.; overall length, 2 ft., 11 ins. Elevator span 18 ins., chord 4 ins. The propellor, 14 in. diameter and 10 in. pitch. The complete weight of the power plant is 5.5 ozs., and of the model, 4 ozs. It is very lightly built, but nevertheless is quite strong. It flies 7 mph in a dead calm, but will not fly in any wind. The power plant is made up of a common tri-motor specially wound and carefully lightened, driven by six small cells constructed somewhat on the lines of the Delarue silver chloride cell, but embodying alterations which are only known to Mr. Kerruish. The thrust of 2 ozs. mentioned above is given off by the powerplant for a period of about one and a half minutes. He cut down the weight in every possible way, carpet thread soaked..

...in glue for bracing instead of wire, and the planes are covered with the lightest chiffon doped with the thinnest solution sufficient for coherency. The model has flown quite well in suitable weather, and was given its initial flight in the road opposite the inventor's house after dark, when little traffic was about, enough light to do so being afforded by the gas lamps. The model was started off in the middle of the road, and the inventor keeping up with it by running, which is possible owing to its low speed. As it has such a small reserve of power, it only rose about 4 ft. high, but kept fairly consistently at that height, so that it was possible to keep it going in the direction desired by lightly pushing on the front to one side or the other. On one occasion, the model was steered down the road in this manner for a distance of 152 yards, the flight then only finishing owing to a connection working loose."

In reading this 1919 article, I noted that the indicated wing area of this model was about the same as today's Astro Electric Viking. The Viking must weigh 27 ounces to meet the minimum wing loading of 8 ounces per square foot, but I have never seen one that light. That gives some perspective to the 1919 Kerruish electric model weighing 9 1/2 ounces, ready to fly!

Can any reader provide information on other successful electric models built in the pre-1943 SAM era?

Dave Durnford also sent the following photo which shows his 72" span Radio Queen model, Co. Taplin's 1949 design.



The original of this model has been documented as flying in 1957 with electric power and radio control. Dave's model uses an Astro 40 geared motor with 20 cells of 1400 mAh.

ELECTRIC..(cont'd.)

With regard to electric flying in England, Dave has this to say: "Vintage/Old Timer electrics are very popular in Britain. Of recent years, the luxury of flying spark ignition engines and the like has become something of a memory in many parts as more and more residents become "noise-sensitive". Do you abandon vintage flying because you cannot use original power plants, or adopt a pragmatic approach and fly "environmentally friendly" electrics? I know which I would (and do) choose."

With SAM members voting overwhelmingly (85% in favor) in 1993 to establish special events for O5 Electric LMR and Texaco events, I think we may be giving impetus to similar pragmatic decisions in the U.S.!

Thanks to all who are sending letters, pictures and Club Newsletters. Everything is read and appreciated and contributes to this column. Send your material to:

Jim Alaback
12366 Nacido Drive
San Diego, CA 92128

FROM YOUR EDITOR'S WORKBENCH

For those of you who think that your aging?? Editor spends ALL of his time writing this stuff, I've included some of my efforts in the below photograph.



The models shown are "Papa and Son" Trenton Terrors. Papa is a "standard" 6' version, powered by a Madewell "49" and running strictly Antique ignition. His "son" is a scaled-down (3-foot) version of the identical "bird" and powered with a .049 Russian-made glow. Both are scratch-built.

GETTIN' OUT OF THE COLD ...

.. and back to the great flyin' days of this past year, I thought it appropriate to print a couple of photos taken when the sun was warm, the fields were wide open, and we were able to have some fun with our silly "toy" airplanes.



Here we have Bruce Augustus of Sun Valley, Idaho at Lost Hills, launching his beautiful Sailplane. Every time I see that vast expanse of NOTHING, I get a severe case of "agita". Does ANYBODY live there?

Julia Augustus photo

Going back to June 25-27 and the SAM-93 O.T. Contest, we have this rather neat "runway" shot.



Jim Lobb (SAM-29), assisted by Dick Huang (SAM-29) lights the fire on his big O.S.-.61 VF powered Cumulus in the Antique event.

There!! I did it!! Don't know about you, but just seeing these kind of pictures somehow makes me feel a little warmer, and since I hear my oil burner running like mad, I'll just ASSUME that the basement's now just a wee bit warmer too, so I'll hug on down to my shop and see what trouble I can get into down there on my workbench. Of course I'll wear a jacket since that's the "dress-of-the-day" down there!

SOME TECHNICAL FEATURES OF OLD TIMER

FREE FLIGHT MODELS by Bob Dodds
Sec./Treas.

As I stood up to thank everybody for my Hall of Fame introduction this year at Taft, my mind suddenly went blank!

Fortunately, I thought of my airplanes; there were 15 Ramblers along with mine at the '93 SAM Champs, but I'll bet that mine was probably the oldest... built 15 years ago because of its amazingly thin (10%) wing. Very rare indeed in 1939. It was 5 sq. ft., which translated into 40 oz total, and I knew my Brown Jr. could take THAT up! Polyhedral ... yes; easy construction ... yes. It's a good Class C cabin that can be built for 2 1/2 lbs. with L/C of 3.42 ... excellent!

My Class C pylon is the Hurricane ... again, 5 sq. ft. and polyhedral, a large area horizontal tail, and a fair L/C at 3.0 (explained later). Interestingly, the tail length (L) (from wing L.E. to Tail L.E.) does not appear in the stability equations, but L/C does ($C = \text{wing MAC}$). Thus $L = 21"$ over a $5" C = 21/5 = 4.2$. Another model with a larger $L = 30$, $C = 10$ has an L/C of 3. The 4.2 model is the better even though L is shorter, since it's more stable and can allow a more aft C.G. Thus it is common to talk about tail length in multiples of wing chord. Some L/C values are: Rambler 3.42, Scientific Mercury 3.34, Hurricane 3.0, Brigadier 3.05, Playboy 2.92, Alert 3.0 Challenger 3.5 and Comet Mercury 3.96 (the best). Rubber powered L/C's are: Korda D.T 3.92, Double Feature 4.7 and Climber 4.55.

Why an aft C.G.? Because it gives an upload on the horizontal tail, whereas a forward C.G. produces a down load. These loads can be 10% of the weight! With an aft C.G. and 10% W acting up, the wing only has to lift 90% W. With a forward C.G., and 10% W acting down, the wing has to lift 110% W. It's like adding weight to the model! Since tail load can go from up to down as C.G. moves forward, at some point the load is zero, and tail tilt has no effect on glide turn. As CG goes further forward, the effects of tail tilt even REVERSES! (i.e.: model turns toward the down-tilted side of the horizontal tail, looking forward).

The load on the tail is only what the model needs for balance, thus a highly undercambered lifting tail is sort of a misnomer, and will produce the needed balancing load at +1 deg. positive angle,

..while the same area tail with a thin Clark-Y will produce the needed load at +4 deg. positive angle.

What is an aft & forward C.G.? Fortunately there is an answer to that, given in the neutral point calculations by Harold Crane in the 1969 NFFS Symposium report, pg. 59 "Estimation of the Neutral Point". These calculations give the estimated value of the NP in % MAC, and take into account the instability of the body (if put in a wind tunnel, a streamlined body will just flop over to one side of the tunnel and stay there), the instability of the power-on propellor, the aspect ratio and hence lift curve slope of wing and tail, and our old friend L/C. The neutral point is the location of all the restoring forces on the model. For stability, the C.G. is simply kept forward of the NP. Some samples of NP power-on are: Rambler .48C, Mercury .58C. Hurricane .57C, Comet Mercury .68C and Alert .68C, so I fly all these planes about 1 or 2% C forward of these values. Therefore the NP defines the most aft C.G.

A forward C.G. is approximately 25 to 30% C forward of the NP. These models need a down load on the horizontal tail for balance in the glide with the trailing edge of the tail raised. When the power-on slip stream hits this, they loop, and is corrected with lots of down thrust..and a wing lifting more than the weight! NOT a desirable condition.

I've tried to indicate some models with DESIREABLE features. Another I found in '88, was the rubber-powered "Double-Feature"; good L/C, thin wing, long "L" with lots of rubber, polyhedral and a folding prop. This model has won small cabin at SAM Champs in '89, '90, '91 and '92. Don Reid and I had trouble this year! At one point I was tied for first, but ended up in third.

I want to thank the membership (and Bob Angel for nominating me) for electing me to the SAM H.O.F., and especially a loving son who came from Tucson to drive me from San Diego to Taft and help me fly, and personally accept the award. I am not too well and can't fly much, so I really enjoy "giving" as your sec./treas & spending the time on the books. If it frees somebody else to build and fly, then that is reward in itself. I hope to continue serving you.

THOUGHTS ON THE SAM CHAMPS

Having just flown in my first SAM Champs and having enjoyed it thoroughly, I wish to share some thoughts and observations with the rapidly growing electric powered group of fliers.

The technology has progressed at a phenomenal rate over the past year, with pilots arriving at much improved motor/prop combinations powering planes at minimum weights. In Electric Texaco and Limited Motor Run events, the maxes as required, are really no problem, as evidenced by the large percentage of pilots participating in the fly-offs. In one event, the large number of participants in the fly-off led to a frequency congestion problem, requiring one pilot to fly last and alone as the sun and thermals sank simultaneously. I am guessing that at least 60 to 70 percent of Texaco entrants maxed.

One solution to making the Texaco event more competitive is to increase the time to max slightly, say from 15 minutes to 16 or 17 minutes initially, see how this works, then adjust again in the future as needed. There is another problem here though, because some pilots can now fly or almost fly a fully-powered max. Should not our "thermallng" flying, and glider skills also be a part of the maxing process? Cutting the Texaco motor run time at a certain point would seem an awkward solution since the event requires much planning and strategy in how to expend the battery pack, plus reading thermal and wind activity. At present, there seems to be a fairly large gap in individual performance parameters, but this gap, I feel, will close rapidly as fliers share the technology.

In the Electric LMR event, I see a need to either reduce the motor run times or raise the max time requirements. The 90 second/75 second times for ferrite/cobalt motors are very liberal for most fliers. In the LMR flyoff at Taft, the above times were reduced by 15 seconds each. This was a good idea, but was not totally fair to the cobalt fliers. The ferrites got a 16 2/3 percent reduction, and the cobalts got a 20 percent reduction. This is easily fixed by giving the cobalt fliers

..a 62 1/2 second run rounded off to a 63 second run next time.

Electric events are rapidly evolving and will go through the normal trials and revisions. I have enjoyed the events and hope to see them fair and enjoyable for all. I would enjoy constructive comments and suggestions from staff and fellow fliers.

Sincerely,

Phil Pearce
111 E. Geneva
Tempe, AZ 85282

P.S.:We really did have an electric flight back then.

SAM CHAMPS 1994

The 1994 SAM Champs will be held at the AMA facility, in Muncie, IN from Sunday Sept. 11, to Friday Sept. 16, 1994. Initially it was thought that Florida might be the site, but Muncie was chosen because of its central location and the quality of the site. can't believe the doubters, at present the field is good for Free Flight and excellent for R/C Assist. As Harry Murphy said, it may not be Taft or Lost Hills, but it's the best East of the Big Muddy. Also there's no Kitty Litter factory downwind.

The dates were chosen to take advantage of what should be nice, early fall weather, and especially to avoid a conflict with the UDFC Champs, so that West Coast flyers can attend. We have reserved a block of rooms at the Holiday Inn, Muncie, 3400 S. Madison, Muncie IN, 47302. Tel. (317) 288-1911, FAX (317) 282-9458. The rate is \$45.00/day for 1 to 4 persons. Say you are with SAM when reserving a room.

Complete details and the Entry Form will appear in the March/April issue of SAM Speaks.

Don Reid, Contest Manager.

REFLECTIONS: I consider myself most fortunate to have made many new friends, as well as to have renewed old ones since taking up this editorship. One of the most valued of these friendships is that of Frank Ehling, who has been gracious enough to have recorded some of those early days on audio tape. Here is one of his stories:

A BIRDIE DID IT! by Frank Ehling

As a young fellow, I heard about this contest which was being held locally and which was called: "A Boy's Day Out of Doors", sponsored by the Rotary Club.

Try as I might, I just couldn't get my twin pusher to go either high or far, as many others had. Some of the kids had compressed-air motors which were capable of long motor runs and flights. The contest was on the next day, so what was I to do?

I had a next-door neighbor who raised homing pigeons, so I asked him if I could borrow one, to which he replied yes, if I was sure no harm would come to it. I assured him that everything would be OK.

I then got a shoe box, punched some holes in it, and put the pigeon inside. I then went to my shop and made a 1" model, and tied a piece of string around the nose. I then proceeded to tie the other end to the pigeon's leg, and put him back in the box.

The next day I went to the contest, which was a combination of boat, kite and model airplane events. When I arrived I could see all these models flying, so I walked up to the judges' table and asked if I could register. They took my name and said they would call me when they were ready. It was a very long wait, but finally they called my name, and I went up to the table. They then asked me what I would be entered in, boat, kite or model airplane, and I said: "Model Airplane". "Where is your model?", they asked, so I showed them the box with my little model hanging down. "You can fly whenever you're ready", they said. So...off came the box top, and out shot the startled pigeon into the blue, my 1" model coming up behind. The surprised judges didn't know what to do, so they started their stop watches.

The pigeon flew circles around the park down to where the pond was where the model boats were sailing, stopping only for a quick drink, then off he went. He circled the field once more, then home he went.

The judges were talking among themselves; they didn't know WHAT to do! The modelers were besides themselves. The judges read the rules VERY carefully, but the rules said "ANY POWER" could be used, which upset the compressed-air fliers no end, but they (the judges) had no choice! I was clearly THE WINNER!

I was awarded a beautiful certificate, which bore the name "FRANK V. EHLING". I'm not sure that the judges could see my 1" model, but I AM sure that they could see the pigeon!

My neighbor who owned the pigeon, after seeing my picture in the paper, never could stop bragging about his bird, and how it happened to win a model airplane contest!

Hopefully, there will be more of this material up-coming in future issues. I have asked Frank if he would add more to his tape, so that we may all "partake" of his great past.

We have a great heritage, with many great personalities, and if possible I would like to get others who were involved in those "early days" to participate in what I firmly believe could be a highlight of this publication.

If you out there like this kind of thing, let me know who YOU would like to see "profiled" in this manner, and I will do everything I can to comply with your request(s). Many of you know WHO you are, so don't be too surprised if you are contacted for a shot at: "This Is YOUR Life".

You gotta excuse me now folks, I'm going through MY list, looking for the next "victim". By the way, I have ANOTHER Ehling "goodie" coming up in the next issue. That one's a BEAUT!

Let's go on with more "STUFF"....

THOUGHTS ABOUT THE SAMCHAMPS

by Ed Smull

I have attended the '89, '91, and '93 SAMCHAMPS. This year's like the others, was much like the previous two. That is, it was a well-run contest that attracted a strong turnout of modelers. It was an opportunity to meet and visit with many old friends. I enjoy that part just as much as the flying.

Now it has occurred to me that it has been the same old friends each time! The '93 cast of players was almost exactly the same as the '89 and '91 groups.

One of my SAM acquaintances remarked that most of us belong to a particular generation--- the people who came into the hobby after Lindbergh made us air-minded; the people who experienced World War II as aircrew members, the people who became engineers, scientists and pilots after the war. We enjoy reliving the good old days by building and flying replicas of models from the Golden Era, which we have arbitrarily defined as pre-1943. For some competition classes, we even relive the frustrations associated with operating spark-ignition engines.

While reproducing old models, we have neglected reproducing ourselves. SAM was set up to provide pleasure to our generation. In its present form, it is not attractive to many younger modelers. I'm afraid that, if no changes are made, SAM is on the path to extinction.

That's not necessarily a tragedy. Historians may note that SAM was formed to serve our unique generation; it served us well, and it disappeared when we passed away. But I think that there will always be a good-sized segment of the modelling population that desire models that are FUN TO FLY. Indications of this are the popularity of the Nostalgia classes, and the resurgence of the Flying Aces Club.

The average builder is not interested in mastering F1C power models, RC pattern ships, or high-tech Wakefields. He or she wants to build models which have a high probability of successful flight, or at least which are likely to be repairable after an unsuccessful flight.

Low-powered, slow-flying models satisfy those wishes. I think this applies to both free flight and RC.

What could SAM do to serve the needs of these modelers? Here are some ideas for consideration:

1. Abolish the 1943 cutoff date for most competition classes. Keep it for a very limited number of "Golden Era" events if you like. Among these events will most certainly be: 1/2-A Texaco, free flight and RC, in their present form.
2. Call everything else "Old Timer" with no cutoff date. For power models, impose SEVERE power loading requirements and NO wingloading rules. Let the modeler choose either a high-drag floater, or a high-climbing "lead-sled"-- or anything in between. PROHIBIT Schnuerle-ported engines and Diesels. For rubber models, limit the rubber fraction to something like that for P-30. If the performance is limited in these ways, newer designs will have no advantage over older designs.
3. Let the fun-flying community know that we're here to serve them. Encourage testing of the new events at local and regional contests. Hold "tyro" events for first-time contest flyers.

These are some of my thoughts on the future of SAM. Please send me yours. As the billboards say, "This space is available".

Ed Smull
6597 W. Newland Circle
Littleton, CO 80123

Editor of "EXHIBITS" SAM Chapter # 1

"KUDOS" TO ED !!!

Here we have a real "thinkin' man" and someone who is considering SAM's future! I don't know about YOU, but I look at my two youngest grandchildren, wondering how I can get them involved in modelling activities. We NEED new blood, and the inspiration can only come from US! Let one of our "resolutions" be to get a youngster involved in this great hobby which has been so good to us. I know that I'm gonna give it a good shot this year! B.K.

AND NOW...ACROSS THE "POND" we go to our SAM counterparts in SAM-1066, who had some really great meets this past year, the best being at Middle Wallop. A brief excerpt from their Newsletter, "The Clarion" is printed below:

Middle Wallop, 1993, was by general agreement the finest three consecutive days of aeromodelling that anyone can remember. The only regret was finally having to quit an airfield so nicely mown that you could have played a hundred cricket matches there in that blissful Indian summer weather.

One of our Italian friends looked about him on his arrival and said: "This is so beautiful. It is like a garden!" An American, no doubt with Taft and Lost Hills in mind, commented: "All this... and no dust!" And everyone revelled, not just in the ideal conditions, but in an aeromodelling scene that was perfect in every respect.

The attendance was phenomenal on all three days. On the Monday at around noon it took 20 minutes to walk the length of the parked cars. The line, measured by pedometer and the digital mileometer on a mountain bike, was a tad over half-a-mile which is probably greater than at the free flight Nats, or the radio Nats for that matter. In fact, if you were parked anywhere near the circular take-off board that morning, you had to walk farther to hand in your flight card than to retrieve your model after a three-minute max.

There is a lesson to be learned here. If SAM-1066-the old fogies, the dwellers in the past, the re-inventors of the wheel-can put on an event like this, why is the main body of free flight moaning about terminal decline? This meeting was a classic example of what ordinary modellers really want, and the BMFA should take note of it.

It would also have been nice if the modelling press had decided on a high-profile presence at this world-status gathering as they did at major events in the past. After all, the non-modelling media, including TV and the Guardian, snapped on it and sent "staffers".

Spark ignition ruled among the power flyers. Most of the snags seem to have been ironed out now and, with the almost universal use of nicads, reliable operation was the order of the day. Difficult to guess, but spark models probably outnumbered the diesel and glow jobs on the field-and that too, is a sign of the vintage times. Somehow they are so much more rewarding and exciting. One of the competitors in the pre-1942 event observed, rightly, that it was a pity Middle Wallop was the only event for ignition.

A possible answer would be to set aside, principally for spark, one of the two extra days that the Middle Wallop authorities have now allocated to us next year. Yes that's right- TWO EXTRA DAYS in addition to, but apart from the main August three-day event. It seems that the Museum did so well from the attendance generated by the SAM Euro-champs that they can't have too much of us! Long let it remain that way.

The Middle Wallop airfield authorities could not have been more helpful. Typical of their approach was the way they fitted essential full-size flying into our happy tomfoolery with the minimum of fuss. A large helicopter was at one point flying quite near the model activity. And when an Auster took off, looking just like a large scale model, our flying was only halted for a few minutes. It was all done with a smile and a wave-so unlike the grim nothing-must-move attitude which prevails at other military airfields.

Another fine example of cooperation came from the airfield's fire fighters who were friendliness itself in retrieving models and in other matters, such as sending a bowser to fill the ROW tank. With my model firmly "treed" about 60 ft. up, they reeled out one of their black high-pressure hoses and, standing at the base of the tree, aimed a 350-lb./sq.in. jet of water up and under the hapless model which shot out of the foliage like a startled pheasant. Was there ever such a retrieve? At yet another retrieve, they tied a rope to the top of the tree and bent the whole thing over until it nearly touched the ground, so re-uniting the model with its owner.

OLD ENGINE ANALYSIS # 11

Dennymite

by Charlie Bruce



The Dennymite ("Denny") first appeared in 1937. It was designed by Walter Righter in California and marketed by Reginald Denny under his name. The early Dennys had a round, straight cylinder, cylindrical metal fuel tank and a sand cast aluminum crankcase with extremely thin mounting lugs. The Airstream model

with a "streamlined" cylinder casting and plastic fuel tank came out in 1938. The crankcase was "beefed-up" with thicker lugs, first using permanent mold castings, then pressure die castings. There were several minor model revisions and variations, but the 3-port induction and cast iron cylinder remained the same. Mr. Righter regained the rights to his design in 1940 and produced engines under his name until 1941. After WW-II, he sold the design to Pacific Airmotive Corp. (PAC) who produced a large number of engines until 1947, when Ohlsson & Rice bought the remaining parts and sold Dennymites for about a year. The O & R version can be identified by the rear cover mounting holes drilled completely through the case casting. There was also a variation called the "Meteor" produced in very small numbers by PAC around 1947. It had a spherical plastic fuel tank and round tapered fin cylinder and is extremely rare.

Because of the rarity and delicate nature of the round cylinder Dennys, this analysis will cover the PAC and O&R Airstream models, which appear regularly for sale at MECA Collectos.

Parts: I don't know of a single source for Denny parts, but most parts are obtainable if you advertise your needs. Air Accessories, 3600 Pittman Road, Independence, MO 64052 makes plastic fuel tanks. Karl Speilmaker, 4690 Burlingame SW, Wyoming, MI 49509 has made reproduction exhaust stacks and timers in the past. A SASE to him will inform you whether he still makes these parts.

Disassembly: Remove prop nut and washer, then pull off the cam/prop drive. These are sometimes very tight and require a small gear puller to remove. The cam is keyed to the crankshaft with a small Woodruff (halfmoon) key. Remove the key by prying the end with a small sharp screwdriver or pulling with small vise-grip pliers. Don't lose this key; it's hard to find a replacement. Loosen the timer clamp screw and slide the timer off.

Remove the fuel tank by taking out the two screws threaded into the bottom of the tank. Also remove the two lower screws in the rear cover, holding the tank brackets. The tank should slip off the dip tube.

The needle valve parts are threaded into the intake boss and retain the intake tube extension. These can be removed if intensive cleaning is required.

Remove the exhaust stack and bypass cover to allow access to the two cylinder hold down screws, then remove the cylinder. The other two backplate screws can now be removed, along with the backplate cover. The con rod is slipped off the crankpin and crankshaft removed to the rear.

The wrist pin is retained in the piston by a 1/16" dia. x 1/2" long cotter pin. This pin enters one of the wrist pin bosses inside the piston and is spread to a "bowlegged" shape inside the hollow end of the wrist pin to hold the assembly together. The "bow legs" must be straightened out so that the cotter pin can be removed. The wrist pin is then pushed out, freeing the con rod. Push the wrist pin from the solid end in case there are burrs in the cotter pin holes; this way, they will not mar the con rod bearing. Normally this unit does not need to be dis-assembled.

Re-assembly: Simply reverse the procedure to re-assemble the engine. Note that there are three paper gaskets used; bypass cover, cylinder flange and rear cover. There is no gasket under the exhaust stack. If you removed the wrist pin cotter key, replace it with a new one. The "bow leg" bend is made with a sharp awl or screwdriver after assembly ...

DENNYMITE (cont'd.)

...of the piston, wrist pin, con rod and cotter key. The con rod is symmetrical front to back. However some rods seem to have a one-way fit into the crank pin. Try it on and get the best fit before pinning the rod in place. Be sure the wide side of the piston baffle is toward the exhaust. Be sure all gaskets are soft enough to seal if you are re-using the old ones, or make new ones for best results. Be sure the rear cover gasket is flush with the cylinder flange to provide a good seal. Snug the rear case screws lightly and evenly along with the cylinder hold-down screws before you tighten them, so that the cylinder flange has a flat surface to mate to. Be very careful when tightening the screws into the bottom of the plastic tank; they strip easily.

Instructions give the "V" size plug a 0.015" gap and the same gap for the points. The point gap is adjusted by carefully bending the moving point. Note that the fixed point is delicate and easily broken.

Though the Denny is a "square" engine, that is the bore and stroke are the same (0.900), it runs best at low rpm with large props. The piston/rod assembly is pretty heavy and high rpm causes severe vibration. It's a bit smaller than most class C engines with a displacement of 0.57 cu.in. Because of the 3 port induction, the Denny will run clockwise by simply moving the timer around 180 degrees from normal position.

Test Runs: on 3/1 gas and 70 wt. oil:

Dennymite Airstream (O&R)

14-6 RevUp 6000 RPM

13-6 RevUp 6500 RPM

Helpful Hint: This one is from Jerry J. Greaves of Connecticut. If you have a Bantam (or McCoy 19) with a broken moving point spring, you can make it work by using a piece of O&R timer spring installed like the O&R. This works fine. Send in your hints and we print 'em here.

Next Analysis: Dooling 61.

Charlie Bruce
Rt. 1 Box 766
Milano, TX 76556
(512) 455-9543

HOW FAR BACK DO YOU GO???

I don't know about YOU, but the time that I remember best from my early model building days was those times when such companies as Megow, Burd and Cleveland were in their "heyday", when 10 and twenty-five cent models were "rampant" across the country.

Of course I remember seeing model flyers "doing-their-thing" with the old "A"-frame twin pushers, but personally, I never had that experience. Such early "luminaries" as Frank Zaic, Vernon Boehle and others were the BIG boys in those days and were deemed the "experts", but for some reason, I never got into it, although I was tempted.

I'm willin' to bet that there are a BUNCH of you who also fall into this category, and who would like to take a "shot" at building one of these things, so I have delved into my "archives" to bring you this Zaic-designed twin pusher from the F.Z. yearbook of 1934.

This designed is the "Cadillac" of "A" Frame designs, having both rubber motors ENCLOSED, and using sophisticated building techniques, but for the "brave" among us, should pose an interesting and frustrating challenge. If there's a LOT of snow this winter, I might even give it a "go" myself! I've even included some launching techniques below:

LAUNCHING TWIN PUSHERS

Stand in a walking position, back slightly bent, holding the model just above, and in front of your head. This posture permits you to swing the model over your head and turn at the same time in case of a sudden gust. Launch by swinging your arms a little faster than the flying speed of the model. Do not hurl, as this will upset the model, and being close to the ground, it will not have time to recover.

When bringing back a model in windy weather, hold it by the apex and let it swing behind your back, or hold the apex with the left hand and have the wing under your right arm.

THAT'S IT KIDDIES! If you get around to building this, TAKE SOME PICTURES, and your comments. Believe me, I'll USE 'em!

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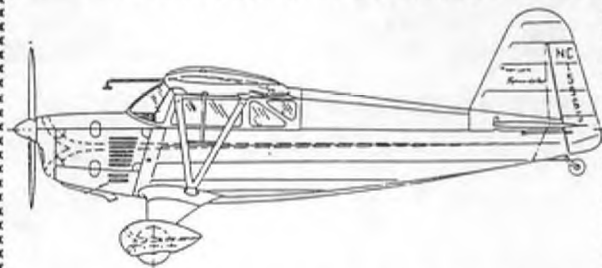
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Inside This Issue:

Editorial...A Dedication	3
More "Ramblings"	Frank Ehling4
Some Words from Sweden	5
Old Charlie's Ramblings	Charlie Reich.....6
Chicopee Activities.....	SAM-77
A Good Cox .020 "Fix"	John Peterson8
SAM-77 Winter Fly.....	Fred Mulholland9
"SAM" and Public Education ...	Bill Kimbell11
Where to Stay in Muncie (with map)	12
1994 SAMCHAMPS Entry Forms	Centerfold
Photo Gallery	13
SAM-27 Youth Program ..	Rocco Ferrario14
Class "A" Texaco ...	Norm Rosenstock17
A History of the World ...	Dan O'Grady18
Engine Logbooks	Bill Schmidt, Jr.19
The Brown Junior Events ...	John Delagrang21

ABOUT THE COVER

Pictured is Bob Dodds, SAM's esteemed Secretary/Treasurer doing what he loved best. Sadly, Bob passed away this past December, and as a tribute, this Issue is dedicated to him. Please see the Editorial page for more on this truly dedicated individual.

Editor
Bill Kimbell
2 Noel Place
Smithtown, NY 11787

Production Director
Jim Adams

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 93445

OT Ignition Engines
Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

SAM Free Flight & R/C Schedules
Mike Myers
911 Kilmory Lane
Glendale, CA 91207-1105

Rare Old Timers
Ron Baddorf
11522 Old Carrollton Court
Richmond, VA 23236

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

Society of Antique Modelers Officers

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Jim Adams
2538 N. Spurgeon
Santa Ana, CA 92706

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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 93445

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
Larry Clark
Box 528
Lucerne Valley, CA 92356

A SAD NOTE FOR "SAM"

As many of you know, SAM lost one of its finest officers just prior to Christmas. After a lingering illness Bob Dodds our Secretary/Treasurer passed away at his home, ironically working on a new model when he was taken.

Although I never personally met Bob, we corresponded and talked regularly on the phone for the past three years, and I considered him a dear friend. It is with this in mind that has prompted me to dedicate this issue to him. If ever a man was deserving of this, it is Bob, who dedicated many years to the SAM movement and who has done more for the organization than any one else I can think of.

It was truly fitting that Bob was elected to the SAM Hall of Fame at Taft this year, and this was an honor that he truly appreciated. The fact that he not only attended, but **FLEW** at the "Champs" was nothing short of "miraculous" considering his health, but that was Mr. Dodds!



Bob Dodds is shown here in 1987 at the Boeing "Little Red Cottage" with an early photograph of The Wright Flyer in the background.

In the '60's, Bob was Editor of the NFFS Symposium, not a mean feat, and his accumulated knowledge of model aerodynamics was indeed formidable. We used to "chat" on the phone at length about his research and findings, and I have garnered considerable knowledge from his input.

Nobody can begin to realize his dedication to SAM, nor have even a remote idea of the time he spent in the reorganization of our finances, but he took on a job that few would care to even contemplate. His shoes are going to be difficult to fill, but SAM will go on as he would have wanted it to.

Services for Bob were held on Dec. 27, 1993 in Encinitas at the St. Peters Episcopal Church with the Reverend Talley Jarrett officiating.

Serving as Pallbearers were Steven Pieters, John Ellis, son Robert P. Dodds, Jr., Sal Taibi, John Day and SAM President Jim Adams, with Honorary Pallbearer James Quinn.

A full Military burial followed at El Camino Memorial Park in San Diego, CA with a 21-gun salute and the playing of "taps". It may be noted that as taps was being played, an airplane flew over, just as if it were planned. Could anything have been more appropriate for this U.S. Navy veteran?

SAM'S FIRST DIRECTOR PASSES

J.G. "Bud" McNorgan passed away October 12 1993. Private services were held for him and he was buried in the military cemetery at Riverside, CA. Bud was born in Tennessee, but to hear him talk you would believe that he was a native of Canada. His early years in modeling were spent in Windsor and he loved to talk about his experiences there.

Bud was the first Director of SAM and he was responsible for the Society in it's early formative years. He formed the SCAMPS, Chapter 13, in 1964. He loved modeling and he enjoyed passing on this interest to others. He liked teaching young people about the joys of modeling and he conducted classes in model building when he was a member of the Optimist club.



Bud's proudest moment in modeling was when he was inducted into the SAM Hall of Fame at Las Vegas.

MORE "RAMBLINGS" by Frank Ehling
Sanding ain't **always** good!

One of my first successful gas models was the 1938 "Four Hour Gas Model" from the Zaic Yearbook of that year. It was powered by a Loutrel engine, costing at the time the vast sum of \$ 35.00. I flew this model in a contest at Hadley Field, NJ. It was customary in those days to place a card with your name and address on it inside the model.

While flying at this contest, the model decided to do a "cross-country", and disappeared into the blue. However, about a week later, I received a letter from the man who found it on a golf course many miles away. One of my friends said that he would drive me there to retrieve it, so off we went.

When we arrived, the man came out with the model, which was obviously intact. It did not even have a broken prop, which was really good news, since in those days we had to carve our own propellers, since they were not manufactured. Props were quite valuable, and we had to extend our landing gears to protect them.

Now, the first thing you usually do when someone hands you a model is to "flip" the prop, which I promptly did. When I did so, there was **NOTHING**,..no compression at all! I was **FURIOUS!!** The man, seeing I was upset, asked me what was wrong, so I told him. After hearing this, he said that when he first found the model, he too had tried turning it over by hand and felt that there was a "bind", and it felt "tight" at the top of compression. Trying to be helpful, he took the motor completely apart and **SANDED THE PISTON!!**

Now it didn't "bump" when pulled up to compression, and he thought that he'd done something great! He could see how angry I was, and asked why, so I told him. He asked how much the motor cost, and I told him \$ 35.00. Then, reaching into his pocket, he pulled out a roll of bills, peeled off 35 dollars and gave it to me. I had never seen a roll of bills like that before. When I heard that the model came down on his golf course, I mean **HIS** golf course..he **OWNED** it!!!

SAM HAS A NEW SECRETARY/TREASURER

Larry Clark has been appointed by SAM president, Jim Adams, to fill the spot vacated by the passing of Bob Dodds.

Larry is a retired insurance executive, an active model builder and a life time member of SAM. He says that he is looking forward to the challenging job of being SAM's busiest board member.

Let's all help him out and get your 1994 dues in as soon as possible. Larry asks that you be patient until he gets the hang of the job. His address is: SAM, Box 528, Lucerne Valley, CA. 92356

SPEAKING OF "NOSTALGIA"

I've once again dug into Frank Zaic's great book "Frankly Speaking" for some more of this "good stuff", so here goes:

FREE FLIGHT:

Be it so long ago, none of us can forget the wonder of our first Free Flight,..be it only a minute ago, all of us look forward to the next flight.

How clean the mind; how weary the body after a day of thermal hunting...How much more exciting life can be for us because of Free Flight.

Some would have us believe that the price is not worth Free Flight. Could it be that it takes a special kind of man to do all the things that need to be done before Free Flight can become a reality?

Yet, who else but those who are willing to pay the price will know in their hearts the glory of the skies; watching their own creation Fly Free.

March 1956
New York, NY

All of us who build and fly model planes have a common heritage..heritage which harks back into a time when the first man defied gravity by tossing a leaf over a cliff, and watching it join the eagles above.

SOME WORDS FROM SWEDEN:

From the Svenska Modellflygares OldtimerSällskap in Orebo, Sweden comes some nice photographs and news on their "Classic" Wakefield, which is becoming increasingly popular with our Swedish friends.

Being of Scandinavian descent myself (Norwegian) I thought it appropriate that I "squeeze-in" a little plug for these guys (and gals).



Lennart Hansson and his "Classic" winner, a Lanzo "Duplex", which appears to be well-crafted and capable of excellent performance. Bertil Dahlqvist photo

A special award called the "Classic Wakefield Cup" was founded in 1991 by two modellers of the Aeroclub of Malmo. Their intention was to promote the directing of more historic, interesting and intricate designs to compete on a handicap basis. The models have to be correct aerodynamic copies of the original design, and there must not be any doubt of their true construction regarding materials, airfoils, propeller size, etc.. Only some minor divergences may be done to provide a DT arrangement. Each model has a code regarding its age, intricate construction and its proven flying capability.

Each flight result is multiplied by this factor, e.g.: a Joe Erhardt 1930 Wakefield flying 72 secs. gets 180 points. You cannot get more than 180 per flight. (Well, try to fly 72 secs. with an Erhardt 1930, with its non free-wheeling prop!). Twin gear models such as "Ellila-1950, get a factor of only 1.0, so you must fly 180 secs. to make full points!

In 1991, Einar Hakansson won with a "Copland GB-3", Lennart Hansson took the honor both in 1992 and 1993 with his "Lanzo Duplex".

At the last annual meeting of SAM Chapter 67, the following young men were elected: Tomas Hultgren, Tomas Leijon and Lars Linden.



To fly "Oldtime Models" you must not be old, and you must not be an old man either! Here is Ginger Sjöberg of Stockholm with her "Convertibel".

Karl Pettersen photo

Fellas, I GOTTA say this! These were the best B&W prints I have seen in years! Every gradation was there, and as a retired "film-burner", I really appreciate seeing this kind of QUALITY!!!

Bill Kimbell

"OLD CHARLIE'S" RAMBLINGSTAFT 1993

The following are "Old Charlie's" personal comments and observations from his first time at a SAM Champs. He wrecked his airplane just before the meet, so all he brought was a camera and lots of money for the Sunday swap meet. He brought home the camera, kits, motors and stuff, plus a million wonderful memories, some of which he will now share with you.

Wasn't it wonderful to have so many days alone in the desert with just old friends and model airplanes, and no kids running all over the place?

Wasn't it a shame not to have any kids at the Champs to learn and observe about the old time models so they could carry on the tradition?

Wasn't it great to have a guy under forty win a Grand Champion Award?

Everywhere Charlie went in Taft (it's a very small town), whether it be restaurants, gas stations, at the field or at the motel, all through the evening, there was model airplane talk.

Overheard that Charlie Bruce manufactures an excellent set of replacement piston rings for those Brown engines.

Most of the high-flying gassies had the bottom of the wings painted flat black so they could see them waaay up there.

Never have seen such a hard working bunch of Contest Directors as they had at the Champs. Every event was well organized and came off without a hitch. Old Charlie's hat is off to all of you folks for a tough job well done.

The secret to all the good flying airplanes is: "build 'em light".

A Rambler and a Brown engine make for an excellent flying antique combination. The plane builds light, and it flies, and flies, and flies.

Found a fella who is an expert Ohlsson rebuilder. He even has a method to.....

...replace those old cylinder liners so you can't see the machine work, and makes new pistons out of a material called Myalite. Try George Tallent, Box 251, Picacho, AZ, 85241 (602) 466-7655.

Old Charlie has a 1/2-A Baby Buzzard Bombshell. Didn't see one at the meet.

A fella told me that the 1/2-A Texaco R/C Playboy flies great but can be very difficult to trim out properly. The Lanzo Bomber also flies great, but build it light, right at minimum.

According to the score sheets, there were a lot of 1/2-A Texaco Anderson Pylons flying. Charlie thought they were Lanzo Bombers. Shows you what he knows!

Couldn't find a source for converting the glo engines and the four cycles over to ignition. Apparently no one is doing that commercially at this time.

Roland Boucher of Leisure Products had a Leisure Playboy with one of his electric motors fly a Texaco with a 13.5 minute motor to get his 15 minute max. When Old Charlie asked him how he got such a long motor run, he just smiled and said: "Gee, I must have had a brush stuck"...Hmmm?

The joke going around the California clubs is that used KY jelly makes a lot slicker and far superior rubber lube. (Whatever that means?)

Lots of people at the Champs from foreign countries all over the world. Met and talked with some from England, New Zealand, Australia, Canada and New Jersey.

Overheard Vic Cunnyingham's secret to getting his canard tandem Rubber Pusher to fly so well. He winds in two hundred turns with his dual-winding modified egg beater, and then adds ten more winds on the left motor (or is it the right?).

Found an old wall-mounted Dazey knife sharpener at a local antique shop for \$2.00. It's got a 9:1 gear ratio and will convert to a dandy rubber winder.

Another Old-Timer told Charlie to use a foam brush to apply dope to silk. The dope won't "blob" and run through the silk....

CHARLIE (cont'd.)

...like it tends to do with the camel hair brushes. Dip the brush frequently and only about 1/2" deep into the dope.

Lots of planes were covered with Coverite's Micafilm.

Aerodyne just released a new kit for the beautiful rubber-powered "Miss World's Fair". Charlie's gotta have one!

Charlie didn't like the screaming Nelson-powered rocket ships. They just ain't SAM-like. Don't think any of the Old-Timers ever tore their wings apart just from the brute power like was done at the Champs.

The rubber powered Twin Canard mass launch and contest was fantastic to see!

You can always tell the quality of the people by the mess they leave! By Friday evening, the field was still clean and free of trash, and those outdoor "Biffy's" were still pretty neat and clean. Well done folks!!!

The view overlooking the awards banquet presented a sea of gray with quite a few shiny spots here and there. A group of wonderful people!

"Life is fragile, Handle with Prayer".

Charlie Reich
4165 Riverbanks Road
Grants Pass, OR, 97527-9880
(503) 474-9880

CHICOPEE (MA) ACTIVITIES:

This past summer, Westover AFB was the site for lots of activity by SAM-7, judging by these photos sent in by Nick Notte:



Gerry Donahue launches his Pylon entry at the Spring Rally on May 30th.



George Armstead winds his twin pusher as Doris Armstead holds at the July 4th. meet. George won the mass launch.



Nick Notte, Editor of the SAM-7 newsletter, holds his Super Buccaneer which is Hornet-Powered. Taken at the SAM-7 East Coast Champs, Sept. 4 & 5th at Westover Air Force Base.

Walt Huhn  *Parts/Service*

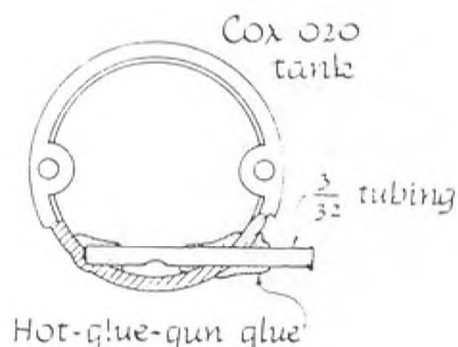
Apollo Motors

Restoring of Super Cyclones
Custom Motor Work, Replacement of All Threads
New Back Covers
AMA 458234 SAM'S 3120

665 Chaparro Road • Covina, CA 91722 • (818) 332-0023

A GOOD "FIX" FROM SAM-59

From "Hot-Air", the Newsletter from SAM-59 and Editor John Peterson comes a really good tip on reworking the fuel tanks of those of our T.D..020's to keep the fuel flow constant, and eliminating the "slip-off" tendency of the fuel line.



A fix that has worked to perfection is the following one: If the position of the stock outlet is awkward, seal it off by melting over the end with a soldering iron. Drill a $3/32$ " diameter hole at the position of your choice, preferably near the bottom of the tank. Being certain that the drill is aimed in the correct direction, drill into the far wall of the tank. Continue drilling until the outside surface at the drilling point deforms a little. Poke a piece of $3/32$ " o.d. tubing through the hole, mark it, and cut it off with the desired length exposed, usually about $1/4$ ". "Bonk" the end with a center-punch to swell it out a bit, so it will retain the surgical fuel tubing more effectively. Drill or file a hole into the side of the tube for the fuel to enter, insert it into the tank, and seal in place; that's the critical part.

The surface of the tubing should be cleaned and roughened with sandpaper before the sealing operation. Some modelers use CA adhesive to seal the tube into the tank. I have found that the glue from a hot glue gun seems to stick well to both the tank and the metal tubing. Alternatively, scrap polyethylene of the sort used in throwaway bottles, and such, melted into place with a soldering iron works well.

PHOTO "GOODIES" FROM SAM-56

Bill Schmidt has again honored us with a couple of photos of some really nice 1/2-A Scale "birds", and here they are:



A beautifully rendered Vultee Vengeance. Personally, I'd LOVE to see this fly!



Bill's Avro, built from Ed Hammler's plans.

We'll finish out this little column with a photo of Bill's "best li'l 1/2-A ever", a 7-year old "Alert". Schmidt photos.



SAM 77 FLORIDA WINTER FLY

By Fred Mulholland

As contests go, this was another great one. The weather was cooperative except for a Saturday morning fog, which dissipated by noon. There were plenty of max's all three days (Jan. 7, 8, & 9 1994). Friday afternoon was **shirtsleeve** time, but by Sunday, a jacket felt good and the breeze made flying interesting.

WPMPA volunteers were kept busy manning the contest, vehicle traffic, concession stand and the prize raffle.

52 contestants showed up from 10 states and Canada, representing 14 SAM Chapters. 45 contestants made 462 flights to claim all 66 award plaques.



The flight line, showing several contestants getting ready to "do their thing" at the West Pasco Model Pilots Association Winter Fly. Mulholland photo

Two local newspapers carried **full-page** color stories of the contest, which attracted numerous spectators to the field.



Pete Rafferty launches an electric "Stealth Bomber" for Bob Aberle of Long Island. Judging by their attire, it would appear the weather was "nippy".

Mulholland photo

Out-of-state contestants enjoyed a cook-out at the Mulholland's on Friday night. Everyone was invited to the banquet in New Port Richy Saturday night.



Dr. Walt Good awards "Best-of-Show" trophy to Paul Schmitz who came all the way from Michigan.

Mulholland photo

There were a few nicked fingers and more than a few crashes, but all in all, it was a lot of flying fun for everyone.



Frank Mock of Florida prepares his beautiful Trenton Terror while George Parry of Canada holds.

Mulholland photo

It certainly appears that there is a "bunch" of activity in the Florida area, and I can only hope that the SAM Movement is growing in that area.

Remember, treat those "spectators" good! This is especially true for the **youngsters**, as they could possibly become SAM members in the future. After all, this is how **we** all started, isn't it?

Keep those photos coming fellas, they're getting better and better, and it's getting tougher and tougher to make choices.

I LOVE IT !!!!!

SAM 77 FLORIDA WINTER FLY CONTEST RESULTS**JAN. 7, 1994****A Glow**

1st Larry Davidson
2nd Jack Beatley
3rd Bob Peru

A Ignition

1st Larry Davidson
2nd Ed Shilen
3rd Tom Botkin

Antique

1st Dick Huang
2nd Paul Schmitz
3rd Bob Peru

Spark A Ignition

1st Jim Lobb
2nd Art White
3rd Bucky Walter

Pure Antique

1st Ed Shilen
2nd Frank Mock
3rd Tom Botkin

1/2-A Texaco Scale

1st Roger Laudati
2nd Si Jordan
3rd Joe Beshar

Best of show: Lanzo Bomber by Paul Schmitz

Most "Spectacular" Flight: Bob Aberle

JAN. 8, 1994**B Glow**

1st Larry Davidson
2nd Tom Botkin
3rd Bob Peru

B Ignition

1st Ed Shilen
2nd Larry Davidson
3rd Dick Huang

Texaco

1st John Schneider
2nd Si Jordan
3rd Norm Rosenstock

LER ABC Cabin

1st Tom Botkin
2nd Ed Shilen
3rd Roger Laudati
4th Bucky Walter
5th Paul Schmitz

Ohlsson Side Port

1st Chuck Hutton
2nd Ed Shilen
3rd Dave Robinett

Electric Texaco

1st Bob Aberle
2nd Newt Bollinger
3rd Burt Spector

Best of Show: Lanzo Bomber by Paul Schmitz

Most "Spectacular" Flight: Arnie Hernandez

JAN. 9, 1994**C Glow**

1st Tom Botkin
2nd Ted Patroliia
3rd Creige Jones

C Ignition

1st Larry Davidson
2nd Bob Aberle
3rd Dick Huang

1/2-A Texaco

1st Bob Aberle
2nd Bruce Horvath
3rd Tom Botkin
4th Herb Walters
5th Larry Davidson

Electric LER

1st Bob Aberle
2nd Burt Spector
3rd Newt Bollinger

A Texaco

1st Stu Richmond
2nd Norm Rosenstock
3rd Jim Lobb

Brown Jr.

1st Bob Peru
2nd Frank Mock
3rd Jack Ross

Best of Show: Trenton Terror by Ed Shilen

Most "Spectacular" Flight: Norm Rosenstock

Ignition Champion: Ed Shilen

Grand Champion: Larry Davidson



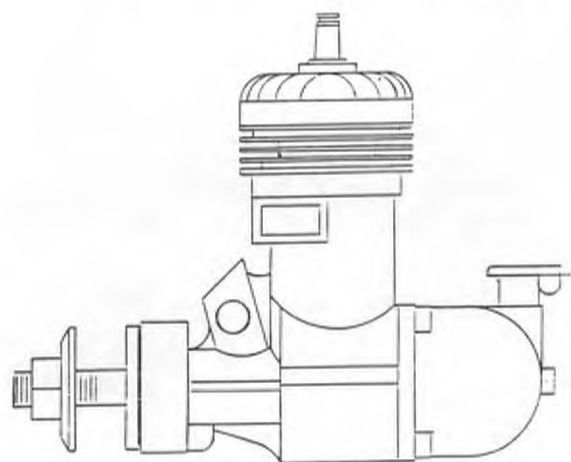
Ignition Champ, Ed Shilen and Grand Champ Larry Davidson at West Pasco meet.

SAM ENGINE COMMITTEE REPORT

The prototype of a new class "A" ignition engine has been submitted by Ed Shilen. The engine is a front rotor .19 and incorporates external features from the Hassad and K&B line of engines.

The bar stock engine tested by the committee is similar to racing engines of the late 40's in design and performance. Plans are to further test the production version of the engine and give reader's a more detailed report with weights and performance figures at that time.

If you are interested in this engine contact: Shilen Aerosports at 205 Metro Park Blvd, P.O. Box 1300 Ennis, TX 75119.



Designer's sketch of the Shilen .19.

NOMINATIONS FOR SAM OFFICERS

Nominations for SAM officers should be sent to Jim Adams, nominations committee chairman, as soon as possible. All offices are open. All that is required is a letter to the nomination committee presenting the name of the person you wish to submit. It is required that you first get the persons permission before submitting his name.

Election of SAM officers occurs in the spring of every even numbered year. The offices that are open are; president, four vice-presidents, East, West, Rocky Mountain, Midwest, and secretary/treasurer.

The official Ballot will appear in the next issue (May-June) of SAM SPEAKS.

YOUR EDITOR'S QUESTIONS ANSWERED

Although Long Island has a problem in securing suitable flying sites, especially for Free-Flight, it was felt that many of our fellow SAM members living Upstate in New York must REALLY have problems in light of both the terrain and climate.

My concerns about this have now been put to rest after receiving a letter from Hal Stewart, living in Baldwinsville, NY, and which I quote below:

Enclosed is a photo of the "Ready-Line" at SAM-58's 6th. Annual Meet last June. A two day event blessed with perfect weather. The meet is always held at the "Grenadier's Field" in Caughdenoy, NY just North of Syracuse.



Photo showing the "Ready-Line" at the SAM-58 Annual Contest.

Stewart photo

The field is laid out in strict accordance with AMA specifications and has a paved runway. Bob Peru and Larry Davidson are sitting under the canopy at the far end, and Walt Geary and Mike Granieri are somewhere in the photo.

We are fortunate to have such notable fliers as perennial contestants. Being only 70 miles from the border, we always have a good number of Canadian fliers.

Just though you might be interested, and to show that the SAM movement is alive and healthy in Upstate New York

Very truly yours,
Hal Stewart SAM-0992
SAM Chapter 58

"SAM" AND PUBLIC EDUCATION

Have you ever wondered if the general public had any idea of what SAM is, what it represents or, in fact what the heck it DOES?

At the SAM-75 Annual last Summer, it was noted that many people were asking questions relating to our operation. Among those who were recipients of dozens of questions was Bob Aberle, one of the fine editors of Flying Models Magazine who came up with what I think is a dandy idea!

In effect, what he suggested that we furnish "flyers" to those who asked about our organization, and what we were "all-about". I know Bob, and many other fliers were "cornered" many times, which took quite a bit of time, and took them away from their flying activities.

After putting on my "thinking cap", I came up with a little "throw-away, which I will be happy to send you on request. Just send me a SASE with a request for "FLYER" and I'll shoot it right out to you.

I know at the aforementioned meet there were four times as many SPECTATORS as there were FLIERS, so this should give you an idea of the value of publicity in promoting our activity.

An afterthought which I thought to be quite interesting, was that most of the audience liked the IGNITION Old Timers, with their graceful slow climbs far more than the "rocket-ships" with the FAI-type climbs. One gentleman remarked that he remembeed the "old days", but never had seen ANYTHING climb like a Schnuerle at that time, and this wasn't AUTHENTIC!!!

This remark stuck with me, and I think gives us all something to think about.

As you turn the page to the SAMCHAMPS information, I hope we will all consider our AUDIENCE, especially at a meet of this magnitude, and will do something to educate them so that they may gain better enjoyment and an understanding of what we are all about. Whether the public is friendly or hostile is up to you!!!

LODGING - Muncie Area***OFFICIAL HOTEL***

Holiday Inn288-1911
3400 S. Madison St., Muncie, IN 47302, 148 Rooms
\$45 flat rate, 1 to 4 persons. When reserving say you are with SAM.

Other Muncie Lodging

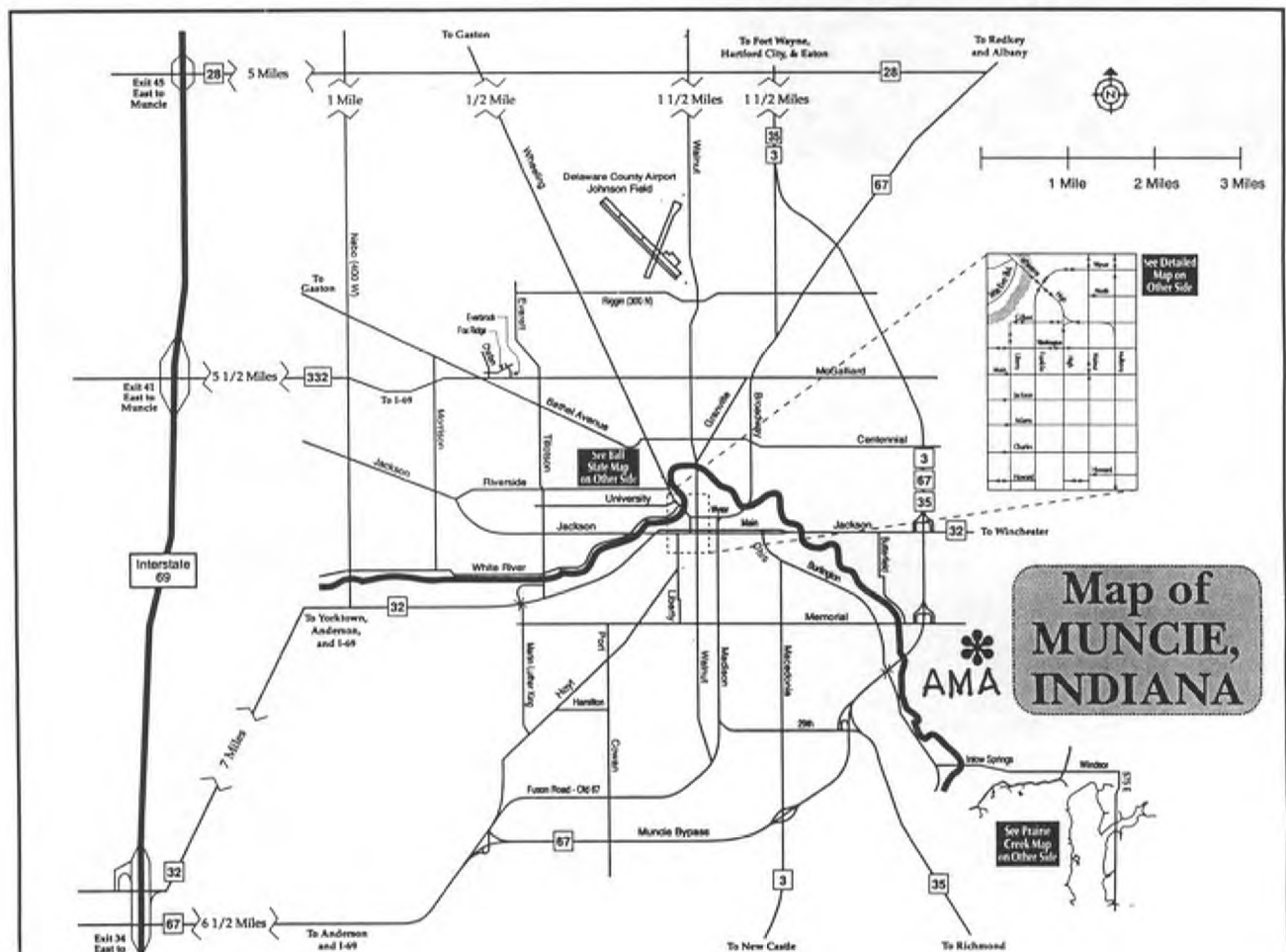
Bestway Inn288-3671
4000 N. Broadway Ave., Muncie, IN 47303, 38 Rooms
Budget Motel and Efficiencies.....289-2239
821 E. 29th St., Muncie, IN 47305, 20 Rooms
Comfort Inn282-6666
4011 W. Bethel Ave., Muncie, IN 47304, 66 Rooms
The Country Inn759-5020
St. Rd. 67 S., R.R. #8, Box 295, Muncie, IN 47302
7 Rooms
Days Inn288-2311
3509 N. Everbrook Ln., Muncie IN 47304 62 Rooms
Dice's Motel288-5559
1201 E. 29th St., Muncie, IN 47302 15 Rooms
Hill Top Motel288-3696
4701 S. Walnut St., Muncie, IN 47302 22 Rooms
Hotel Roberts741-7777
420 S. High St., Muncie, IN 47305 132 Rooms, 5 meeting rooms
Lees Inn282-7557
3302 N. Everbrook Ln., Muncie, IN 47304 92 Rooms
Maples Motel284-2493
ST. Rd. 67. 700 W. Fuson Rd.-300 S., Box 35, Muncie, IN 47302, 10 Rooms

Muncie Inn282-5981
414 N. Madison St., Muncie, IN 47305 48 Rooms
Peachtree Inn288-9953
2000 N. Broadway Ave., Muncie, IN 47303 122 Rooms
Signature Inn284-4200
3400 Chadam Ln., Muncie, IN 47304 102 Rooms
Super 8 Motel284-4333
3601 W. Foxridge Ln., Muncie, IN 47304 63 Rooms
Super 8 Motel378-0888
R.R. 1, Box 15, 1-69 & St. Rd. 67, Daleville, IN 47334
44 Rooms
Wise Motel378-0222
1-69 & St. Rd. 67, Daleville, IN 47334 39 Rooms

LODGING- Anderson, Exit 16

Holiday Inn Holidome644-2581
5920 Scatterfield Rd., Anderson, IN 46013
Best Western Sterling House
1-800-528-1234/649-0451
5901 Scatterfield Rd., Anderson, IN 46013
Lees Inn1-800-733-5337 or 649-2500
2114 E. 59th St., Anderson, IN 46013
Motel Six642-9023
5810 Scatterfield Rd., Anderson, IN 46013
Comfort Inn644-4422
22205 E. 59th St., Anderson, IN 46013
Mark Motor Inn642-9966
2400 SR 9S, Anderson, IN 46016

The Horizon Convention center is located at 401 S. High Street, Muncie. See the small inset map of Muncie.



Contest Entry Form
**Dick Korda Commemorative
1994 SAM Champs**

Muncie, Indiana
September 11 through 16, 1994
AMA Sanctioned
Contest Manager - Don Reid

Early Entry Fees: \$15 for first event, \$10 for each additional event, \$50 Maximum

Late Entries: \$15 for each event. No maximum.

Full event fees refunds for no show.

Full refund for Bean Feed and Banquet tickets cancelled by August 27.

Order your caps and shirts NOW! There will only be a limited quantity of extras available.

The 1994 golf style shirts will feature a special Dick Korda Commemorative SAM Champs crests designed by John Delagrange on the front pocket and on the center back.

Complete both sides of this form, including SIGNATURES. Total event entry fees = _____ .00
Bean Feed Tickets for Monday, September 12, ____ tickets @ \$8.00/person = _____ .00
Awards Banquet Tickets for Friday, September 16, ____ tickets @ \$15.00/person = _____ .00
1994 SAM Champs commemorative caps, ____ CAPS @ \$6.00 = _____ .00
1994 commemorative golf shirts, __sm__med__lg__xl__xxl golf shirts @ \$15 = _____ .00
Supplemental AMA fee \$10 for foreign entrants (waived with proof of license) = _____ .00
\$ TOTAL = _____ .00

**MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO SOCIETY OF ANTIQUE MODELERS
INCLUDE A COPY OF YOUR 1994 AMA LICENSE**

(Foreign entries must include proof of national aeromodeler's license or \$10 supplemental insurance fee.)
Entries without proof of current AMA membership for US citizens WILL BE RETURNED WITHOUT PROCESSING.

ALL EARLY ENTRIES MUST BE POSTMARKED NO LATER THAN AUGUST 1, 1994!

Mail this entry form, complete with signatures, to:

Include your cheque or money order payable to SAM.

Include a copy of your 1994 AMA (aeromodeler's) license.

* Please Note: US postage to Canada is \$0.40 for a letter

Don Reid
7 Pinepoint Drive,
Nepean, Ontario
K2H 6B1, Canada
613-828-2467

Please Print

Name:	AMA #
Address:	SAM #
City:State: Zip:	SAM Chapter #

I agree that my models will have been tested and will qualify to be flown at this contest in the presence of others.
I agree to report to the CD, before leaving the field, any accident in which I am involved or may witness.
I agree to abide by the AMA Flight Safety Declaration, and any an all special field rules, at this contest.

Signature (parent or guardian if entrant under 21 years of age) _____

I certify that all models entered in the championship events will comply with the latest SAM Rule Book.

Entrant signature _____

1994 SAM Champs Entry Form

BRC events count for RC Champ. BP events count for FF Power Champ. BR events count for FF Rubber and HLG Champ. SE - Special Event

Contestant No. _____ Contestant Name: _____

Sunday, Sept. 11 - Practice anytime

	Model	Engine	Wing Area	Min. Wt.	Channel
<u>Monday, Sept. 12, 8:30 a.m. - 4:30 p.m.</u>					
SE RC Brown Jr. Texaco					
SE RC "A" Texaco					
Spirit of SAM Concours					

Tuesday, Sept. 13, 7:30 a.m. - 4:30 p.m.

BRC RC Class A IGN LER					
BRC RC Class A GLO LER					
BRC RC 1/2 Texaco					
SE RC Brown Jr. LER					
BP FF 30 Sec. Antique					
BP FF Class A Gas Fuselage					
BR Small Fuselage Rubber					
SE FF Compressed Air					
SE FF 4 oz Wakefield					

Wednesday, Sept. 14, 7:30 a.m. - 4:30 p.m.

BRC RC Class C IGN LER					
BRC RC class C GLO LER					
SE RC Electric Texaco					
SE RC Ohlsson 23					
BP FF Class B Gas Fuselage					
BP FF Class C Gas Pylon					
BR FF Large Fuselage Rubber					
SE FF .020 Replica					
SE FF Gas Scale					

Thursday, Sept. 15, 7:30 a.m. - 4:30 p.m.

BRC RC Class B IGN LER					
BRC RC Class B GLO LER					
SE RC 1/2A Texaco Scale					
BP FF Class C Gas Fuselage					
BP FF Class A Gas Pylon					
BR FF Hand Launched Glider					
BR FF Large Rubber Stick					
SE FF Commercial Rubber					
SE 1939 Korda Wakefield					

Friday, Sept. 16, 7:30 a.m. - 3:30 p.m.

BRC RC Antique () or Pure ()					
BRC Texaco (60 min. max)					
SE RC Ohlsson Sideport					
SE RC Electric LMR					
BP FF Class B Pylon					
BR FF Small Rubber Stick					
SE FF Rubber Scale					
SE FF Twin Pusher					
SE FF 8 oz Wakefield					

Note: A,B,C, LER IGN Engine Runs will be 35 seconds (not 45 seconds).

Dick Korda Commemorative

1994 SAM Champs

Muncie, Indiana

Sept. 11 - 16, 1994

General Schedule of Events and Activities

Sunday Sept. 11

anytime

Practice flying - AMA Field

10 a.m. to 4 p.m.

Late Registration and Pre-Registration packet pickup

Holiday Inn,
Muncie

12 noon to 6 p.m.

MECA Collecto - call Dick Dwyer
408-377-2471

Monday Sept. 12

8 a.m.- 3 p.m.

Late Registration and Pre-Registration packet pickup

AMA Field

8:30 a.m.- 4:30 p.m.

SAM Flying Events

AMA Field

8 a.m.- Dark

Practice flying

AMA Field

4 p.m.- 8 p.m.

Spirit of SAM- Concours d'elegance
(The model must post a qualifying flight before Friday's banquet)

Horizon Convention
Center, 401 S. High
St., Muncie

5 p.m.- 6 p.m.

No Host Cocktail Hour

Horizon Convention
Center

6 p.m.- 7:30 p.m.

Annual SAM Champs Bean Feed, Door
Prizes

Horizon Convention
Center

7:30 p.m.- 8:30 p.m.

Contest Orientation Meeting

Horizon Convention
Center

Tuesday, Sept. 13

8:30 a.m.- 4:30 p.m.

SAM Flying Events

AMA Field

Wednesday, Sept. 14

7:30 a.m.- 4:30 p.m.

SAM Flying Events

AMA Field

7 p.m.- 9 p.m.

Annual SAM Business Meeting and
Hall of Fame Awards

Holiday Inn,
Muncie

Thursday, Sept. 15

7:30 a.m.- 4:30 p.m.

SAM Flying Events

AMA Field

Friday, Sept. 16

7:30 a.m.- 3:30

SAM Flying Events

AMA Field

6 p.m.- 7 p.m.

No Host Cocktail Hour

Horizon Convention
Center

7 p.m.- 8:30 p.m.

Awards Banquet

Horizon Convention
Center

9 p.m.- 10 p.m.

Awards Presentations

Horizon Convention
Center

CONTEST DIRECTORS

RC Contest Director - Larry Davidson

1 Salisbury Drive North,
East Northport, N.Y., 11731
516-261-1265

Assistant RC Contest Directors - Fred Mulholland

Mike Granieri
John Delagrang
(Brown Jr. Events)

Free Flight Contest Director - Bill Prensky

30 Larchwood Dr.,
Pittsford, N.Y.,
14534-2434
716-385-7939

Wakefield Events Contest Director - Tom McCoy

1381 Leland Drive,
Sun City Center, Fl.
33573-6368
813-634-7749

1994 SAM Champs Special Free Flight Rules

SAM and AMA rules apply to all events with the following clarifications and modifications.

All Free Flight events have a 3 min. max. with the exception of Hand Launched Glider which has a 2 min. max. Binoculars OK.

ROG. required for 30 sec. Antique, Commercial Rubber, all Wakefields, large and small fuselage rubber. Take-off boards will be provided.

Engine Run Power- 20 sec. ROG, 16 sec. hand launched.

4oz Wakefield (1928 through 1936 models)

8oz Wakefield (1937 through 1951)

The rules under which the Wakefield will be flown are a joint U.S.A.-British Rules that allow 8oz models up through 1951 to compete together with the 1937-1942 designs

The 1939 Korda Wakefield Event - To fly this model only. Dick Korda will fly the event and present the awards.

Free Flight processing will be done at the field. After each official flight or attempt, your flight card must be returned to the desk for posting before another flight is launched. If two consecutive flights are made, then only the first will be posted as an official flight; the second will be recorded as an attempt.

1994 SAM Champs RC Special Events Rules

1/2 A Texaco Scale - As approved in Ballot for 1994 SAM rules.

Electric Events - As approved in Ballot for 1994 SAM rules.

Ohlsson Sideport - Any unscaled, SAM approved, Antique gas model design, 10oz min. wing loading. Unpressurized O&R Sideport spark ignition engine. 45 sec. engine run, 4 attempts, 3 official flights. 7 min. max. flights.

Ohlsson 23 - Any unscaled, SAM approved Old Timer gas model design. 10oz min., wing loading. Unpressurized Ohlsson 23 spark ignition engine. Engine run 35 sec. for sideport, 25 sec. for front rotary valves. 4 attempts, 3 official flights, 5 min. max. flight. Existing scaled models built to the old 450 sq. inch minimum rule will qualify for the event.

Brown J. LER - Any unscaled pre 1939 non-pylon gas model design. No min. weight or wing loading. Any original or SAM approved replica unmodified, to increase performance, Brown Jr. spark ignition engine. 90 sec. engine run. ROG, 3 attempts, 2 official flights, score single best flight. Max. 1 hr.

Brown Jr. Texaco - Any unscaled pre 1938 non-pylon gas model design. No min. weight or wing loading. Any original or SAM approved replica, unmodified, to increase performance, Brown Jr. spark ignition engine. Fuel 2c.c per pound (rounded off in accordance with Section IV 9) 14 c.c max. ROG, 3 attempts, 2 official flights, score single best flight. Max. 1 hr.

Class A Texaco - Any engine .052 to .200. No throttles to be used, however there must be a cut-off to kill engines in emergencies. RPM not to exceed 10,000. Wing loading 10oz per sq. ft. Fuel tank capacity is limited to 14 c.c (approx. 1/2oz). Perfect #5 or equivalent.

Other Radio Control Event Notes - Contestants will have one channel pin assigned for each event entered each day. The contestant has 5 minutes to get airborne from the time he is assigned a timer and a clear frequency. Otherwise he loses his immediate turn at flying but is not charged with an attempt. "On deck" contestants will be announced and are expected to respond as "ready" or "pass". In the latter case, their channel pin will be dropped one notch in the flight order (not to the bottom of the order, unless requested). As a matter of courtesy, contestants should endeavor to time a flight for each of their own flights (the "Fly one, Time one" principle); also, RC contestants should avoid the services of the same timer on consecutive flight/attempts in the same event. After each official flight your flight card must be returned for posting before another flight is launched. If consecutive flights are made, then only the first time will be posted; others will be posted as ZERO scores.

PHOTO-GALLERY OF "GOOD TIMES PAST"

With Spring "just-around-the-corner", I thought it might be interesting to take a brief look back in time to review some of the events and people captured by the lens in the last season or two. I think it a good way to "get the juices rollin'" for the coming season.



Steve Roselle used his 84" Quaker as the "tripod" for this neat shot of Lost Hills. The camera was a Vivitar PS-120 autowind. Power for the "bird" was an Astro-25 with 14 1700 mah cells. Really nice!



Jim Groves of Boulder City, NV with his Flying Aces Moth, winner of a SAM-25 semi-monthly fly-in.



Bill Brown with Joe Konefes and Brown B. Johnson with his McCoy-powered Lackey Zenith. H. Johnson photo



Claude Curry of Anchorage, KY with his California Champ at Lawrenceville, IL. Sure looks like a nice "bird", but illegal for competition! (No numbers on wing)

H. Johnson photo



George Murphy, Rogersville, TN with his 8' Ehling Gas Model, powered by an Atwood Champion. Too BIG for MY car!

H. Johnson photo



Joe Page, Rose Hill, KS launches his McCoy-powered "Cumulus".

A VOTE OF THANKS IS DUE:

To my British friends in SAM-35, and to Alan Walker in particular, for the nice notice published in their January issue of SAM-35 Speaks. I now feel that I have "graduated" having been mentioned in our overseas market. One of these days I gotta get across the pond if just to fly at Old Warden. I haven't flown on grass since just after the "big" War, and that was in New Jersey! Boy, them was the days! Wonder if I need my chain saw over there!

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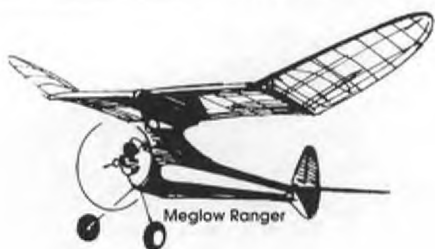
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**A GOOD SAM YOUTH MOVEMENT...**

Came to me from Don Bekins which I think appropriate to tell you about, so here goes:

SAM 27 YOUTH PROGRAM

Question: Will our old timer hobby be around in 20 or 30 years? Who will be flying those wonderful antiques? How many will be keeping the Golden Age of Modelling alive? What can we do now to insure that the old timer movement will survive?

SAM-27's President Elect, Rocco Ferrario has pondered these questions and is working on a solution to the problem. Rocco, as an experienced educational administrator and teacher, is in touch with our young people. He has had a program in place within the school district that exposes elementary, junior high and high school students to the modelling hobby as a part of the school curriculum, and he has been making an effort to bring these same youths to the monthly SAM-27 meetings to increase and reinforce their exposure and experiences-to show the kids that there are others of all ages that are interested in what they are doing and are willing to act as role models. Assisting Rocco, is our new Vice-President Elect, Rod Persons, who will be handling the details of the Junior-Old Timer Program.

This love of the Old Timer hobby and respect for the abilities of the younger generation led Rocco to propose a youth program to SAM-27. The program consists of five steps, designed to encourage the young modeler to get involved while focusing on improving his or her modelling skills. This proposal was unanimously accepted by the club membership.

In endorsing the youth program, SAM-27 agreed to a small outlay of funds and individual help whenever needed. The young modeler's commitment involves joining SAM-27 and the AMA, attending meetings and agreeing to participate in the five step program. He/she must maintain at least two years of active club membership and attend at least 2/3's of the meetings prior to high school graduation. (over please)

YOUTH PROGRAM(cont'd.)

There is no expectation or pressure placed on the young person. If he/she completes the program, the club recognizes the young modeler by providing each of them with an appropriate award. There may even be cash incentives in the future.

The following five levels of activity are:

- (1) OT Handlaunched/Catapult Glider (Zoomer)
- (2) Small OT Stick Type (Phantom Flash/Cloud Chaser)
- (3) Small OT Rubber Cabin (FA Moth/Pacific Ace or .020 Replica Free-flight)
- (4) Small/Large OT Rubber (Gollywock/Lanzo Stick, or 1/2-A Texaco RC)
- (5) Any LER/Texaco Event FF or RCC (no schneurle-ported engines)

Student completes each level by receiving 1/2 of max flight as an official entry in a sanctioned contest.

In all steps, SAM-27 is involved, providing basic materials and partial kits for the models. The new modeler provides the other necessities such as glue, pins, covering material, etc., which are readily available at local hobby shops or through mail order suppliers. Most young people these days have sufficient pocket money to afford paying for the items supplied. In cases where there is an obvious hardship, the adult supervising member may quietly ask the club and its members to help that particular individual.

Requiring a flight or flights totaling a certain duration encourages participation in the flying aspect of old timers, as well as exposing the young modeler to flying and trimming techniques needed to obtain those thrilling moments of flight. A member of SAM-27 is usually along to help in those moments. The ultimate goal is to get them hooked on modeling. Required flight performance and standards vary according to the field and conditions that exist when the flight tests take place. Any SAM-27 member is eligible to witness the flight tests, usually when we sport fly at our field or during meets.

Experienced SAM-27 members are asked to become monitors to individual youngsters. Both teacher and student are given each other's names and phone numbers so questions may be asked and help given as needed.

SAM-27 now has a few graduates of the program, including our current newsletter editor, Ed Heikell. There are approximately 10 youngsters now participating in the program. There is no age limit-only the desire to try and to finish each project is the qualifier.

At each monthly meeting, SAM-27 sponsors a raffle which encourages all members to bring their current project to Show & Tell. For each project, a member (old and young alike) brings, he/she receives a raffle ticket, or the participant can buy raffle tickets for that month's prizes. A portion of the prizes each month is reserved for those youngsters who are participating in the program. Those raffle tickets are then retained by the club and put into a pot for the grand raffle at the end of the year, in which one grand prize (usually an expensive and rare antique ignition engine or radio) is awarded along with numerous other prizes. The club usually pays for the expensive monthly prizes (servos or receivers, club shirts, etc.) and the big prize at year end, but most of the awards are donated by members who are cleaning out their shops. This encourages participation by all members-old and young alike-provides incentives to work on OT modeling projects, and enhances the club's treasury.

VIDEO**"THE JOY OF FLYING FREE"**

This is a very informative 42 minute VHS video displaying the phenomena of free flight in many of its variations and a great PR video which can be used effectively to educate the uninitiated in the art of model aviation.

This video is professionally produced by the *National Free Flight Society* and features both indoor and outdoor activity and is available from:



NFFS
1655 Revere Drive
Brookfield, WI 53045



Include Check for \$25.00 plus \$3.00 P&H per tape

A PERFECT SPRING OUTING:

Boy, what a **perfect** Spring day it was! Temperature in the mid-70's, absolutely **no** wind with puffy white cumulus clouds dotting a deep blue sky.

The drive to the field was uneventful with virtually no traffic to mar the trip. All my models had been trimmed out to perfection, and all that remained was to get in those "official" flights.

Yeah, we were lookin' **GOOD!**

Coming on to the field, we could see the cars, RV's and vans parked upwind (what little there was) with multi-colored canopies ready for the festivities. Chase bikes were **everywhere**, and the sound of engines filled the quiet air.

Overhead could be seen various models floating in lazy circles as their owners made those last-minute test flights "just-to-be-sure". Wind poles dotted the flight area, their Mylar streamers pointing skyward, indicating **tons** of lift were available for the taking.

Pulling on to a nice clear grassy area, we proceeded to open the wagon's tail gate to check our gear and make ready for action. Everything was in perfect order. The models were ready, the field box was well organized with all the necessities present and in good order. Cold water, soda and even beer was readily available, and the food supply was more than adequate. We were in **great** shape! There were even **TWO** "Porta-Potties" within easy walking distance. Could anybody ask for **more?**

One short test flight indicated that each of my "birds" was in perfect order, so all that was left was to grab myself one of the plentiful timers, and start "rackin'-up" those official flights. From there on, it was **history!**

Each flight was "**letter-perfect**", with engine runs just under the maximum, followed by a **perfect** transition into a floating, circling glide resulting in "**max**" after "**max**". What a day! This continued into **five** flyoff rounds with my models continuing to "lead-the-pack" until the very end! **AND THEN I WOKE UP!!!!** What a dream !!!!!!!

SOME LAUGHS FROM OUR BRITISH FRIENDS

For those of you who do not subscribe to, or have never read any of the truly great English SAM publications, you surely have missed a wonderful source of information coupled with the "wry" sense of humor Brits are noted for.

I like to include articles from time to time both from SAM-35 and SAM-1066 (The Clarion) for your amusement, so let's give it a shot.

DEFINITIONS FROM "THE CLARION":

SAM-1066 in Britain often sends in some bright "bits". This one is based on Murphy's Law:

On Engineering: Dimensions will always be expressed in the least usable terms. Velocity for example, will be expressed in furlongs per fortnight.

On Mathematics: Any error that can creep in, will. It will be in the direction that will do the most damage to the calculation.

All constants are variables.

In any computation, the figure that is most obviously correct, will be the source of error.

A decimal will always be misplaced.

On Prototyping: Any wire cut to length will be too short.

Tolerances will accumulate unidirectional toward maximum difficulty of assembly.

Identical units tested under identical conditions will not be identical in the field.

The availability of a component is inversely proportional to the need for that component.

If a project requires "N" components, there will be "N"-1 units in stock.

A dropped tool will land where it can do the most damage. (Known as the law of selective gravitation).

CLASS "A" TEXACO

By Norm Rosenstock

A couple of years ago, I got interested in flying 1/2-A Texaco. The competition was casual, the company of the other contestants was congenial, and all in all a lot of fun. That is as it should be!

However, the 1/2-A Texaco rules of competition say that the **ONLY** engine that you can use is the Cox .049 Black Widow engine with its 8cc fuel tank. This is a reed valve engine and they can sometimes be very "finicky". The result is a lot of frustration. Now that's **not** what we are into now. More pleasure and less frustration are the ways to go!

One day, while discussing the problem with my friend and fellow modeler Dave Platt, I posed the question; "The concept of 1/2-A Texaco is a good one, but why is it only one class? Why only 1/2-A?" The event was a recent invention. Taking an old time free flight model and scaling it down from it's original size to 300 square inches was an arbitrary decision.

Why not expand this concept to include another size? "How about a class "A" Texaco event?" We got so excited about the concept that we sat down and seriously started hammering out the parameters.

We looked in the SAM Rule Book and found that class "A" is defined as an engine with a displacement from .000 to .200. In order for the new event to stand on its own merits, we thought it should be flown separate from 1/2-A, so we changed it to .055 to .200. Since the 1/2-A Cox is restricted to its 8cc tank, we would allow a 1/2-ounce or 14cc capacity tank. The "Perfect" # 5 tank was our first choice due to its availability. However, we later found that it was not **that** available, so we allowed the making of a 14cc tank by the builder.

All other rules would be the same. The choice of engine would be up to you. Remember, all the fuel you have is that 1/2-ounce, whether you use a .09, a .12, .15 or a .20 engine, you are limited to the same 1/2-ounce tank. What size airplane? It will depend on the engine you pick. The bigger the plane, the more weight.

In order to comply with the 10 ounce wing loading rule, (any plane using an engine **over** 1/2-A **must** have a 10 oz. wing loading) a 450 square inch plane will have to weigh 31.25 ozs.....a 500 sq. in.= 34.75 oz....a 600 sq. in.= 41.677 ozs., etc. "You pays yer money and yer makes yer choice". The designs are restricted to any model that was designed, kitted or published **before** Dec. 31, 1943.



Norm Rosenstock with his 600 sq.in. MISS AMERICA powered by a .15 diesel. Weight is 34 ozs. All silk covered with epoxy paint trim Two channels (elevator & rudder). Fuel tank 14cc. Longest flight 28 minutes.

So there you have it. A new class of Texaco! We have been flying this event locally for a number of years now and have met with great success. Many of the modelers who fly 1/2-A Texaco have also been building and flying this "A" TEXACO event. It has reached the point where we have two to three times the contestants in "A" as compared to the 1/2-A event. It's just like flying 1/2-A except it's bigger and therefore easier to see at high altitudes. The wingspans run in size from 55 inches to 80 inches, with the average being 60 inches. A nice size that will fit in any car. For us Old Timers with tired eyes, it's a boon, and for the young at heart it is **real fun!**

The full-sized Texaco is just too large, and 1/2-A Texaco is too small. "A" TEXACO is the way to go!!!

Norm Rosenstock
124 Granada Street
Royal Palm Beach, FL 33411-1307

A HISTORY OF THE WORLD

(As reported by students)

King Harold mustarded his troops before the Battle of Hastings. Joan of Arc was burnt to a steak and was cannonized by Bernard Shaw. And victims of the blue bonnet plague grew boobs on their necks. Finally, Magna Carta provided that no man should be hanged twice for the same offense.

In mideval times most people were alliterate. The greatest writer of the futile ages was Chaucer, who wrote many poems and verses and also wrote literature. During this time people put on morality plays about ghosts, goblins, virgins and other mythical creatures. Another story was about William Tell, who shot an arrow through an apple while standing on his son's head.

The Renaissance was an age in which more individuals felt the value of their human being. Martin Luther was nailed to the church door at Wittenberg for selling papal indulgences. He died a horrible death, being excommunicated by a bull. It was the painter Donatello's interest in the female nude that made him the father of the Renaissance.

The government of England was a limited mockery. From the womb of Henry VII Protestantism was born. He found walking difficult because he had an abcess on his knee.

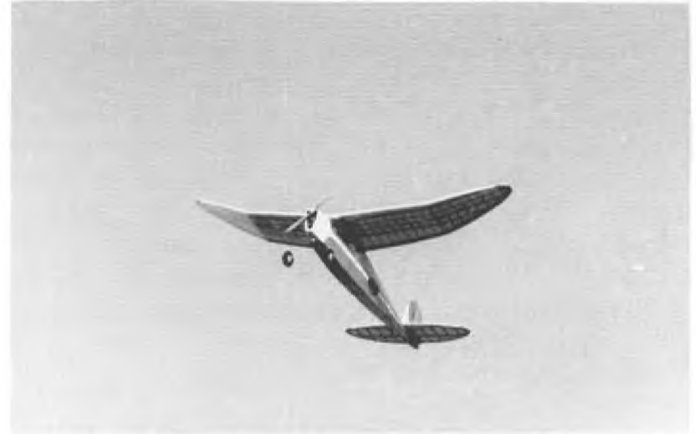
Queen Elizabeth was the "Virgin Queen". As a queen she was a success. When Elizabeth exposed herself before her troops, they all shouted "hurrah". Then her navy went out and defeated the Spanish Armadillo.

It was an age of great inventions and discoveries. Gutenberg invented removable type and the Bible. Another important invention was the circulation of blood. Sir Walter Raleigh is a historical figure because he invented cigarettes and started smoking. And Sir Francis Drake circumcised the world with his 100-foot clipper.

My thanks to Dan O'Grady and SAM-86 for the GREAT humor. Every issue of their newsletter is a "jewel"!

HOW ABOUT SOME "INCENTIVE"?

With Spring "just around the corner" it seems appropriate to review some of last season's activities to get the juices flowin'.



A nice "in-flight" photo of Don Bekins' O&R-powered Clipper Mk-II. Area is 450 sq. in. and model is silk-covered.



Bob Aberle at the controls as his Lanzo Stick rolls for take-off".



C.J. Jordan of Tustin, CA gets in a hefty test glide on his 1936 Peerless Taylor Cub. That's good form and a nice launch angle. The power is vintage Brown Junior.

FROM SAM-205 OKLAHOMA CITY:

Comes news of their monthly SAM contests on the third Sunday of each month, beginning on April 17, 1994.

Events are: ABC-LER Combined; Antique and 1/2-A Texaco. Meets will be held at Draper Lake R/C Field on Draper Drive, South of Rander Station in Draper Lake, OK. For more information contact:

Tom Williams (405) 741-8016

or:

Jim Long (405) 737-7976

This will be the second year for these monthly contests, and they hope to draw contestants from Kansas, Texas and Oklahoma. They are working with newer, younger fliers with past R/C modeling experience in hopes of filling the ranks for all the older modelers that they are losing.

I'M LOOKING FORWARD

To hearing more of local activities that we can publish in "SPEAKS"! Don't be **bashful**, since what you do is **important** to all of us.

You may not think your little "get-together" is of any interest to the rest of the model community, but if it promotes our hobby, it is deserving of mention. Believe it or not, we in the Northeast had begun to believe that there was no longer an interest in model flying, but over the past 18 months, activity has increased markedly. Here on Long Island, the last SAM-75 Annual has resulted in an increased interest in building which has been noted in the unfortunately few hobby shops in the area.

Even in my visits to upstate New York Connecticut and Massachusetts, people now show a healthy curiosity about "Old-Time" flying, which I credit to the dedication of people like George Armstead and his wonderful group in SAM-7. Their contests at Westover AFB are becoming a **tradition** in the Chicopee, MA area, and are a **great** spectator event. Let's get the public interested in what we do, they can be very supportive if you just let them see what we do, and have a good time "just-lookin'".

ENGINE LOGBOOKS by Bill Schmidt, Jr.

Does your O & R .23 sideport have a logbook that tells everything that has happened to it in its lifetime? Do you have a record of what incidents have occurred during its use? What are the total time hours on it, and has it been internally checked as to its condition after sudden propellor stoppages have occurred? Of course not! Only P & W's, Continentals and Lycomings are Federally mandated to conform to such things.

Good friend and fellow SAM-56er Ed Salguero, recently picked up a handful of bones O & R engines at a bargain price and proceeded to carefully clean them up. Ed then purchased repro timers, tanks, NVA's, etc. to get them back to running condition and into the air.

When I asked him how the engines were working out, he said one ran fair, but the other two were poor runners. He said the wrist pins were sloppy on all three, and the rod was loose on the big end of one of the .23's. I told him to bring them over, and we'd have a look at them.

Upon disassembly of the two sideport .23's and one '48 sideport .60, we true-centered a piece of alum. rod stock in the lathe to accept the front bearing plates of the Ohlsson engines. They are all the same size; both .60 and .23 cranks are .358 dia. I slipped the first front bearing assy. on the spud and turned on the lathe. The thing wobbled very badly and was quite an eye-opener for Ed, who had said earlier that: "they have great compression". The second .23 front plate was fairly true, but the .60 plate was a little out of true.

Now, come on guys. Do you think they left the factory that way? I think not! We also found the rods to be bent and center lines of the two axis of rotation were out both ways on parallelism. Two long pieces of drill rod showed this up just as fast as we could clip them into the ends of the rods and view them from above and sideways. The O & R rods were soft as can be, and you only had to think about it to bend them back. (These were the early-style rods. There were four models made by O & R).

LOGBOOKS (cont'd.)

We re-trued the front bearing plates, made up new, tighter wrist pins and straightened the rods. Ed took off to go home to try the engines out, and I haven't heard back on the results yet, but I rest my case.

When you pick up an old sparker somewhere, you should be aware of the secret life these things have led. Most of these engines saw exposure to the dreaded U-Control fad that took over after the war. True, they do have to have good compression, but it goes farther than that. There are no logbooks to tell you about the terrific crashes into the ground and concrete these things could have seen in their past lives. I picked up a Torp.29 several years ago that had the center of the piston/cylinder 88 deg. inclined toward the center line of the crank. Guess how that happened? You could not tell it from its outward appearance. Ignition McCoy Red Heads lose the concentricity of their two main crankshaft bearings when stuffed into the ground. They have only one support web.

You don't need a lathe to check the blue printing of an old engine. The 36" drill rods for checking the con rod are inexpensive and available at industrial supply houses. Put the main bearing on a rod or even a dowel and turn it slowly on an arrested hand drill. You can't true it on a drill, but you can see the problem.

They won't run well if they aren't straight and true, and there are no logbooks to tell you what has happened to them over their lifetime

All the best, and good luck! Bill Schmidt.

JUST A LITTLE "TIP"

When at a "Collecto" and looking over an engine that you might wish to purchase, be very SURE to examine the front threads on the crankshaft! Those engines that have been "crammed" into the earth usually exhibit mutilation of the front threads which is a sure sign that they have been subjected to "torment". Filing, even if skillfully done cannot totally remove such evidence, so "caveat emptor!"

THE RECESSION IS OVER!

Judging by the flurry of activity around the Pratt & Whitney plant where there is a surge in the production lines with their newest commercial aircraft pictured below:



Despite a slump in commercial aviation and recent layoffs, PRATT & WHITNEY prepares to test their latest prototype.

It has been many years since an effort like this has been seen in the Connecticut and Massachusetts areas.

Many thanks to George Armstead of SAM-7 who was able to get this top secret illustration for Sam Speaks. George was able to "secrete" this drawing by folding it and attaching it under his red suspenders, thus concealing it from view.

Gutsy move George! The penalties for this type of action are most severe, and we all owe the big fella a vote of thanks for this superhuman effort.

"BACK BY POPULAR DEMAND":

The "BROWN JUNIOR EVENTS" at SAM CHAMPS in Muncie, IN Sept. 11-15 1994 for:

1. LIMITED ENGINE RUN (1938 and earlier)
2. FUEL ALLOTMENT (* 1937 and earlier)

For the record and to see how this popular event got started, please turn the page for the details, provided by John Delagrang of SAM-100.

"THE BROWN JUNIOR EVENTS"

The R/C Brown Jr. event was the brainchild of Doug Koch and Paul Vignone of SAM-100. John Delagrange was the guy who came up with the parameters, put it in writing and made the first trophies. Ralph Biddle and Fred Quedenfeld of SAM-76 held the first event at Hatfield, PA in July, 1991.

The overall objective or purpose of this event was to try and re-enact, as closely as possible, a contest of the 1930's, (i.e.: flying pure Antique model aircraft, all powered with the same basic engine). The reason for the 90 second motor run was our attempt to combine LER and a Fuel Allotment in one event. Our thinking was that 90 seconds would be sufficient time to get into good thermal territory, thus putting almost everyone on an equal footing for the glide portion of the flight. This we now admit was **erroneous** thinking. Extending an LER to 90 seconds does **not** make it a (simulated) fuel allotment event by any stretch of the imagination! All it **really** did was to virtually eliminate the building of the **big** Texaco models from a competition which was intended specifically to include them.

The **Sam Champs** at Lawrenceville in 1992 saw the first Brown Jr. event for R/C and it was an unexpected **hit!** 41 entrants (37 actually flew), and the event was off and running. However, something was **wrong**..there were none of the really big birds of the Texaco Fuel Allotment period (1932 to 1937) to be seen. **Most** of the models were of 1938 design (when LER was first implemented at contests). We simply had not realized that SAM fliers would get that serious and build mostly small wing area models for this event. (Makes sense if you want to win).

What's a mother to do? How do we encourage the building of the big Texaco birds? Mike Granieri and I were talking one day, and Mike suggested that we create **another** event that would possibly rectify this situation. That's how the **BROWN JUNIOR FUEL ALLOTMENT** event came into being. I put Mike's and mine in writing and submitted it to Sam Speaks, and it appeared in the December, 1992 Issue.

At the 1993 **SAMCHAMPS**, the Brown Jr. LER and the new FUEL ALLOTMENT event were held. However, the 1937 cut off date for F.A. was **not** adhered to. The rationale was that many modelers would have only one Brown Jr. event model, and by **not** adhering to the 1937 date, the LER entrants could also fly the same model in the F.A. event. While this **seemed** too make a lot of sense, all it did was to once again **discourage** the building of the **BIG** early years Texaco FA models.

The Brown Jr. FUEL ALLOTMENT event is intentionally designed to discourage smaller wing area models and to encourage SAM modelers to build the large area, marginally-powered Texaco models that so characterized those years from 1932 to 1937; models that required a long rolling take-off, made a slow majestic climb, flying free as a bird, and many times **lost** O.O.S. I cannot imagine that those early modelers were as interested so much in power as they were in getting their models to fly free flight without crashing, therefore striving for a long slow flight, rather than a fast climbing one, much like the present day SAM Texaco event. I may be wrong, but I don't think I am. How do **YOU** feel about it?

In any case, I am inviting **you** to join me and other SAM modelers who love Brown Junior engines and pure Antique flying at the 1994 **SAMCHAMPS** at Muncie, Sept. 11-15. I am honored that my friend Larry Davidson, R/C Contest Director has asked me to help run the Brown Jr. events. I am already starting to get things together to make these the two events you won't want to miss in '94. See you there, and bring a **BIG TEXACO** model for old time's sake!

If you have any questions, please give me a call at: (717) 569-7243, or drop me a line. My address is: 1822 Longview Drive, Lancaster, PA 17601.

Respectfully submitted,

John C. Delagrange SAM-100

1994 SAM MEMBERSHIP RENEWALS ARE DUE**WE HOPE YOU'VE NOTICED:**

That your issue of Sam Speaks is now reaching you quite a bit earlier than in the past. When I first took on this job, it was noticed that many of our members had been complaining about the "tardy" delivery of the Newsletter, so the **first** thing on my agenda was to improve the situation, and try to get copies into your hands on or about the first of the initial month indicated on the cover.

As an example, since this is the March-April issue, it **should** be in your hands by March 1, 1994. Of course this does involve a bit of planning, but with your cooperation, especially in getting your material to me within a set time-frame, but it should be evident by now that it **can** be done.

One of the things that has pleased me the most, is how gratified Bob Dodds was, that this policy was being implemented, since it was **he** that took the calls, and had to put up with complaints about late delivery over the years. In fact, in his last letter to me, his closing remark was: "It's great to **finally** get the magazine out on time!".

It may be noted at this time that the old computer which was being used to write this publication finally "gave up the ghost" in early December, and it was replaced by a Brother Word Processor which **seems** to be doing the job, although you might notice a slight variation in type density, since this issue is a "mixture" of both machines.

Although I don't have the sophisticated equipment that was employed before, including a "scanner", it is felt that the job could still be done in an efficient manner using my current machine. Of course this means that every piece of material received must, of necessity be typed, but this means that those submitting articles need NOT type them since they will have to be re-done anyway.

Luckily, I am a very fast typist (this used to drive my secretaries **NUTS**) but fortunately, that's the way it is! As long as your submissions are **legible** they can be handled. The most important thing is that they be interesting and timely.

I would like to thank all of those who have submitted photographs, since on the whole, they have been **EXCELLENT!** This quality has allowed us to achieve very fine quality halftones and a much "cleaner" publication. **Bill Kimbell**

If you have not already sent in your dues for the coming year, they are now due for January through December 1994. Dues are \$15 per calendar year. You may pay up to 3 years in advance. (Your expiration date will be 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 copies of the SAM Rule Book and Approved Design Book. Decals and Approved Design Books are sold separately for \$.50 each, large (4X2), medium (3X2), small (2X1). SAM patches are \$2 each. Rule Books are \$1 each.

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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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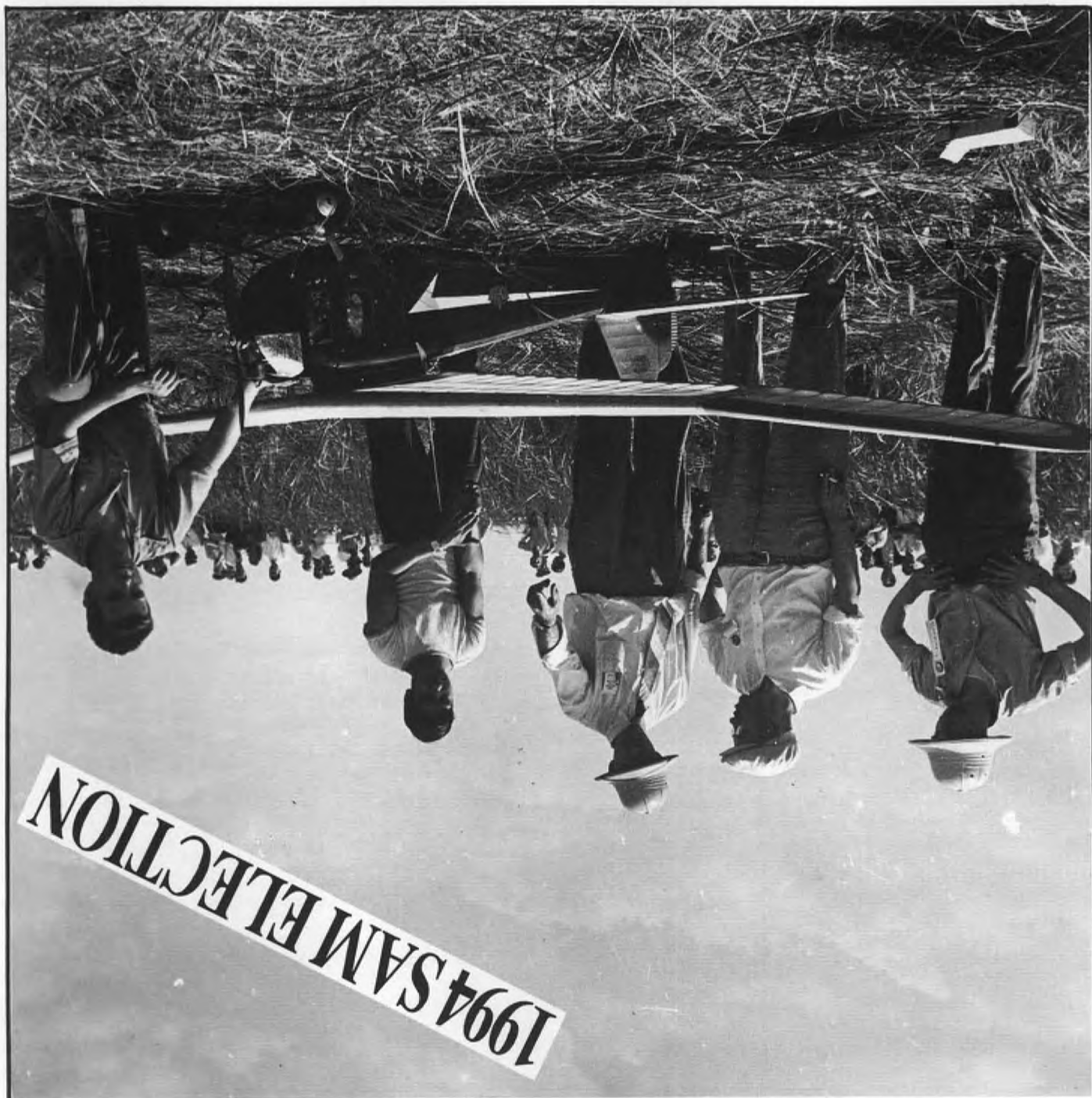


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MAY - JUNE 1994

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Inside This Issue:

Editorial.....	The Editor.....	3
A Word from 1938.....	Dick Lyons.....	4
R/C Rules Change Discussion.....	Ed Salguero.....	5
Ballot for 1994 SAM officer Election....	Jim Adams.....	6
Old Timer Flying Scale.....	Jim Alaback.....	11
A Look Back to 1933.....	Joe Kovel.....	13
When East Moves West.....	Bill Kimbell.....	14
The Silver Ace & Scientific Glider..	Ron Badorf.....	15
Old Timers & History of the World....	Dan O'Grady.....	18
From SAM 82; An Invitation.....	Jim Horner.....	19
The Time has Come.....	Larry Davidson.....	20
SAM 29 Fort Worth Planesmen....	Steve Bennett.....	21
SAM 27 Postal Challenge for 1/2a R/C Texaco.....		22
O & R Tuning Tip #15 and Joe Beshar's Korda Challenge..		23
Ernie's Still With Us.....	Tom McCoy.....	24

ABOUT THE COVER:

The year is 1937, the place: Richmond Hill on Staten Island, NY at the Richmond Hill annual Model Meet. Shown here is an "early" R/C model being readied for a flight. Note the "officials" in the background (complete with pith helmets) "laying-it-on" the contestant, while his assistant waits patiently. photo courtesy of Sal Cannizzo

Editor
Bill Kimbell
2 Noel Place
Smithtown, NY 11787

Production Director
Jim Adams

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 93445

OT Ignition Engines
Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

SAM Free Flight & R/C Schedules
Mike Myers
911 Kilmory Lane
Glendale, CA 91207-1105

Rare Old Timers
Ron Badorf
11522 Old Carrollton Court
Richmond, VA 23236

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 93445

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
Larry Clark
Box 528
Lucerne Valley, CA 92356



MY SECRET IS OUT!!!!

For quite some time now, my fellow fliers have been asking me **how** I managed to get those nice **round** fuselages on my (mostly original) models, and **how** it was possible to **bend** sheet balsa so precisely (or so it looked).

Well guys, I **don't**!

In the above photo, my charmin' wife of some 47 years caught me "in-the-act", doing my "thing"...**WHITTLIN'**! Yeah, that's right, hackin' and choppin' away at what was a square balsa box with some square balsa "stringers" **inside** at the four corners to keep from cutting through. I do "cheat" a wee bit by using circle templates throughout the fuselage length, but otherwise it's strictly an "eyeball" operation. Since as you can see it makes a bunch of dandy shavings, I firmly suggest you try this **outdoors**!

I usually clear dope the finished product with 5 coats, sanding with 200 grit paper between coats, then covering with Jap tissue, followed by 3 more coats of (nitrate) with a final coat of **clear** polyurethane for fuel proofing, or butyrate dope should you choose. This makes an extremely **strong** fuselage by the way, and some of my "originals" are now 35 years old!

Believe it or not, I once used to do this operation while living in an **apartment-house**! No!..We were never **evicted**!

Now! On to the Editorial "stuff".....

This issue marks a **milestone** for your Editor, for it was **one year** since I started working?? in this capacity. For me, it has been a **great** year, as I have met some of the finest people in the world!

I have attended some wonderful contests and generally have been having a **"ball"**, doing what I love best, associating with **real** modelers, the members of SAM!

Of course there have been the sad moments that occur when one of us "leaves the fold" for that eternal thermal country, but this is the way it goes, isn't it?

At this point in my "career" I would like to thank all of you who have contributed so much to my efforts by submitting articles, photos and just plain "chatter". Without **you**, this would have been an impossible situation. I have never met a bunch of guys like you who **totally** support SAM activities, and who, by their **intelligent** contributions have made this "magazine" interesting.

Although I am writing this as the **snow** still covers the ground, I see **Spring** just around the corner, and with it some **great** flying opportunities for all of us. Although writing has occupied most of my time, I am lucky enough to have a pretty full "hangar" in my basement with a **bunch** of as yet untried aircraft, so you can look forward?? to hearing some personal accounts of your Editor's **field disasters** during the flying season. As with many modelers, my **test flying** far surpasses my contest success, but it gives my lovely wife something to do with her video camera. However, being only a "shortie" (4'-10"), she has the habit, when photographing those near-vertical climbs, of leaning back and almost landing on her "back-porch", while doing so! This results in some pretty "wild" video of vast expanses of weeds, grass and a lot of feet until she regains her balance. She's gettin' **better** though!

I hope that you are now getting **your** copy of the paper on time, since this has been one of my goals since the beginning.

Coupled with my SAM activities this season, I am making a concerted effort to further educate two of my grandsons in the "art" of model building and flying, since we had considerable success last year with their P-30 rubber jobs. Their father (my #2 son) is also getting them an R/C trainer, but since I **don't** believe in ARF's, I hope to "show them the light", and put them in the **real world** of model **building**! If I can convince their **mother** that they won't kill themselves with X-Acto knives, I got it **made!!!**

AND NOW...A WORD FROM 1938...

In line with my affinity for GOOD old-time pictures, Dick Lyons of SAM-77 sent me a couple of "DANDYS", one of which can be seen at the right.

The story connected with the photograph is in itself quite interesting, and goes as follows:

I lived in a little town near Chicago called Libertyville. My father was active in politics, and in 1938 was running for the U.S. Senate.

In preparing campaign literature, he had a professional photographer come to our home to take some photographs of "The Candidate" and his family at their home.

He found about my interest in model airplanes which resulted in this picture of me, my family and my under-construction "Dennyplane", powered by a Baby Cyclone, Model "F".

As you can see, I just bolted the Cyclone's metal mounts to the firewall, hence the "off-center" thrust line. As I remember, I never did get that Dennyplane to fly and I have no recollection of whatever happened to the model or the engine.

Incidentally this was my second gas model, my first being a Megow "Flying Quaker", built in 1937, and powered by a Forster "99"...and it **FLEW!!!**

Richard Lyons
552 Camino Concordia
Camarillo, CA 93010

EDITOR'S NOTE: If any of you guys have nice clean photos of this era, I'd LOVE to see them, and if possible publish them in a forthcoming issue of "Speaks". It seems to give our readers a real "kick" to look into the "mirror-of-the-past" see what we did, or better still how we LOOKED in those years when a buck used to BUY something!

My mailbox is always open, so dig into those cigar boxes and see what YOU can find. If you have negatives, even better, but in any case, let's have a look!



RON BADDORF "LEAVES THE FOLD"

I was saddened to receive a letter from Ron Baddorf in Richmond, VA in which he informed me that he would no longer be able to furnish us with his fine columns on rubber models and their excellent plans.

He informed me that he had lost his computer (no further details), and the work pressures of his job have gotten to a nearly untenable state.

Ron made a special point of expressing thanks to all of his friends who have supported him in the past, and who, I am sure are with him at this time.

As a "parting shot", Ron has furnished me with two more projects, one of which appears elsewhere in this issue, the other to appear later in the season.

Perhaps a word of encouragement might not be amiss at this time, so I have included his address below.

Ron Baddorf
11522 Old Carrollton Court
Richmond, VA 23236

For myself, I say **"THANKS RON"** it has been my pleasure working with you, and I hope we'll be seeing more of your fine work in the near future.

R/C Rules Change Proposal - Delete R/C Glow LER Classes A, B and C

by Ed Salguero

I generated a rule change proposal to delete R/C Glow LER Classes A, B and C Old Timer and applicable supplemental data from the SAM Rules Book, obtained the required signatures and submitted it for approval.

During discussions with others and as the proposal has progressed through SAM to the Rules Committee, I have received encouragement from most people. However, some feel I should write something for "SAM Speaks" to get some thought and discussion going on the proposal even though voting on the rules doesn't occur until 1995 and if it passes will not take effect until 1996.

What follows is the reason I submitted the proposed rule change and comments I have received from other SAM members.

No one issue has been more divisive of the SAM membership for a long time than the high-power glow engines that continue to technically evolve and used in R/C Glow LER. We see the same engines in our Old Timer events that are developed, marketed and intended for use in AMA and FAI cutting-edge technology events. Use of the power these engines produce in an old timer model that meets SAM requirements presents many safety problems as well.

Lately, severely heated disputes with strong feelings have erupted at the SAM Champs and some regional events over the conduct of the R/C Glow LER events. The hard feelings that resulted do not serve the SAM fraternity well and drive some good people from the hobby.

Almost without exception, most join SAM to escape the high pressure competition that requires advancing the state of the art, use of advanced technology glow engines and split second timing and do not like the inherent danger involved. Many people are surprised to find this sort of thing in SAM.

These engines create the wrong impression for new comers to the SAM events. Most new comers are convinced after they attend one of our events that SAM flyers are power-happy and that we are not even trying to emulate the Preamble.

Glow engine events were initiated in the early 1970's to allow newcomers to SAM to have an entry-level event using inexpensive, already-owned glow engines. The reasoning to allow glow engines in SAM R/C LER events has proved to be invalid. The arena has become anything but entry level, being full of "experts" using the latest, hottest and most expensive glow engines in some of the most intense competition to be found anywhere in modeling. It is neither casual nor many times enjoyable.

This runs counter to the SAM Preamble and SAM's aims and intentions. SAM Free Flight does not allow glow-plug operated engines other than .049 and .020, and consequently suffers none of the above problems.

Many good replica ignition engines are now available to everyone at prices that are market fair.

There is also a continuing proliferation of new R/C events that are far more popular and in line with the SAM Preamble, such as the Brown Jr. event, Ohlsson 23 side port event, 1/2A Texaco Scale, etc. Dropping R/C Glow LER will allow the introduction of these types of new events that are more compatible with the SAM Preamble.

Please note that glow engines will be allowed in other SAM R/C events where they are currently allowed. The proposal only effects R/C Glow LER Classes A, B, and C.

Consideration was given to changing R/C Glow LER Classes A, B, and C to unofficial events. This would still allow it to be flown at the SAM Champs and large regional meets. The engines would still be present and the problem still with us.

The proposal was not a hasty reaction to problems encountered during contests, but from a lot of thought and discussion with other SAM members about why they chose to be in SAM.

Please consider what I have said above and discuss it with your friends in SAM.

SAMCHAMPS, MUNCIE, INDIANA

September 11-16 UPDATE By Don Reid

1. On the SAMCHAMPS entry form; Tuesday Sept.13: RC 1/2 Texaco should read, RC 1/2A Texaco.

2. SAMCHAMPS commemorative golf shirts are a very nice quality, but are small fitting. You should order the next size up. Size XXXL is available.

3. RV's may be parked at the RC area where there are gravel surfaced parking areas. There are NO hook-ups. Improved parking is planned for the free flight area, but it's condition is not known at this time.

4. The entry form which states that "There is a supplemental AMA fee of \$10.00 for foreign entrants (waived with proof of license) is no longer correct. AMA requires a fee of \$22.00 for all foreign entrants. (except Canadians) to cover the cost of insurance." This should be included with the entry, or if the entry has already been sent, it may be paid at registration.



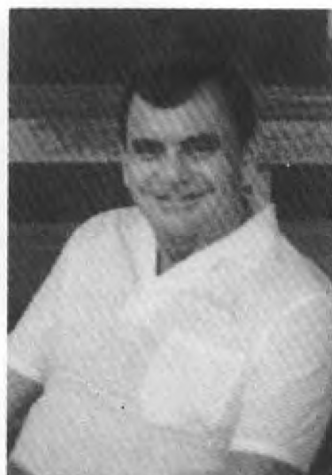
Don Bekins, Candidate for President



Jim Persson Jr., candidate for President



Bob Edelstein candidate for
Midwest VP



Jack Bolton candidate
for Eastern VP



Art Hillis candidate for
Rocky Mountain VP



Larry Clark candidate
Secretary/ Treasurer



Mike Granieri candidate for
Eastern VP

Ed Hamler, candidate for
Western VP

THE 1994 ELECTION OF SAM OFFICERS

It's time to elect new officers for SAM. Several of the incumbent officers are not running for re-election. Those not running are Jim Adams, President, Bob Angel, Western VP, Ken Kullman, Rocky Mountain VP and Bob Larsh, Midwest VP.

Short resumes for each of the candidates running for office follows. Only the president and east coast VP jobs have two candidates each, all others have a single candidate.

A post paid ballot is included, please take time to mark your ballot and vote. Your participation in this is important.

Don Bekins, Candidate for President

I began my modeling career around 1939 at the age of 8. By age 11, I had built and flown my first gas model, a Cleveland Playboy, with an OK .60 engine. Flew in my first free flight contest in 1942, later moving into U-control competition with my own designs.

My modeling was interrupted with departure for college (degrees in aeronautical engineering and business management) and the discovery of girls. Many years, much travel, and two children later, I rediscovered the joys of model building and flying old timers with radio control assist. Then I met John Pond and was hooked on SAM!

I have been active in all phases of SAM Chapter organization as past president, treasurer, and newsletter editor of SAM 21 (John Pond's chapter) and I helped found SAM 27, going through all the officer's chairs in that club as well. I am currently editor of the "Antique Flyer", SAM 27's newsletter.

In 1979, I helped some of the California chapters rewrite and submit the R/C assist rules to SAM for a vote. Later I was named chairman of the Rules Review Board, which did a complete overhaul of the rules in 1984. I was **SAM Speaks** editor for nearly two years in which I created the new format and brought the magazine into the age of electronic desktop publishing. In June of 1993, I received the AMA Aero Honor Society for Newsletter Editors award as the top editor in the country.

I am a keen competitor, being four times R/C assist champion at past SAM CHAMPS, and runner-up in several others. I have also competed in small stick rubber free flight at the Champs and regional contests. I am a CD, directing our SAM 27 contests for 16 years and was the R/C assist CD for the 1989 SAM CHAMPS held in Jean, Nevada.

Antique ignition is my first love. I helped form and encourage the Ohlsson Sideport special event. I also helped create the Ohlsson 23 event which Irwin Ohlsson sponsored. The late Howard Ossegueda and I crafted and donated the Ohlsson 23 Perpetual Trophy, signed by Irwin himself, which is awarded at the SAM Champs.

I believe that the SAM flying rules should be as fair as possible for all old timer enthusiasts and should encourage new participants and youth in O/T modeling. Our chapter, SAM 27, now has 13 youths under the age of 20 as members participating in our Junior O/T Program.

I do NOT believe in, nor do I encourage the "power race". I feel our SAM Bylaws and the spirit of our Preamble should be honored and strictly adhered to.

Jim Persson Jr., candidate for President

My name is Jim Persson, Jr and I am a candidate for the office of SAM President. The following is a brief history of my life and times.

I was born November 10, 1941, and grew up in Oakland, California. I started modeling at around age five, making mostly solid models, then stick and tissue. At this time, my dad built and ran "Tether Cars", so I had an early introduction to "screaming" gas engines. At ten I started flying U-Control with a few friends, the planes stayed up and I learned enough of the stunt-patterns to enter my first Western Associated Modelers (WAM) contest in 1955.

Graduation from high school followed in 1959, which for me was an awfully good year, as I met my Caroline. One of the first dates I took her on, was to a control-line contest and she still stuck with me. I started as an apprentice mechanic at an Oakland Ford dealership in 1961, and for the last twenty years, have worked as a mechanic at Shamrock Ford in Dublin, CA. My introduction to Free-Flight was in 1962, courtesy of an old friend of my dad. I thought it was great and Caroline and I both built models (Starduster X's).

We were married in 1964 and our son Andy was born in 1967. Modeling was curtailed for a few years, but never really out of mind. We moved to Pleasanton in 1970 and I was still doing some competitive motorcycle riding. (Oh, my aching bod!) Then, while out for a peaceful Sunday drive, I discovered a group of guys flying Free Flight models. They were predominantly "Old Timers" and, well, that's all it took. I joined AMPS/SAM 32, started building and flying some old time models, including some HLG's and indoor models. From 1973 to 1976, I was President of the Western Associated Free Flight Council (WAFFC). I became AMPS/SAM 32 President in 1975, took over the newsletter in 1977, and have done it ever since. I also started attending some MECA collectos, in order to get some ignition engines to fly with or put away to keep, if they weren't good runners. The first SAM Champs we ever attended was in Las Vegas in 1977 (HOT!) We then went to New Jersey, Salt Lake City and Taft. Lots of good flying, a few lost planes and many new friends and flying companions.

I received my AMA CD license in 1976 and have CD'd the Stockton Old Timer meet, ever since. I also do and have done, many of our local contests. I was FF CD at the Madera, CA, SAM Champs NV in 1989 and just last year, again, at Taft. I have served, and am still serving, on the SAM Engine Approval Committee since 1985. I am currently President of the Northern California Free Flight Council (NCFCC) and am MECA, Region II, Director. I still belong to WAM and occa-

sionally fly Old-Time RC models, from time to time.

The greatest rewards from my modeling career have been the people we have met and the friendships, formed through the SAM Family. This has become most evident in the past few years, having traveled and flown in competitions in Calgary, Canada, Old Warden and Middle Wallop, England in 1990 and 1992 and then to Gorizia, Italy for the Italian SAM Champs in 1992. We have certainly enjoyed ourselves because of and through the SAM movement.

Now for some down to earth campaign stuff. During the past year, there have been several letters circulating throughout the SAM organization. Most of these have been filled with ideas on how to better our association ranging from nearly complete re-organization to specific flight rule changes, both major and minor. As part of my platform, I will address a few that I sense to be important:

First, and I think the most relevant, is the suggestion to revamp the main structure of SAM, raise dues, re-structure the financial plan, turn the SAM Champs into a major money-making event (paid for by the flyers), put limits on the terms of officers, put SAM officials and officials on a payroll and most recently, a proposal to ban all glo and diesel engines from SAM LER-RC competition. Then there is the proposal to have rules at the SAM Champs that differ from those in the rule book. I do not agree with any of these proposals, as they appear to have been suggested either by people seemingly uninformed about the SAM organization and how it has been operating, or those not paying attention to the SAM Preamble (please read!) as to what SAM is all about.

We don't need any of these dramatic changes. Looking at our history, you will see there have been very few drastic changes that have been deemed necessary, either in our "business" structure or flying rules. If problems arise, they can always be solved by following proper procedures. SAM does not need to become another General Motors.

I have known for a long time that modeling was a very important part of my life, but I couldn't put a label on it until I read Dave Thornburg's book, Do You Speak Model Airplane?. I am a "Lifer". As a lifer, I am willing to put forth the effort to try to repay what pleasures and rewards I have received through modeling, by working to make our SAM organization live on in the spirit in which it was intended. I will strive to promote change where and when I feel it is necessary, but I will not tamper with what is already the core of this organization, the dedication to old time modelers and their planes. This SPIRIT OF SAM is what it's all about.

Ed Hamler, candidate for Western VP

Ed Hamler graduated from Georgia Tech as an industrial engineer. He now holds a private pilot's license with an instrument rating, and he really enjoys all phases of full scale and model aviation. He has been modeling since 1946. Ed has been flying radio controlled models of various types for quite a few years, however he prefers flying the S.A.M. type R/C assist old timer planes. Ed was president of S.A.M. 27, one of the largest S.A.M. chapters on the west coast, for a period of two years. A native of Georgia, Ed has lived in California for 15 years. He was the R/C Contest Director for the 1991 S.A.M. Champs

held at Jean, Nevada. Ed Hamler is a superb model builder and a top S.A.M. competitor. He is highly motivated and would perform the duties of S.A.M. Western Vice president in an exemplary manner.

Art Hillis candidate for Rocky Mountain VP

I am honored to have been nominated by SAM- 1 for the position of Rocky Mountain Vice president of the Society of Antique Modelers.

Airplanes, both model and full scale, have been a large part of my life ever since I was a boy growing up on a small dairy farm on the outskirts of Colorado Springs.

I went through the United States Air force Aviation Cadet Program and served four years on active duty in the Air Force.

I was a Captain for Frontier Airlines for twenty five years before retiring in 1981.

I am currently serving my third term as president of SAM 1 and will be Contest manager of the 1995 SAMCHAMPS to be held in Colorado Springs in September 1995.

If I am elected as Rocky mountain VP, I will do everything I can to continue the tradition and development of the Society of Antique Modelers.

Bob Edelstein candidate for Midwest VP

My modeling interest started with a birthday present kit in 1936. I got hooked and graduated to gas with my first engine in 1939. I joined the AMA and entered my first contest at the Philadelphia Record Flying Fair in 1946. I joined SAM at the 1971 Denver Champs.

Over the years, I have tried just about every type of airplane modeling. I still fly RC, UC, and indoor for sport, but fly only free flight Old Timers and Nostalgia for competition.

My modeling led me to a life long career in full scale aviation, beginning with a Cal Aero Tech education as an A & P mechanic in 1949. In 1958 I graduated from Northrop University as an aero engineer and worked for the Lock Haven division of Piper Aircraft for 26 years as an airplane designer. For the last ten years I have been general manager of Classic Aircraft Corporation, building YMF- 5 WACO's.

I thoroughly enjoy the SAM activities and I like to introduce and help other modelers into the world of S.A.M.

Mike Granieri candidate for Eastern VP

Mike was president of SAM during 1982-1984 and has been SAM Eastern VP since 1984. He is very active in attending SAM contests in his area. Mike and Dorothy can almost always be found helping run meets in his area as well as SAM CHAMPS around the country. Mike was inducted into the SAM Hall of fame in 1990.

Mike built his first gas job in 1934 at the age of 14. He entered the 1934 Eastern States meet held at Newark airport. He won the Jr Birdmen contest held at Lakehurst in 1935 flying his own design model as a junior. Mike is well known for his

gas model design that is named the M-G. His first model design was a parasol, he later revised the design to a cabin model and was very successful with this design. His M-G design is very popular with SAM RC flyers

He was active in the Youth Week model plane meets held in Newark, New Jersey, that were sponsored by the Bamberger Aaro club. In 1936 a Detroit, when Frank Tluth won the Texaco event, Mike was there and placed 4th. In 1937 he again placed at Detroit flying in Texaco. Mike was one of the first to fly a Bantam .16 engine in 1938 at the Eastern States meet held at Seversky field on Long Island.

Larry Clark candidate Secretary/Treasurer

I am a retired insurance executive. I have built models all my life and have been active in Old Timer competition for 25 years. I am a life member of SAM. I am a past president and financial officer of SAM Chapter 3, the "SCIFS" and am presently the treasurer of CUFFMAC, the Free Flight Association of California.

Jack Bolton candidate for Eastern VP

Jack served as SAM SPEAKS editor from 1975 to 1976. During 1976 thru 1978, he originated and wrote a regular R/C Old Timer column in MODEL AVIATION. During the 1980's Jack served as SAM's Eastern VP and organized SAM chapter 10, the Capitol Area Antique Modeler's Association in the Washington D.C. area. He served as SAM IO's first president, and C.D.'ed their first O/T meet.

Jack started modeling in 1939, carving out small 4 for a nickel WWI solid models. In 1942, he obtained a second hand Sky Chief and after a year of cranking was rewarded by two pop's from the exhaust. In 1943 he obtained a Phantom P-30 and eventually got a 50' flight from the Phantom in a Megow Piper Cub before it crashed. Things finally improved and Jack flew F/F and control line with the Steubenville, Ohio Skyhawks M.A.C. thru 1949, when he encountered the U.S. Navy, college and marriage.

He got back into modeling in 1962 with a few free flights and then into R/C with an escapement-rudder only modification to his Sterling Cub. He continued with upgrading the Cub with reed receivers and more channels. Numerous other R/C models followed, until proportional control arrived. That year he was a member of the Tidewater R/C Club in Virginia Beach, VA.

1967-1968 was spent in Vietnam with Navy Huey helicopter gunship squadron HAL3. This was followed by a sea tour as a Huey squadron maintenance officer and pilot. Home port was Norfolk so modeling affiliation was resumed with Tidewater R/C. Next tour was in Washington with Naval Air Systems Command, and the Chief of Naval Operations. Modeling was dormant during this period. In 1972-1973, Jack commissioned and served as the first commanding officer of the Navy's Advanced Helicopter Training Squadron (HT-18) in Pensacola, and became active with the Northwest Florida R/C Club.

Transferred to NATF, Lakenurst, he came right back to modeling again, and in 1973 was introduced to SAM by Woody Woodman and Joe Beshar, and became an active com-

petitor in SAM R/C flying events, Flying with the Old Time Eagles Club. While at Lakehurst, He functioned as the USN-Modeler liaison and coordinator for the 1974 SAM CHAMPS and the AMA "AirOlympics". This was a really big "bash", with the SAM CHAMPS being followed by 5 days of FAI World Championships modeling events.

After Jack became a civilian again he organized a SAM chapter in association with the Pensacola Free Flyers, and initiated their annual Old Timer meet held in October 1975. His happiest moment at the Taft SAM CHAMPS was winning a trophy in the Concours Event.

OFFICIAL SAM 1994 BALLOT FOR OFFICERS

Vote for one in each office
Place an X in the box after your choice

PRESIDENT

Don Bekins..... ☐

Jim Persson..... ☐

WESTERN VICE PRESIDENT

Ed Hamler..... ☐

ROCKY MOUNTAIN VICE PRESIDENT

Art Hillis..... ☐

MIDWEST VICE PRESIDENT

Bob Edelstein..... ☐

EASTERN VICE PRESIDENT

Mike Granieri..... ☐

Jack Bolton..... ☐

SAM SECRETARY/TREASURER

Larry Clark..... ☐

Signed.....SAM.....

Vote for the candidates of your choice. Cut out this page and fold per directions on reverse side. Be sure the address is on the outside. Fold, staple and drop in the mail box. SAM will pay the postage. If you wish to place a 29c stamp over the pre-paid mark on your ballot, you save SAM 35c.

Voting Procedure

Fill out ballot, cut page and fold where indicated. To seal ballot for mailing, tape or staple ends. No postage necessary if mailed in the United States.

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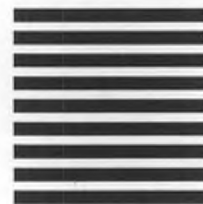


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S.A.M Ballot



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Jim Alaback



News and new developments in old time flying scale just keep rolling in. I can't seem to do justice to everything in this column,

but I do add to this coverage via my monthly "Old Timer Topics" column in **FLYING MODELS** magazine, as you may already know.

There is an annual National/International postal challenge contest for R/C 1/2-A Scale Duration models. It is sponsored by SAM-82 of Houston, which pioneered this contest in 1991 and has won it each of the three years it has been held. I have just received an official announcement that the date of this year's contest will be the weekend of July 9 and 10, 1994. Contact Jim Horner, 15746 Walkwood Drive, Houston, TX 77079 (phone 713-493-6885) for an entry form or further details.

The contest is run like the R/C 1/2-A Texaco Postal Challenge. It is a **team event**, with the three highest flight times of each SAM club being recorded and sent to Jim following the weekend of the contest.

The members of SAM-82, Jim Horner says, are mighty proud of winning three years in a row. In 1993, the Houston team of Beerbower, Milam and Faarman had a total score of 4510 seconds. Two California teams, SAM-51 of Sacramento and SAM-27 of Northern California, were very close for second and third places with 3718 seconds respectively. It was an international event again in 1993, with teams competing from Canada, and from New Zealand, where it is **Winter** in July!

As in the case of the SAM CHAMPS, the Postal Challenge event is not determined by one design. Almost **any** typical pre-WW-II flying scale subject seems to do beautifully in R/C Half-A Scale Duration. High-scoring models included the Taylor Cub, Avro-560, Fokker D-8, English Electric Wren, Cessna AW and Porterfield Collegiate.

Good news for the fans of R/C Half-A Scale Duration: this is now an **official** SAM Special Event, starting with 1994. There were 21 entries in this event at the **SAM Champs** at Taft last year, which indicates the interest that has been generated.

Winner was Jerry Rocha with his model of the Avro-560 shown in Picture No. 1.



Jerry Rocha with his beautiful Avro-560. Sorry for the "dark face", but it's either a great tan or under-exposure.

Note the "pilot's" scarf flying in the breeze! I have more R/C Half-A Scale pictures taken at the SAM CHAMPS which I'll try to work into future columns.

In free-flight Gas Scale at the 1993 SAM CHAMPS, there were twelve entries. Sal Taibi won (again) with his Corben Super Ace, powered with a Vivell-35.



Sal Taibi with his winning Corben Super Ace and Don Garofalo the model's designer at the 1989 SAM CHAMPS. Note Sal's "infamous" '56 Chevy in the background.

cont. on page 12

FLYING SCALE (cont'd.)

The seven foot model was designed for Scientific in 1938, but was never kitted. The full-size plan is available from John Pond's Catalog as No. 15A4.

To round out the 1993 SAM CHAMPS Scale events, Rubber Scale had fourteen entries. As always in recent years, Chester Lanzo's big De Havilland Puss Moth was the design to beat. This year, the 51-inch span Puss Moth took three of the first six places, with Dan Smith of SAM-56 (Wichita) taking the top spot with his Lanzo Moth.



Chester Lanzo with his original Puss Moth in July of 1940. Photo courtesy of Tom McCoy

The Puss Moth was first published in **AIR WORLD MAGAZINE** for September, 1947. A full size drawing, which includes corrections for some of the magazine drafting errors, may be purchased from SAM for \$7.50, postpaid. Send your order to Floyd Reck, 10332 Tristan Drive, Downey, CA 90241.

Back to R/C Half-A Scale Duration: the first kit designed especially for this new event is offered by Balsa Products, 122 Jansen Ave., Iselin, NJ 08830. It is a Taylor Cub E-2 of 302 square-inch wing area. The E-2 is the earliest version of the Cub, and is rather "squared-off" compared to the more familiar J-2 and J-3 Cubs. The Balsa Products kit was designed by Company owner (and SAM member) Bob Peru. Bob scaled-up the Paul Matt 3-view drawing and then designed the model structure. I haven't seen this kit yet, but another kit that I have from Balsa Products is really "superb". just as it says on the kit box label! Price to SAM members is \$39.00, postpaid.

A kit will make it even quicker and easier to build yourself an R/C Half-A Scale Duration model, so why not give it a try?



Ernie Wisley of SAM-41 (San Diego) with his Scratch-Built Taylor Cub E-2

I don't have a picture of the Balsa Products kit-built model yet, but the above photo shows a Taylor Cub E-2 by Ernie Wisley.

Thanks to all who are sending letter, pictures and club newsletters. All are read and appreciated, and contribute to this column. Write to : Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128.

SAM-4 SENDS NOTICE:

That they will be holding a special **JIMMIE ALLEN** event in conjunction with the SAM Champs in Muncie in September.

So... All of you who have some of those J.A. models such as the Sky Raider and Sky Chief floating around, and would like more information about this event, I suggest you take pen in hand and contact the following "fountain of information":

Karl Spielmaker
4690 Burlingame SW
Wyoming, MI 49509

Karl of course, is the "mavin" and chief "spark-plug" of the Michigan Antique Modelers as well as **S.P.A.M.** (Spielmaker/Pattison Antique Modelfest). **BOY!!!** What a mouthful!

(How hammy can you get??) Ed.

A LOOK BACK INTO MODELING HISTORY TO 1933!



ADMIRAL MOFFETT'S WIDOW HONORS MODEL PLANE BUILDER

NEW YORK....International News Agency... 6-28-33. Mrs. William A. Moffett, widow of the late Rear Admiral William A. Moffett presents the Lata Balsa Memorial Trophy to Maxwell B. Bassett of Philadelphia who broke the World's Record for sustained flight with a model airplane at the National Championship Model Airplane Tournament. His plane remained aloft for 28 minutes, 18 seconds. The trophy has been donated as a memorial to the Admiral who met a tragic death in the Akron disaster.

Left to right: Lt. George Moffett, son; Mrs. William A. Moffett, widow of Admiral Moffett; Maxwell Bassett; Mrs. George Moffett, daughter-in-law; and Rear Admiral Frederick R. Harris.

I'D LIKE TO THANK: Joe Kovel and The Cradle of Aviation at Mitchell Field for loaning me this historical photograph so we could all enjoy a brief moment in the history of our hobby.

To put it in Joe's own words: "Photo located by the Reviewer of the Pictorial File, Daniel Pflug, passed on to Joe Kovel, passed on to Bill Kimbell to be copied for the SAM File". I guess that covers it all, doesn't it?

Joe is quite a guy! He has got more pure **energy** than most fellows half his age. How many of **us** can be active on the flying field all day, and then go out to a "Polish-Hop" at night just to please the ladies?

This is not the first time that Joe has made a **major** contribution to your Editor, and if you remember, he was also the one who donated those KG-1 prints which included Charles H. Grant. I just hope that this veritable "fountain" of information keeps up the good work. There's a lot of **history** out there, and it's my hope to "tap-into" more of this great stuff!

If you'd like more information on the Cradle of Aviation Museum, I suggest you contact Joe at the address below:

Joe Kovel
84-57 86th. Avenue
Woodhaven, NY 11421

WHEN EAST MOVES WEST: Bill Kimbell

Somebody wins, and somebody loses, and it was so in the case of Sal Taibi, veteran designer, builder and flier who was (and still is) one of the "shakers and movers" in our hobby.

How well I remember the weekend "caravans" coming out from Brooklyn to fly at such "suburban" fields as Creedmoor, Hicksville and Valley Stream. Now, these sites have been "swallowed-up" by real estate developments, shopping malls and industrial development, but the memory lingers on for all us "Old Timers".

For the first time in over 50 years, I again had the pleasure of meeting Sal in Chicopee, MA at the 1990 SAMCHAMPS, and although startled by the lack of his unruly "mop" of hair, his personality remained unchanged. You may take the man from Brooklyn, but you can **never** take Brooklyn from the man. Sal is, above all, a **survivor**, and continues to maintain his expertise and skills even with the passing of the years.



Sal, "on the launching pad" with his Class "B" Brooklyn Dodger in Perris, CA. I can assure you that he never had fields like that on Long Island!

Here I must admit something! Being something of an "independent thinker", I always took particular pride in **never** building anything that was not designed by **me!** However, after watching not only Sal but others fly his "brainstorms".....

... I was finally "hooked", first building a Forster-powered "Powerhouse", followed by the "Brooklyn Dodger". To my delight, they **both** flew flawlessly, much to my delight.



One of Sal's Brooklyn Dodgers awaiting its turn at a thermal. This one's spray-painted red white and blue as is typical of our competitive "patriot".

Of course, one of the most **amazing** things about Sal is the **speed** at which he can put a model together while still maintaining such fine craftsmanship. He even put a model together on the trip East to Chicopee in '90, driving his "infamous" '56 Chevy! The car is evidence of his meticulous nature, looking like **new** with over 600,000 miles on it.



Sal, shown beside his aqua/white '56 Chevy ready to "do his thing". This is truly a free-flyers free-flyer! He doesn't look too bad in shorts either!

I for one am certainly looking forward to renewing our friendship at Muncie this year, but I'll have to "brush-up" on my field skills to avoid looking **too** stupid when flying against this able competitor. This ought to be a **fantastic** SAMCHAMPS!!!!

THE SILVER ACE & SCIENTIFIC GLIDER

by Ron Baddorf

In an effort to continue and respond to the many requests for a rubber and a handlaunch glider project, I am presenting the Silver Ace, and the Scientific Glider.

I could not find any evidence of either design appearing as a construction article in any of the magazines.

THE SILVER ACE:

The Silver Ace caught my eye when looking through Ken Sykora's Old Time Model Supply catalog. It certainly isn't the most beautiful design in the catalog, but it has that "something" which lights that little light, and makes you want to look further.

Upon review of the plans, I noted that the Silver Ace was designed and produced by J. Murkland Schutte. Mr. Schutte evidently did business as Aero Model Co. of Chicago, and offered the Silver Ace either in kit form, or ready-to-fly during 1928 to 1932. It could be furnished in versions representing: a Spirit of St. Louis, a Ryan, a Robin or a Fairchild, etc., etc. It has a length of 20-1/2", a span of 29" and a wing area of approximately 123 sq. ins.

According to a statement on the plan: "Silver Ace Models are produced on an assembly line". A ready to fly "Spirit" sold for \$ 12.50 and was a sensation in 1928, being so advanced compared to any of the competition. Eventually, biplane wings, celluloid Edo floats, and even Fokker Tri-Motors were produced.

CONSTRUCTION:

The plans detailed the ready to fly and built up versions. This narrative will go with the built up model in the form of a construction article with a bill of materials included.

The fuselage sides are cut from medium 1/16" sheet balsa strips. Former #1 is cut from medium hard 1/8" balsa. As the fuselage is being built, I would recommend using a 3/16" dia. aluminum tube for the rubber post, and relocating it

...to one inch aft of Former #5 on the centerline. Add 1/32" ply stiffeners to each inside of the fuselage sides for support.

The front end of the fuselage sides will have to be soaked so they can meet the curvature of Former #1. After sides and formers are glued and dried, cut 2 pieces of 1/16" music wire 5" long for the wing mount fittings. Bend them to dihedral angle shown on front view and CA to Formers #2 and #3. Make sure to consider the +2° incidence. Add the 1/32" sheet balsa top and bottom. Reinforce the fuselage sides and bottom for stab and tail skid support.

Bend the tail skid from .031 music wire and CA in place. I would recommend bending the landing gear from 1/16" music wire using the pattern presented on the front view. CA to the bottom of Former #2 and laminate a 1/16" x 1/4" strip for extra strength. Cut the landing gear struts from medium 1/16" balsa sheet-redesign the interior cut out portion of the landing strut to compensate for the new 1/16" music wire landing gear. Use 2" balsa wheels (from O.T. Model Supply). The completed fuselage is given 3 coats of Sig Lite Coat clear dope thinned 50-50. The engine can be built up as shown on the plans, or you may want to try the 9 cylinder dummy engine kit available from Peck Polymers.

The prop can also be a 9-1/2" silver plastic prop or a 9-1/2" plastic Czechoslovakian both available from Peck. If you want to stay with a wooden prop, carve your own or get one from Superior Props, they're highly recommended. A balsa spinner finishes the front end.

The nose plug is constructed as shown from 1/4" balsa and 1/16" plywood. The 1/4" balsa should be 2 pieces of 1/8" balsa laminated with the grain at 90°.

The stab is built up with a 1/8" sq. balsa leading edge, a 3/32" x 3/16" balsa trailing edge, a 1/8" x 3/16" hard balsa spar with a 1/16" x 1/8" balsa rear spar. The ribs and tip plates are 1/16" balsa. The rudder outline is laminated from 2 layers of 1/32" x 1/16" basswood aft of the rudder post. The balance of the rudder is from 1/16" square and 1/16" sheet balsa.

SILVER ACE ... (cont'd.)

The wings are built up with 1/16" balsa ribs, 1/8" sq. leading edge, 3/32" x 3/16" trailing edge, a front spar of 1/8" x 1/4" balsa and a rear spar of 1/8" x 3/16" balsa. I would recommend that the spars are not "inserted" into the wing ribs but rather use conventional construction methods and have them flat on the building board and placing the ribs over them. When wings are complete, drill-out root rib and place two pieces of 3/32" O.D. alum. tubing on front of front spar and on rear of rear spar. Match up with the 1/16" music wire wing mount fittings. After alignment and establishing the 2-1/2" dihedral angle and + 2° incidence, epoxy the 3/32" O.D. tubing in place.

After all instructions have been followed, give all components 2 coats of Sig Lite Coat clear dope thinned 50/50. Due to the unique design of the Silver Ace, the choices for finishing and trim are unlimited. Use colored tissue for covering and trim. Finish off with 2 coats of 50-50 Sig Lite Coat.

It may be wise to add 3/32" x 1/4" balsa "V" wing struts as a precaution. Attach onto rib #4 and bottom of fuselage side between former #2 and #3. Use 1/32" music wire and 1/16" alum. tubing at attachment points.

For power-start with two 18" strands of 3/16" rubber and go from there.

GOOD LUCK!!! This is really a cute FUN model.

BILL OF MATERIALS**SILVER ACE:**

- (1)- 1/16" x 4" x 36" medium balsa
- (1)- 1/16" x 3/16" x 36" medium balsa
- (1)- 1/16" x 1/4" x 36" medium balsa
- (1)- 1/32" x 3" x 36" medium balsa
- (2)- 1/8" sq. x 36" medium balsa
- (1)- 1/8" x 2" x 36" hard balsa
- (1)- 1/32" x 3" x 12" plywood
- (2)- 3/32" x 3/16" x 36" medium balsa
- (2)- 1/8" x 3/16" x 36" hard balsa
- (1)- 1/16" x 1/8" x 36" medium balsa
- (1)- 1/8" x 1/4" x 36" hard balsa

- (1)- 1/16" sq. x 36" hard balsa
- (1)- 1/16" x 3" x 12" plywood
- (1)- 3/16" dia. x 12" Alum. tubing
- (1)- 1/16" dia. x 36" music wire
- (1)- .031 dia. x 36" music wire
- (1)- 3/32" dia. x 12" Alum. tubing
- (2)- 1/32" x 1/16" x 11" basswood
- (1)- 1/16" dia. x 12" Alum. tubing

MISCELLANEOUS:

- 2" dia. balsa wheels
- 9-1/2"-10" propellor
- Prop shaft, bearing, washers
- 3/16" rubber
- Dope (Sig Lite Coat)
- Tissue
- CA adhesive (or Ambroid)
- 9 5/8" dia. plastic dummy cylinders (or)
- 9-cyl. dummy engine kit (Peck)

THE SCIENTIFIC GLIDER:

It seems that almost all OT Hand-Launch Glider events are dominated by Joe Hervat's design. This design appeared in the 1937 Model Aeronautics Yearbook by Frank Zaic on page 69.

The Scientific Glider was produced by Scientific Models, and was also featured in the '37 Yearbook on page 101. A few differences occurred between the Scientific kit version and the design shown in the Yearbook..fuselage thickness and height, rudder width and wing thickness. The notes on the Yearbook drawing say: "first model lost in tests-kept in sight 4 hours (until dark, second model lost straight up after 8 mins. 23 secs. (Where is this place? Ed.)".

I must agree with the Editor's remark-because I **did** build one of these, and I certainly did not get that type of performance. As a result, my model was "donated" to my grandson.-and the rest is history.

The fuselage was hard 3/16" balsa, and the rudder and stab were light 1/16" Sig contest balsa sanded down to thickness and airfoil shown in the kit plan. I finished with Sig Lite Coat clear and talcum powder. If I remember correctly, my best time was about 45 seconds.

SILVER ACE...(conclusion)

If you decide to give this design a try, study the plans. Notice that the right wing is 10-5/8" long, while the left wing panel is 10" long. My version the 3" wide rudder. Good luck it is a challenging design.

POST FLIGHT:

Plans for the Silver Ace can be purchased from Old Time Model Supply; P.O. Box 7334, Van Nuys, CA 91409-"Small Cabin"-Plan 160, Silver Ace Monoplane-1928 for \$4.50. John Pond has it as a plan # 8G3 for \$5.50. The Scientific Glider is available from John Pond also as a plan 12E7 for \$5.50.

COMMENTS ON TED JUST:

Received two great letters about Ted Just and his whereabouts. Bill Cahill from New Orleans, LA (SAM-111) and Earl Stahl from Yorktown, VA, each sent an address and a nice photo of Ted from June 1990. Ted Just flew proxy for Earl Stahl at the 1939 Wakefield World Champs, when Dick Korda won the big one.



Ted Just in 1990 photograph.

Other members of the U.S. 1939 Wake team were: Bob Chaille, Jack Thames, James Bohash, and Ralph Baker, from California. Jim Cahill the champion from 1938 was entitled to be a member of the team, but did not fly. Both Ted Just and Bob Cahill, Jim's brother now live near San Diego. Jim Bohash lives in Detroit and may attend the 1994 SAMCHAMPS.

Does anyone know Ralph Baker's whereabouts??

OVER 286 YEARS OF SAM????

Judging by the photo below, there's GOTTA be something beneficial in this hobby! Judge for yourself: Vic Cunyngnam (on left) started modeling in 1927, while Carl Carlson, next to him began in 1923 (that's 136 years altogether).

Mike Heatherington (kneeling) started in England WAY before WW-II, and the other three, Mik Mikkelsen, Ron Boots and Larry Boyer have at least 50 years apiece. Add 'em up guys, them's a MESS of years!



Here's our little group with their "A-Frames" out at Taft (where else?). All in all a FINE lookin' group!

MORE OF "A HISTORY OF THE WORLD" Dan O'Grady

One of the causes of the Revolutionary War was the English put tax in their tea. Also, the colonists would send their parcels through the post without stamps. During the War, the Red Coats and Paul Revere was throwing balls over stone walls. The dogs were barking and the peacocks crowing. Finally, the colonists won the War and no longer had to pay for taxis.

Delegates from the original 13 states formed the Contented Congress. Thomas Jefferson, a Virgin, and Benjamin Franklin were two singers of the Declaration of Independence. Franklin invented electricity by rubbing two cats backwards and declared, "A horse divided against itself cannot stand." Franklin died in 1790 and is still dead.

George Washington married Martha Curtis and in due time became the Father of Our Country. His farewell address was Mount Vernon.

Soon the Constitution was adopted to secure domestic hostility. Under the Constitution the people enjoyed the right to keep bare arms.

cont. on page 26

ON THE MOVE:

In a recently received note from **Lee Campbell**, I was informed that he will be moving his operation from West Palm Beach Florida to Dearborn Heights, Michigan effective July 1, 1994.

For those of you who anticipate ordering from Lee, be advised that his shipping will be interrupted in late June so that he can make this rather traumatic adjustment in his location. I notice that he was smart enough to **not** make this move during our recent Winter **nightmare!**

As a parting "shot" while in Florida, Lee will be the CD at a **GOLLYWOCK!** contest in Palm Bay on June 11-12 featuring the 'Wock and other Simmers designs, as well as a mess of F.A.C. events. This oughta be a fun meet, and I suggest you contact him at: (407) 686-7824 for particulars.



Howard Robinson and several buddies sharing a joke at the Dick Korda, Shelby meeting. Looks like they are planning a new old timer event using a **DYNAJET**.

A NICE TRIBUTE.. was made to **Frank Ehling** by Guido Battistella of Milan, Italy who sent Frank a beautiful 8-page booklet entitled: **"Homage to Frank Ehling"** featuring a center page plan of his Super Phoenix and all the details of this very successful "bird" from 1949. Guido says he almost lost his model when the usually unreliable Austin (air) timer stuck, but was lucky enough to get it back, since he said that the thermals in Milan are not too strong in Winter.

It might be noted that Joseph (Bill) Harris who cares for Frank recently suffered a heart problem himself, so it is becoming increasingly difficult to get additional input from, or about Frank. I'll keep trying though and **maybe** I'll get another tape!

FROM SAM-82, AN INVITATION:

Your SAM Chapter is invited to participate in the 1994 1/2-A Texaco Scale Postal Challenge. The event will be flown on the weekend of July 9-10, 1994.

The same rules used in 1/2-A Texaco postal meets apply for flying and scoring with one exception; the team scores will be determined by the top 3 fliers, rather than the top 5.

Although models are **not** judged for scale, a **reasonable** effort should be made to simulate realistic color and markings. The absolute test is that the model must **look** like a real airplane!

There are **no** entry fees! Each club is on its honor, and the CD must attest to the score. A traveling trophy exists, and it will be mailed to the winning club. The winning club administers the event the next year, just as is the practice in the 1/2-A Texaco non-scale postal meets.

The third 1/2-A Texaco Scale Postal Challenge was conducted on July 17-18, 1993, and the results were as follows:

First Place:	SAM-82 Houston TX	Time: 4510 secs.
Second Place:	SAM-51 Sacramento, CA	Time: 3718 secs.
Third Place:	SAM-27 Sonoma, CA	Time: 3690 secs.

The 1/2-A Texaco (non-scale) Postal Challenge will probably be in mid-August as usual, and we have purposely scheduled this event so as not to conflict with their mid-August date.

The 1/2-A Texaco Scale Postal event is truly an international event, with clubs from New Zealand, Canada and South Africa asking to participate. We hope that **more** of our overseas friends will join us in this year 1994.

We just want you to get those 1/2-A scale models ready and tested, so you can join in the fun on July 9th or 10th! If you have any questions, call or write to:

Jim Horner, Pres. SAM-82
15746 Walkwood Drive
Houston, TX 77079
(713) 493-6885

Dated: Feb.2, 1994

THE TIME HAS COME!

This response is from a request from SAM-86 Newsletter Editor Dan O'Grady to give a rebuttal on the "Propwash" article which appeared in the last issue (January 1994) of **SAM-86 Speaks** and originated in the December 1993 issue of "Flightplug", the Newsletter of the "SCIFS" edited by David Boals, 15027, Sunset Blvd., Pacific Palisades, CA 90272.

David's main thrust was that he was really taken aback when he watched the R/C Assist competition at the '93 Taft SAMCHAMPS. He was totally distressed by the high-powered "screaming glow engines" which dominated the "Glow R/C Assist" competition.

I want to present **my statements to follow** by saying that all of the following pertain to **only the rules used at the SAM CHAMPS for R/C Assist!**

I am proposing the following:

1. **NO** LER glow events.
2. **ONLY** original or approved ignition engines to be used in the Antique Event. No glows, etc.
3. **ONLY** original or approved ignition engines to be used in the Texaco Event with no modifications. No diesels or 4-cycles etc. My friend from SAM-39, Bucky Walter proposed a "Pure Texaco" event a while ago and it did not get approved. **It should have been!**
4. **ELIMINATE THE DIESELS** from "A" LER Ignition, and only allow original or approved ignition engines in the event. This would also include Class "B" and "C" LER Ignition in these rules. (i.e.: **ONLY ORIGINAL OR APPROVED IGNITION ENGINES TO BE USED.**)
5. Pure Antique is **perfect** as it is.
6. Make the **Brown Jr. LER** and **Brown Jr. Texaco Standard** events to count for Grand Champion points.
7. Reinstate the **35-second engine run** for A, B & C LER Ignition at the Champs. There were flyoffs in every ignition event at the Taft Champs, including 17 in "C" Ignition. If the local Contest Directors want to combine events or change engine runs, it is their choice.
8. Include the **Ohlsson .23** and **Ohlsson sideport** events as **Standard Events** to count for Grand Champion points. There are literally **thousands** of O&R's available at reasonable prices.

The time has come for all of the top competitors who fly regularly at most SAM Champs, to realize that the SAM Preamble does not mean **anything** anymore! It is ridiculous to try and compete in Antique with an **original** ignition engine when going up against a Rossi or equal Schneurle .60 running on 50-60% nitro with a 10 lb. plane.

It also does not make any sense to me to see mostly diesels and four cycles in the winner's circle in the Texaco Event.

What the Elfin diesel did, was to eliminate any competition with an original or approved ignition engine, not only because it is more powerful, but also has the advantage of not having to carry the extra 4 ounces of ignition equipment. I really do not think I should have to explain **why** I feel the 3 LER glow events should be eliminated from the "Champs". Just read the **Preamble!**

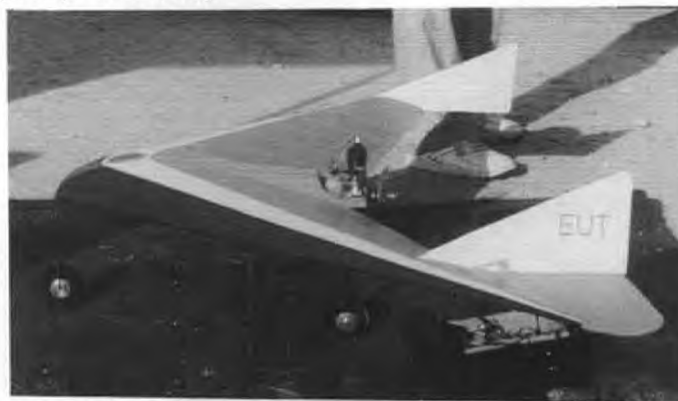
For the people who may say that ignition engines are hard to come by and are expensive, this is not really true. There are several ignition repro manufacturers out there who are doing an excellent job, and if the demand increases, I am **sure** their production will follow. Also, MECA **always** has engines listed for sale.

For the people who say "But Larry, you fly the glows, diesels and 4-cycles, so why are you complaining?" The answer is that if you want to be Grand Champion, you **must** fly these events and engines to be competitive! **IT IS TIME TO CHANGE THIS!**

In summary, I want to stress **AGAIN: THESE PROPOSED RULES ARE FOR THE SAM CHAMPS ONLY!** I would like to see these rules carry over to **all** local SAM contests, but the local Contest Directors can make any rules and combine any events they may desire in their own contests.

If you feel as I do, let me know and I will propose rule changes. I will probably get a **lot** of mail on this, so do not feel bad if I do not answer you personally, but your opinions are welcome.

Larry Davidson AMA-118 SAM-2174L
1 Salisbury Drive, North
East Northport, NY 11731
(516) 261-1265



Eut Tileston's Brown powered Tex Rickard R/C flying wing, seen at Taft, October '94

SAM-29 FORT WORTH PLANESMEN:

By Steve Bennett

The Ft. Worth Planesmen are proud to present our 1994 contest schedule. We welcome all to attend this year's special contest season. Our first event is June 5th, which will be our Texaco Shoot-Out, featuring 6 R/C events: Texaco (no max. limit), A-Texaco, 1/2-A Texaco, Electric Texaco and Brown Jr. Texaco. This event is Tom Jozwiak's brain child, so we will let him C.D. this one!

**The Great
TEXAS
TEXACO
Shoot-out!
June 5th**

PLANESMEN
AND TRAILERS AND THE MODEL TEAM

1/2 A TEXACO
1/2 A TEXACO SCALE
TEXACO



A TEXACO
BROWN JR. TEXACO
ELECT. TEXACO



FOR INFO CONTACT
C.F. TOM JOWIAK
(817) 727-8148
STEVE BENNETT
(214) 298-6989



Our next event will be our traditional 19th Labor Day Regional Championships.

**19th Annual
Planesmen
SAM R/C Assist
Championship
August 6-7
13 Events**





GRAND CHAMPION PERPETUAL TROPHY

CHET LANZO PERPETUAL TROPHY

CHARLES E. BENNETT MEMORIAL TROPHY

CONTEST DIRECTOR:
DARYL RODGERS - 503 WISHING STAR - DUNCANVILLE, TX 75116 (214) 298-6989

However, due to the SAMCHAMPS falling on the next week, we elected backing up to August 6th & 7th to insure a fair travel time between contests. The traditional free flight portion will be held by the Cloud Climbers on Labor Day weekend-you may contact me for more information. The 19th Annual Contest will feature 13 R/C

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.. assist events, a Grand Championship, Chet Lanzo's Perpetual and the Charles E. Bennett Championship Trophy. Call Daryl Rodgers, our CD for more information at 1-214-298-6989, write to 303 Wishing Star, Duncanville, TX 75116, or contact Steve Bennett at 1-214-709-1732 or 431 Longworth, Duncanville, TX 75116.

For the old-timers, the Ft. Worth Planesmen is the evolution of the Ft. Worth Gas Model Association, first founded in 1938, truly one of the oldest model clubs in the world. We are about 80 strong, and still fly out in the country off a grass field. We welcome you to come fly with us.



Seldom seen design, a "Berkeley" Courier built by Bill Cohen who hails from Fort Lauderdale

SAM 27 POSTAL CHALLENGE: (1/2-A R/C)

The dates for the 1994 1/2-A Texaco Postal Challenge are August 13-14. All flights in a Chapter's entry must be made on the same day. There are **no rain dates!** Any number of aeromodelers who are members of the same chapter may participate; but the times of the top **FIVE** pilots make the entry team.

Postal entry reports should include the name of each pilot, the name and wing area of the model aircraft flown, the time of each official flight in seconds, the total time for each pilot and the **grand** total time for the team of five. Additional chapter participants and models should be included following the top five's entry total. Entries **must** be postmarked by August 31, and sent to: SAM-27, Ed Hamler, 3379 Crystal Court, Napa, CA 94558 USA.

Basic SAM rules apply: The model **must** be an Antique/Old Timer designed prior to December 31, 1942; scaling is allowed; wing loading is a **minimum** of 8 ounces per square foot; power is any Cox .049 cu. in. reed valve engine with integral fuel tank of not greater than 8cc capacity and a propeller with a **maximum** diameter of 8 inches.

Three attempts are allowed to make two official flights; any flight under four minutes is an **attempt**, unless declared official by the pilot. The pilot may declare an attempt during the first four minutes of the flight; maximum official flight time is 15 minutes.

One pilot per aircraft; hand launch or rise off ground; no foam structures (all covering materials are acceptable; ie: paper, tissue, silk or synthetic fabrics and plastic films are OK).

GOOD LUCK!!!

SAM-75 "THE LONG ISLANDERS"

Will hold their 6th. Annual R/C Old Timer and Antique Contest on Aug. 5, 6 and 7th. 1994 at the L.I.R.C.S. field in Calverton, L.I. This is the **first time** the Chapter has had a **three-day** event, and they are looking forward to a **big** turnout.

This contest called: "The Mike and Dorothy Granieri Commemorative Contest" will cover a multitude of events, among which is the **new BROWN JR. TEXACO "bash"**. Trophies will be awarded to Third Place, and food and

.. drinks will be available on the field.

Also, on Friday, Aug. 5, there will be a banquet at the Carving Board Restaurant on Route 25 in Wading River with a choice of **six** entrees. The banquet will begin at 7:30 PM, and early reservations are suggested.

This looks like a good one, so I suggest all those wishing to attend contact:

Larry Davidson (CD)
1 Salisbury Drive, North
East Northport, NY 11731
Tel.: (516) 261-1265 FAX: (516) 261-7011

Please send business size SASE for pre-registration & rules information.

SINCE WE'RE IN AUGUST HERE:

I thought it appropriate that I mention some additional information "gleaned" from our Canadian buddies in SAM-86, to wit:

THE "GREAT GRAPE GATHERING" which will be held at the usual site, Gananoque airport from Wednesday Aug. 10th to Friday the 12th. The schedule is as follows:

Wednesday, Aug. 10th

R/C Assist- 1/2-A Texaco, 90 Second Cabin

Free-Flight- 30 Second Antique; ABC Nostalgia; Hand-Launched Glider; FAC Golden Age; Rubber Scale; Korda Wakefield

Thursday, Aug. 11th

R/C Assist- Antique C; Pure Antique; LER Glow ABC; A Texaco

Free Flight- Small Rubber Stick; Large Rubber Cabin; ABC Pylon; .020 Replica

Friday, Aug. 12th

R/C Assist- 1/2-A Texaco Scale; LER Ign. ABC

Free-Flight- Small Rubber Cabin; Large Rubber Stick; ABC Cabin; 1/2-A Nostalgia

This is an **interesting** meet, in that they give away **WINE** for prizes! This could be quite a **shock** to those beer and bourbon drinkers among our "motly" group, among which is your beloved? Editor!

O&R TUNING TIP #15:

(Robbie's one dollar gas tank!)

By Bob Angel

Fellow chapter member and flying buddy, Hardy Robinson gets into the hobby shops and digs things out! At the "Artlandish" hobby and craft shop, Robby visited the craft side and came up with a complete Ohlsson 60 gas tank for **one buck!** Seventy cents for the glass tank bowl, plus thirty cents for the metal screw cap. Actually, it's a one ounce replacement paint cup for a Paasche airbrush, and they had **lots** on hand. The bowl is listed as type H-99, from Paasche Airbrush Co. 7440 W. Lawrence, Harwood Hts., IL 60656, and should be available where airbrushes are sold.

Robby borrowed my trick of soldering the tip of a brass auto tire stem onto the top, for a screw-on filler cap. I've been using these with plastic "film can" tanks. It sure beats the Ohlsson "pop-up" cap, which, after a little use no longer pops up. Prepare the valve stem by unscrewing the core and drilling the inside out smooth. Cut the stem to about 7/16" overall length, and dress it flat. After drilling the tank top, and sweat-soldering the stem on, drill a 1/16" or **smaller** hole in the center of the valve cap to be sure it vents.

Robby then drilled another hole for the Ohlsson's spraybar, and he had a tank! The metal cap didn't come with a gasket, but he hasn't had to make one, as his tank doesn't seem to leak while running. I've since found other brands of airbrush bottles will also work, and some come with fiber gaskets. Not only is this tank totally impervious to the new Government-designed gasoline, but it will hold enough fuel for a Texaco flight.

FOLLOW-UP: BROWN JR. TANKS: Naturally, I had to make one of the tanks and try it on an Ohlsson, and I'm glad I did! A short time later, I got out my Brown Jr. and found the thin plastic screw-on tank bowl was cracked and **useless!** It seemed probable that one of these assemblies could be fitted to the Brown, so the parts were brought together. It was simpler than I had hoped. The glass bowl screwed right into the Brown's tank top, and that was that! The tank is just a little taller than the original, so a short length of tubing needs to be added. There are few bargains in this world, and this has to be one of them!

OUR DISTRICT V.P. HAS A FEW WORDS:

To whit: **The Korda Challenge?** Why?? Reading about the Dick Korda Commemorative, very well written by Tom McCoy and a credit to SAM-39. Tom aptly described the scene of max flights at the meet. **This did it!**

It occurred to me, being present at the 1939 Wakefield held in Teterboro, NJ (then the Teterboro Country Club), located across Highway #46 from the Bendix Corp., no one **dreamed** of what we know as a "max flight". How do I know? I was **there**, and still live 6 miles from Teterboro, the site of Dick Korda's record event.

Tom's reference to max flight is what ignited my "idle" brain, thus, **The Korda Challenge** was born; so-o-o-o, I will host a **separate** and **special** event from the Korda "doings" during the '94 Champs on Sept. 16, in Muncie, IN. You did it as boys...now do it as **men!**

THE KORDA CHALLENGE AT THE '94 CHAMPS

- (1) **No** max flights. (you **can** use a DT if you so desire)
- (2) **No** torque meters or "blast tubes" allowed.
- (3) All other flight rules same as Korda Event.
- (4) **No** Registration fee.
- (5) **No** Pre-Registration..just sign my entry list during the Champs for an Official Score Card and timing details.
- (6) Fly on Friday morning between 7:00 and 8:00 AM on the 16th. Longest **timed** flight wins. (This is a **single** flight)
- (7) Awards to at **least** third place, but probably **more!** Prize donations will be accepted and recognized. Such should be forwarded to me **before** August 15, 1994.

I welcome **your** comments!

Now at the **Champs** you can fly **your** Korda Wakefield model in Large Cabin, 8-Oz. Wakefield, Korda Only and Korda Challenge!

"YOURS IN CHALLENGE"

Joe Beshar AMA Dist. II V.P.
198 Merritt Drive
Oradell, NJ 07649

Tell Joe that the Canadian Wake Team used blast tubes at the 1939 finals, Refer to November 1939 AIRTRAILS, Jim Adams

ERNIE'S STILL WITH US!

Ernie Linn, our **excellent** contributing Editor for "all-things-rubber" recently sent me a very interesting letter from Tom McCoy of Sun City Center, FL, which I think bears reading, so without further "ado", here goes:

In September of last year I was approached by Don Reid, the Director of the 1994 SAMCHAMPS to help run the event. I accepted the job of CD of the Wakefield events as I have flown in many of these Old Timer Anniversary rubber meets.

I am writing you in hopes of getting a "plug" to let all the modelers know of our plans, since judging from my correspondence with our foreign fliers, we will have a nice group from England. These lads are **keen** O.T. Wakefield fliers, and their presence will sharpen the competition.

Last Summer, SAM-39, our Northern Ohio Chapter, held a Korda Commemorative Meet in Shelby, Ohio. This event was reported in all the model magazines and newsletters. I really can't remember a contest being so widely reported, and it certainly captured the modeler's imagination. I was fortunate enough to be a part of that event as Bucky Walter, the CD, asked me to run the Korda Event. I wish I was articulate enough to properly express my feelings as I watched Dick wind his motor with his old flying buddy Howard Robinson holding. **No winding stooge or blast tube;** just like the old days! He was our "lead-off" in the first round, and launched to the cheers of about 100 contestants and spectators. His model climbed **beautifully**, and settled into a great glide. After an easy max, it DT'd and landed about 100 yards from the launching site. **WOW!** Here he was, our boyhood **hero**, who can **still** do it, and as they say in the beer commercials: "it don't get any better than that". Dick ended up in second place in a flyoff, just 5 seconds behind. I mentioned the Korda meet as it was surely something special. I guess it was modelers out making the **new** "good-old-days" what SAM should be!

I am pleased to announce That Dick Korda has agreed to attend the 1994 SAMCHAMPS, and present awards to the winners of the Wakefield Events at the banquet. To help recapture that great feeling we had at.....

... Shelby, we will hold a "Korda Only" event this year at the Champs. This will be a **special** event, which Dick will fly in. Only Korda 1939 "Wakefield Winner" models will be eligible. This will certainly be something to remember for Dick and all of us!

If **you** are an O.T. rubber flier, build a 1939 "Winner" and come have the time of your life! I am sure **everyone** who flies the event will be a winner. We will have T-shirts, stickers and pins to commemorate the event. We will fly 3 Wakefield events this year: 4 oz., 8 oz. and the Korda Special Event.

This year's SAMCHAMPS will be held at the AMA Field in Muncie, Indiana on September 12-16, and will be a great opportunity to see the facility that belongs to all of us.

All the information on the contest was published in Sam Speaks in the previous issue, which included an official entry blank. This "little extra" notice is to give all you modelers some time to get a "Korda" built and adjusted.

Thomas McCoy
1318 Leland Drive
Sun City Center, FL 33573-6368
(813) 634-7749

Thanks a lot Ernie! I am sure that this little added incentive will get a lot of us "back-on-the-board" to build a lil' something for this interesting event!

A NEW SERVICE Is being offered by "Woody" Bartelt in Sturgis, MI for old Ohlssons and Forsters. Known as **Aero Electric**, they will replace thrust bearings in all size Ohlssons, both the side port and front rotary valve engines as well as provide service for either plain bearing or the later ball bearing front section.

They are also a source for spark plugs, points, coils and other accessories. They will provide a catalog for \$ 5.00, and can be reached at the following address:

Woody Bartelt
1301 W. Lafayette St.
Sturgis, MI 49091
(616) 665-9693 (After 7:00 PM E.S.T.)

FAX: (616) 651-6446

FROM UPSTATE NEW YORK:

Comes news of the 8th Annual R/C Assist-Old Timer & Antique model meet on June 11 & 12 1994.

The meet will be held at Grenadier Field, located just 10 miles west of Syracuse, and will feature Texaco, LER Class A/B Glo, Class A Ign., Class C Glo, Class C Ign., 1/2-A Texaco, 60 Sec. Cabin*, 1/2-A Texaco Scale, Antique and Pure Antique Electric, LMR A, Texaco A, 1/2-A Texaco Electric & Ohlsson Side Port.

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C/A will work fine for this, and can be removed later if necessary for engine maintenance. The glue only serves as a "stress distributor" anyway. The damage prevention comes from the fact that in a crash where the model's firewall gets deformed or broken, the stiff steel plate prevents the Arden's mounting ears from being bent or broken off.

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Contributed by:

Joe Wagner SAM-0835
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Larry Clark, Secretary/Treasurer
Box 528 Lucerne Valley, CA 92356

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Abraham Lincoln wrote the Gettysburg Address while traveling from Washington to Gettysburg on the back of an envelope. He also freed the slaves by signing the Emancipation Proclamation.

On the night of April 14, 1865, Lincoln went to the theatre and got shot by one of the actors in a moving picture show. The believed assassin was John Wilkes Booth, a supposedly insane actor. This ruined Booth's career.

Meanwhile in Europe, the enlightenment was a reasonable time. Voltaire invented electricity and also wrote a book called **Candy**. Gravity was invented by Isaac Walton. It is chiefly noticeable in the autumn, when the apples are falling off the trees.

Johann Bach wrote a great many musical compositions and had a large number of children. In between, he practiced on an old spinster which he kept up in his attic. Bach died from 1750 to the present.

Bach was the most famous composer in the world, and so was Handel. Handel was half German, half Italian and half English. He was very large.

SAM-205 OKLAHOMA CITY

Will have monthly SAM Contests on the 3rd. Sunday of each month, beginning April 17, 1994 to October. Meets will be held at Draper Lake R/C Field, South of Rander Station at Draper Lake, Oklahoma City.

For further information, call: Tom Williams, (405) 741-8016.

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JULY - AUGUST 1994

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Inside This Issue:

The Editor's Overview ... Bill Kimbell.....	3
Open Letter to SAM Competitors...Fred Koval.....	4
The "Crazy Rubber Band".....Ramon Alban.....	5
The Beginning Tom Lucas.....	7
Old Engine Analysis # 12 ..Charlie Bruce.....	8
A History of The World.....SAM-86.....	10
1/2-A Tuning Tip #5.....Bob Angel.....	11
Profile of A Contest Director..Bill Prensky....	12
Tribute to A True Champion...Bill Kimbell.....	13
1993-A Pictorial Review....Charlie Reich.....	14
Open Letter to SAM Members....Dave Platt.....	15
A Letter Worth Consideration. Bob Shakespeare..	17
More of Old Charlie's Ramblings..Reich.....	17
From 16 Years Ago...Bill Cohen.....	18
1994 International Postal Competition.....	19
"Tickicide" for Free Flighters..Flyoff.....	20
R/C Matters.....Bob Angel.....	21

ABOUT THE COVER

Shown on the cover is this superb Maxwell Bassett "Miss Philadelphia", built by Bob Schafer of Tacoma, Washington. The model was flown in the free flight events at the 1993 SAM Champs.

Editor
Bill Kimbell
2 Noel Place
Smithtown, NY 11787

Production Director
Jim Adams

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 93445

OT Ignition Engines
Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

SAM Free Flight & R/C Schedules
Mike Myers
911 Kilmory Lane
Glendale, CA 91207-1105

Rare Old Timers
Ron Baddorf
11522 Old Carrollton Court
Richmond, VA 23236

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 93445

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
Larry Clark
Box 528
Lucerne Valley, CA 92356

THE EDITOR'S OVERVIEW

By Bill Kimbell

Since running that photo of myself whittlin' away on one of my original "aerodynamic nightmares", I thought I'd give you **all** a break and forego another photograph **completely!**

Don't know about **you**, but this has been a **great** year for me. Not only have I renewed many old friendships and made a bunch of new buddies, but I have now learned a **trade!** That, of course, is being your **Editor!** (notice.. I **capitalized** that one).

I have to admit that when I assumed this position (sounds **bad**, doesn't it?), I wasn't too sure that I could handle it, but with lots of help from Jim Adams, I gradually got the "swing" of it, and now feel that this issue, done in a **smaller** type-face will allow me to get more of this nonsense in each issue.

Last December was my **low** period, starting with the passing of dear friend Bob Dodds, which was immediately followed by the "demise" of my rather ancient Tandy Computer. At this point I was in **deep** "doo-doo", and was wondering what was **next!**

This **forced** me to think (a very **painful** experience), and I figured that I'd try a **word processor**, since that's what we're dealing with here. It was then decided to save SAM some bucks, and pick up this relatively inexpensive "word-cruncher" which **seems** to be doing a pretty good job (at least I hope **you** think so). For all of you "technicians" out there, I am using a 15-pitch "Quadro" daisy wheel in both standard and bold modes. **So much for that!!!**

Having been a free flighter for **all** of my model building years, the thought of building and flying a R/C model was **revolting** to me, but at the age of 71 (UGH!!), maybe it was time to give it a shot. The **ultimate** decision was solidified when buddy John Delagrangé **donated** a beautiful Brown Jr. to the "cause".

This of course led to some pretty **drastic** moves, the first being purchasing a Red Zephyr kit from Harry Klarich (a really **good** product), followed by laying out a bundle of bucks for an Airtronics 4-channel FM radio outfit. There's **no end** to this stuff!

Hopefully, I'll be either wrecking or flying this old buzzard at the upcoming SAM Champs, but right now I got a long way to go! Looking at the **sizes** of the wood (especially the longerons), I wonder how I ever handled this stuff when I was a mere "sprite" of a lad back in the 30's and 40's. Hopefully, I'm a **little** smarter now than in those days, but we'll have to see how this works out. What a switch!!! Here's Larry Davidson going over to **free flight**, and this old duffer trying **radio!** Sorta makes you **think**, doesn't it??? I'd be willin' to **bet** that he does a helluva lot better than I do, but I'll give it my best shot!

At least this will give my wife a chance to do some **comedy relief** with her video camera!

One of the great pleasures I derive from this job is receiving the many newsletters from SAM Chapters not only from **this** country, but from all over the world. SAM-35 and the 1066 Squadron in Britain put out some of the best humor ever, and to illustrate the point, I have included a "treatise" by Ramon Alban in this issue. Of course, some of the terminology requires a bit of "translation", but I am sure that you guys won't have **too** much trouble figuring it out. Ramon, by the way, is a **terrific** competitor in Wakefield and other "gum-band" events as well as being a pretty gifted writer. More of his good stuff will appear in future issues.

I was also fortunate enough to receive a copy of the **Duration Times**, Newsletter of SAM-1788 from "down-under" in Australia. My thanks to Ian Avery for that contribution. This is a well crafted publication and is worthy of note here. Many thanks Ian, and I'll be looking forward to hearing more from you "chaps."

The dispute has started according to my daily mail bag! In response to the "**The Time Has Come**" article by Larry Davidson commenting on Rules changes as they relate to R/C Assist events, there have been comments which support "the other side of the coin", contending that such changes as Larry proposes would result in a loss of membership for SAM.

Of course I have my own opinions, but in the interest of fairness, I have included one of these **negatives** which will be found on page 4 of this issue.

The one thing I **don't** like to see is the bickering and back-biting which sometimes arises over a difference in a point-of-view. I know that I joined the SAM movement to have **fun** doing what I liked best, and naturally assumed that this was the general idea behind the organization.

There is room for **all** of us in our group, and the slight differences in our individual approaches can easily be broached by **expanding** the scope of the Rules so that everybody can indulge in that aspect which appeals to him/her **without** creating any animosity. To me the answer is **obvious!** To those who wish to fly Old Timer events with their Schnuerle-ported "birds", create a **separate** event for just that purpose while keeping the precept of **authentic** Antique and Old Timer activities **totally apart** from such events. This is being done to some extent by the Brown Jr. event, and could be enlarged to include **all** classes which employ **approved** ignition categories for **both** R/C and Free Flight. One of the most successful groups on the East Coast, from what I have seen is the SAM-7 Chapter from New England, which flies both Antique and Old Timer meets which faithfully follow the **true** precepts of the SAM Preamble and has a **ball** doing it the "original way". Although they are basically a free-flight group, they have no objection to the "high power boys" as long as they keep their events as a separate entity. This is what I call "True Democracy". Let's just get on with it, and have some **fun**.

AN OPEN LETTER TO SAM COMPETITORS

By Fred C. Koval (SAM-134)

I am writing this letter to express my views relative to a position being advocated by Larry Davidson and a few other purists in the SAM Organization. Briefly stated, they propose to ban glow and diesels from SAM R/C Assist competition.

I feel this proposal, if successful, would lead to the eventual destruction of SAM. A certain few individuals, including a fellow Old Time Eagles club member Joe Beshar, have been trying to cram this position down our throats for years. They propose this rule change, and it is soundly defeated by the membership, and yet they just won't quit. Don't they get the message? Just look at the number of entries in Class A, B and C glow at contests all over the country, as well as at the SAM Champs. Glow is an easy entry level way for a beginner to get into SAM competition. Don't we want to encourage new members to participate? What happens when the purists are no longer with us? I don't get all misty eyed when I sniff dope being applied to a silk covered framework. My pulse doesn't quicken when I hear the sputter of a vintage spark ignition engine. I just love to participate in Old Timer competition. Why don't the purists want me?

I have a substantial investment of my limited resources in glow and diesel engines. I just received an Elfin diesel from John Targos at Argo, USA, an engine I waited almost two years to obtain. Now it's in danger of being banned before I even get to fly it.

When I got into Old Timer competition in 1976, I bought a Super Tigre 35, built a Tyro Playboy and had a ball competing with it. Despite the fact that I now fly several spark ignition engines, I seriously doubt that I would ever have gotten into Old Timer competition were it not for glow. I have recently obtained an AMCO 3.5 and an E.D. Hunter diesel engine in addition to the Elfin which I am looking forward to flying, if the purists don't have their way.

I cannot understand why these purists are down on diesels. Pre 1950 diesels have been considered as ignition as long as I've been a SAM member. Thanks to a substantial investment by John Targos, we now have access to the Elfin. It now is dominating Class A ignition...so what? The best equipment will always dominate, no matter what the sport, all other things being equal. That's a fact of life...accept it. What will happen if the Elfin is banned and a particular spark ignition engine begins to dominate? Will these purists move to ban that engine also? What about the "hot" ignition engines in the other classes? Will the Orwick and Edco Sky Devil be banned because they are too powerful? Who in their right mind will want to make the investment necessary to manufacture a repro engine in this atmosphere? How about aircraft, the Lanzo Bomber and the Playboy seem to win too often,

...why not ban them?

Some years ago, Eut Tileston and I got a five year rule freeze passed at the SAM Champs meeting in Westover in an effort to moderate this insanity. The purists tried their damndest to overturn it, but were unable to do so despite two special elections. Maybe it's time for another freeze, possibly for ten years this time. I'm sick and tired of not knowing whether the engine I just bought or the plane I'm building today will be SAM-legal next year.

Casual competitors like myself make up the bulk of the SAM membership. While we don't get to follow the SAM Champs all over the country, we fly in most of the local contests, and support our local SAM Chapters. If glow and diesel engines are banned, I will definitely drop out of SAM. Having spoken to a number of other fliers, I know that I am not alone. I would just as soon sport fly at our club field and forget about SAM.

I urge you to vote against these rule changes when they come up for your vote.

Frederick C. Koval
23 Pierson Street
Bloomfield, NJ 07003
Phone/Fax: (201) 338-0933



From Great Britain, and the 1066 Squadron, comes this photo of Ramon Alban doing what he does best. Ramon is a prolific rubber modeler, and a fine writer whose article appears on the following page.

"THE CRAZY RUBBER BAND"

by Ramon Alban SAM-35/1066

It has been said, People who fly 8 oz. Vintage Wakefields on full power are wired to the moon! To illustrate the point, this brief examination of the techniques involved in the preparation, treatment and (ab)use of rubber motors may encourage readers to join "The Crazy Rubber Band" in pursuit of aerodynamic perfection!

Two 8 oz. Vintage Wakefields are referenced in this essay. The "New Look" by Jacques Morisset, Champion of France in 1950, and the legendary 1949 "Voodoo" by Ron Warring, perhaps the greatest British Wakefield flier of the post war period. The motors used to power the reproductions of these two models consist of 14 strands of 1/4" Tan FAI rubber strip with a total weight in the region of 3.5 to 4 ozs. But how is this determined?

A useful approximation for calculating the unwound length of a Vintage Wakefield motor is to multiply the distance between propeller hook and motor peg by 1.5. So! For the "new Look", where hook-to-peg distance is approx. 31", a motor length of 46" is indicated (ie: $31 \times 1.5 = 46$). The shorter hook-to-peg length of the "Voodoo" requires a 36" motor. The weight of rubber and the number of strands needed to power a model efficiently is partly determined by the finished airframe weight. Generally, for an 8 oz. Wakefield, the airframe weight is in the range 4.5 to 5.5 ozs. and motor weight 3.5 to 4 ozs. A 12 strand motor is usually sufficient to produce good flight performance, but for heavier airframes, more rubber with 14 or even 16 strands may be required. A fully trimmed Wakefield will climb for the whole of its motor run, if not, the number of strands should be increased. Once a model is trimmed for a particular motor weight, it is vital to make up all new motors to the same weight otherwise the center of gravity and trim of the model is affected. Maintaining the same motor weight and number of strands incurs small but unimportant variations in length for motors made up from different batches of rubber.

A rubber motor really needs to be "broken in" before it can deliver full power on maximum turns, and a good way is to prestretch it to 4 or 5 times its natural length for about 10 minutes while wetting

it thoroughly with **diluted** rubber lubricant (eg: green soap/glycerine/water mixture) which will penetrate right into the micro-structure of the rubber. This pre-stretching process calls for a pair of strong builder's hooks securely fixed to **substantial** supports, and is best carried out prior to pre-tensioning. Also, the exercise will demonstrate the immense power involved in dealing with these motors, and demands great care to avoid damage and/or personal injury! **A foretaste of rigors yet to come!**

A Vintage Wakefield motor is pre-tensioned (braided) to ensure it distributes itself **evenly** between motor

hook and rear peg after it unwinds. There are several methods of braiding, but an easy way when making up a 12 strand motor is to produce **two** 6 strand loops to the calculated length, joined together with a bobbin fixed to a secure anchor point (**please**, not a door knob!). Wind clockwise half the tensioning turns onto each half motor before bringing the two free ends together with a motor hook. The full 12 strand motor is then lightly wound and allowed to unwind to produce a neatly braided motor. A 14 strand motor is similarly made, but one of the loops being of 8 strands cut to the correct length.

A simple estimate for the correct number of tensioning turns is to multiply the **untensioned** length by 2.6. So! For a 31" motor, 80 pre-tensioning turns will be needed (ie: $31 \times 2.6 = 80$), 40 on each half. Similarly, for a 46" motor a total of 120 pre-tensioning turns are required, although, to equalize the tensioning effect on 14 strands, it is necessary to slightly **reduce** the number of turns on the 8 strand portion to (say) 55, and wind the remaining 65 turns on the 6 strand portion!

A complex alternative is to **individually** pre-wind each pair of strands using a long jig made up with an anchor point at one end, and 7 more cup-hooks at the other end. So! For the 46", 14 strand example above, 60 turns (Yes! Think about it?) are required for each pair of strands. All the pre-wound pairs are then brought to the motor hook and (again) the whole motor lightly wound and unwound to produce a delightful "Rastafarian" braided effect. A distinct advantage of this method of pre-tensioning is that the motor generally distributes itself more evenly between motor hook and rear peg after it unwinds with less risk of bunching and center of gravity shift.

WAKEFIELD

When the time comes to generate **full power** and efficiency from a Vintage Wakefield motor, then winding to maximum turns requires a keen appreciation of the forces involved: strong equipment, considerable attention to detail, and a total lack of **fear!** These days, models are mounted in a strong winding jig secured to terra-firma by guy ropes. A stout metal rod passing through a hollow rear motor peg restrains the fuselage, whose frontend is horizontally supported by a forward extension to the jig. A winding tube encloses the motor, preventing damage to the model in the event of motor breakage, and involves clever use of an extension winding rod (often incorporating a Torque Meter) facilitating removal of the tube prior to flight. A strong winder can be made from a modified double-gear handdrill with a grip handle and cam-operated counter! **Be warned!** It is wise to doublecheck the soundness of all hooks and connections!

In preparation for winding **any** rubber motor, it is important to know the maximum number of turns and the associated torque it will produce in order to bring about a safe flight. A reasonable "maximum turns" guide for 14 strands of 1/4" Tan FAI rubber is about —→

RUBBER BAND (cont'd.)

...20 turns per inch of untensioned motor. So! for a 46" motor, something like 920 turns will be the upper winding target. The resultant torque generated is often in excess of 80 inch-ounces and is the key factor in ensuring satisfactory flight. Exceeding a torque level for which a model has been trimmed can cause deadly flight problems such as looping or power stalling. Both maximum turns and torque may vary from motor to motor so be prepared to modify the upper winding target as the process develops. With the propeller disconnected from the front hook and placed conveniently near to the model nose, together with a six inch rod or screwdriver, the motor is pulled through the winding tube and connected to the extension rod/torque meter and winder. Let's say the target is 900 turns???

Commence by zeroing the turns counter, taking up the motor slack and **gently** winding on a few clockwise turns, walking slowly backwards away from the model while continuing to wind on about 50 turns until the motor is stretched out 3 or 4 times its original length.

This means that for a 46" motor, the winder/winding extension rod is now 16-20 feet from the model's nose and everything has come under very considerable tension! (It is interesting to note at this point that any spectators who may be watching always take two involuntary steps away from the model in a nervous gesture of self preservation!). This is a rich luxury denied to the modeller who remains directly aligned with the whole shebang for the next few minutes, and who may feel it is an appropriate time to offer quiet prayers to a chosen Savior! Without pausing, the motor is slowly wound up until half (450) of the target turns have been delivered and continued by winding on the remaining 450 turns while walking slowly in towards the model, judging the motor hook's arrival at the nose with the last few of the 900 target turns. The motor is as hard as iron and glistening with expelled rubber lubricant! Checking the torque meter will reveal if the desired torque has been achieved and backing-off a few turns will reduce the torque to a safe level if required. Deep breathing is generally a good idea at this point!

Holding the winder securely in the right hand (for right handers), gentle sliding of the winding tube from inside the model all the way up the extension rod towards the winder cleverly exposes the motor hook just poking an inch or so from the fuselage nose! Again, left handed, pick up and insert the nearby six inch rod or screwdriver through the motor hook and grasp both motor and rod very firmly indeed! Assume that life itself is dependent upon this grip! Now! Discarding to the fall of gravity the disconnected winding rod, winder and tube, pick up the propeller mechanism which lays nearby (doesn't it?) and with the right hand, fiddle its hook onto the motor hook

...and engage the free-wheeling clutch or other mechanisms to prevent the motor releasing all its power in an instantaneous "shaft run" that can **totally destroy** anything within reach! Ensuring that the propeller noseblock is correctly inserted into the model's nose, and using the left hand to prevent the propeller from rotating, remove the stout metal rod which restrained the model in the winding jig and with both hands steady the airplane against the breeze which **always** gusts at this exact time.

The moment draws near! Checking rigging angles, nothing is mis-aligned at nose, wing, tail or fin; setting the dethermalizer, walking to the designated launch area, simultaneously sensing the strength and direction of the breeze, patiently awaiting the remote but detectable puff of warmer air that signals a passing thermal. Bending knees and spine to touch wheels and sub-fin on the tarmac, releasing propeller micro-seconds before letting go the fuselage while facing the breeze head on, the model is freed to demonstrate the world's greatest aerodynamic experience!

The Vintage Wakefield screams silently upwards, spiraling in right-handed flight, almost vertical for about 10 seconds; then, with climb angle gradually reducing, continues inexorably upwards for another minute to become a mere dot in the sky as the power of the rubber motor exhausts itself through the 18" diameter propeller, with blades large enough to hide a newborn baby's arms! Now the model airplane mutates into a soaring buzzard, wings outstretched, floating higher on currents of warm air and would, if not checked, shortly meet the same God prayed to only minutes earlier! But trickery is at hand. Time passes! Then, by lighted fuse and burned rubber band, or by clockwork motor from a child's toy, the dethermalizer is triggered and the soaring buzzard is reduced to an aerodynamic enigma! A model airplane that cannot fly, yet, will not crash like a bag of hammers, emulating a graceful sycamore seed which slowly turns and gently falls through the rising currents to alight undamaged on mother earth.

Gratefully retrieved, the Vintage Wakefield returns to the winding jig to re-absorb the latent power of the rubber motor and try once more for freedom! All this from 4 ozs. of pure rubber, a few sticks of balsa wood, some wire, tissue and silk, a little patience, a measure of courage and the conviction that all aeromodellers will someday become truly liberated and join "The Crazy Rubber Band".



THE "BEGINNING" (In New England)

By Tom Lucas SAM-145

On a sunny Sunday in August, 1963, The SCAMA (Southern Connecticut Aeromodel Association) held the first recorded Old Timer events in New England. They had **two** Old Time events, rubber and gas at the Lantern Hill Field in Mystic, CT.

All models had to be designed prior to Dec. 1942. Pylon and Cabin were combined as well as Classes A,B and C. Spark ignition and glow were similarly combined, with spark ignition having 20 second motor runs and R.O.G., while glow was limited to 10 seconds.

All rubber models, scale, stick and cabin were also combined.

The following March of 1964, Ed Dolby of FAI Model Supply and Jack Fletcher conducted the first "Historic Model Rally" at Weymouth, MA Naval Air Station. This rally included the same events and rules as set up by the SCAMA club the previous Fall.

In August of 1964, the SCAMA again held the two heavily competitive events with 26 contestants.

In 1965, the NEWG (New England Wakefield Group) sponsored the 2 Old Timer events at the "Yankee Championships" in Weymouth, and in April 1966, Larry Wellman sponsored the "Antique Model Rally" at the Orange, MA airport with **five** events: Cabin Gas, Pylon Gas, Rubber Scale, Rubber Stick and Rubber Cabin. Larry again sponsored these events in September of the same year.

1967 saw no additional meets than the previous year.

1968 was **"The Big Growth Year"**. SAM-23 (that's right, **SAM-23**) is formed in Connecticut, and will hold 2 contests each year with **five** events!

Now, with the NEWG holding one contest, Larry Wellman with two contests, SCAMA with one contest and SAM-23 with **two** contests, Old Time free flight has grown in New England!

In 1969, SAM-23 changes its name to **SAM7**, and adds another flying date to the calendar! SCAMA **drops** O.T. events and folds up their tent in 1970!

SAM (Nationally) hits an all time **low**, with only 92 paid-up members **worldwide!**

SAM-7 has 27 members!

In 1971, Larry Wellman drops sponsorship of O.T. events due to the loss of Orange Airport for model flying.

Starting in 1972, SAM-7 has been adding and deleting events in accordance with their popularity. That year, R/C Assist was added to the list of events. After 5 years (1977) it was dropped due to lack of interest.

In 1978, a "Brown Jr." event was added and flown until 1984 when interest fell off. This event **wasn't** R/C Assist, but free flight!

Today, SAM-7 sponsors **20** events, 19 of which are Old Timers, the other Nostalgia Gas. These events alternate at each contest to allow only 10 events on a given contest date.

We conduct **five** flying meets each year, which are: Spring Rally in May, Summer Rally in June, our Summer Outing on July 4th, the East Coast Old Timer Championships on Labor Day weekend in September and our Fall Rally in October.

We have an average of 45 contestants on each day of flying, using an average of **115** different models!

SAM-7 has hosted the SAMCHAMPS 3 times: in 1982, 1986 and 1990 at Westover Air Force Base.

In 1993, SAM-7 had 99 members, **all** flying Old Timer **free-flight!**

In a nutshell, that's the story of a pretty successful club operation!

Tom Lucas
19 Burke Road
Rockville, CT 06066
(203) 875-5293



Bud Romak's "Go-Getter", seen at The SAM Champs '93. Note the engine behind the windscreen! Reich photo



From Bendigo, Australia comes this photo of M.L. Matheson's 80% "Sky King". This "bird" is from the Feb. 1937 issue of Air Trails. Span is 72", with Enya 40.4cc and weighs in at 5-1/4 lbs. Uses a Futaba radio with the 4th servo used for flaps to 30°, using 4 rods and bellcranks. Requires full down to compensate for nose-up couple on landing.

OLD ENGINE ANALYSIS

12- DOOLING 61



The Dooling was designed and manufactured by Dooling Brothers in Los Angeles, CA for use in model race cars. It is my opinion that this engine had the best mechanical design and construction of any engine in its era. The first commercial version was the so-called "10-fin", introduced in 1947. Since there were less than 1000 made, it has become a "pricey" collector's item. The more common "7-fin" came about a year later.

As fuels got hotter and speeds got higher, the thin die cast crankcase cracked due to stress and fatigue. In 1958, the late Bruce Underwood of Columbus, Ohio developed and produced the "Yellow Jacket" crankcase. This was a sturdy sand casting, anodized yellow, which could be fitted with Dooling innards for a more durable engine. Later, Underwood produced a complete Yellow Jacket engine. My Yellow Jacket engine has a Dooling frontplate, backplate, con rod and timer. The sleeve, piston and head are not Dooling parts. Designed for high RPM race cars, the Dooling 61 was also fairly successful in control line speed when fitted with a prop adapter. But its "over square" bore to stroke ratio (1.015"b to .750s.) would not allow it to develop the torque necessary to turn large propellers. The fixed timer requires an electric starter and its 15 ounce bare weight is a drawback for free flight.

DISASSEMBLY: Much of the following instruction is taken directly from the Dooling 61 instruction sheet (*italics*) since it is well written. I have added the section on ball bearing removal and replacement which is not in the Dooling instructions, as well as other notes on my own experience.

Removal of Prop Adapter-- This aluminum adapter containing two prop drive pins is a tight fit onto a taper section of the crankshaft. If and when you intend to remove the adapter, remove stud, acorn nut and spacer. Then screw in a 2-1/4"28 thread bolt into the threads provided on the inside of the propeller hub

The end of the bolt will push against the end of the crankshaft and push off the adapter. Hold the adapter from turning with a crescent wrench across the pins. **Never** hammer on the end of the shaft as this will injure your engine. NOTE: A bit of heat on the adapter will help to loosen it.

DISMANTLING THE ENGINE:--Do not dismantle your engine unless absolutely necessary as such action voids any guarantees on the engine. If you deem such action advisable in view of the above, proceed as follows:

1. Remove set screws and pull out carburetor body.
2. Remove four bolts on rear case cover and remove case cover and rotary valve.
3. Remove spark plug.
4. Remove 8 head bolts as follows: loosen one, then one at 180° therefrom, then one at 90°, then one opposite, etc.
5. Remove moving point arm.
6. Loosen point bracket and turn so four bolts holding case front may be loosened and removed. Then, holding the cylinder barrel in a horizontal position, with the crankshaft down, gently pull the case front out, taking care to account for all 16 rollers on the crank throw.
7. **Never under any circumstances remove the lock ring on the crank throw without replacing same with a new one.**

NOTE: In step 6 (above), the 16 tiny rollers will usually fall out and scatter. Do this over a pan to catch them.

Cylinder Sleeve The piston and rod assembly should be removed out the top. The sleeve should be a snug slip fit in the case, but you may have to warm up the case to remove it if stuck. Use a **wood** stick to push it up and out.

CRANKSHAFT AND BEARINGS-- Loosen the socket head screw clamping the collar to the front of the crank and pry off the collar. With proper back-up for the front case section (a short piece of 2 x 4 wood with a 1-3/8" dia. hole drilled thru it is about right), press (don't hammer) the crankshaft out to the rear. Don't heat it on this step or you will remove the rear ball bearing with the crank, and it's sometimes tough to get the bearing off the crank. You have to use opposing wedges and bad words!

Note that there is a thin steel spacer ring between the crank and rear bearing. **Don't lose it!** With the crank removed, you can heat up the front case to remove the bearings. Place the hot case in the previously used block and, using gloves, pick up the case, block and all, and whack it on the work bench. The idea is to remove the back bearing by inertia. With the back bearing out, the front bearing can be pushed out forward with a 1/2-inch wood dowel. If you need to replace the bearings, the rear is # SR8-1/2"x1-1/8"x1/4" and the front is SR6-3/8"x7/8"x7/32".

RE-ASSEMBLY: When everything is cleaned and oiled, heat up the front case and push the bearings in place. Be sure they are bottomed out. One way to do this is to place the rear ball bearing (with the spacer ring first) on the crankshaft, then insert this assembly into the front case. Quickly slide the front ball bearing over the front of the crank and into the front case. To be sure it's all bottomed out, put a spacer or stack of washers over the front of the shaft and tighten against the bearing using a 10-32 screw in the tapped hole in the crank.

DOOLING: (cont'd.)

The idea is to seat the bearings fully into the running position. Set these parts aside to cool and proceed with the rest of the assembly.

Insert the piston/wrist pin/rod assembly into the sleeve from the bottom. You will have to squeeze the rings down one at a time while maintaining finger pressure on the piston.

The whole sleeve assembly is then inserted into the cylinder block. Note that the ports must be properly aligned and the wide side of the piston baffle faces the exhaust. The con rod is symmetrical. You can have exhaust on right or left side; just be sure the sleeve and piston match up.

When the front case is cool, check to see that the crank spins freely in the bearings. If it does not, tap lightly on the front of the crank with a plastic hammer. **Be gentle;** you want to move it less than 1/1000 of an inch to remove the bind. When it spins freely, install the collar on the front of the crank with 0.005 to 0.006 clearance between the collar and the front ball bearing. Use a feeler gauge. Snug up the socket head screw tightly. The collar is all that keeps the crank from moving rearward when the engine is hot.

RE-ASSEMBLY: On re-assembly of the engine, there are certain rigid rules that must be adhered to:

1. All 16 rollers must be replaced in their proper position. To leave one out will lock up the engine tight and ruin it. Place the piston and connecting rod assembly in the barrel with the top of the piston aligned with the bottom of the exhaust ports.

Wash with clean kerosene and wipe off the crank throw. Spread the two small retainer washers and place a light coat of hard grease around the throw. Lay out the 16 crank-throw rollers on a clean piece of paper and roll in a light covering of grease. Then, after counting the rollers, lay each one in the space between the washers on the crank-throw using tweezers. The grease will hold them in place. Then take a piece of thread and wrap two full turns around the rollers with about 10 inches extending through the case of the engine (not through the rod bearing) and carefully replace the front case making sure that no rollers are knocked out of place. After the connecting rod bearing covers the rollers withdraw the thread. Then wipe off the grease so you can see the annular ring of rollers. Count them **again** making sure there are 16! **C.B.NOTE:** Vaseline works great to hold the rollers in position if everything is dry (no solvent) when you start. I have never needed the thread. There are at least two different cranks found in these engines. One uses rollers which are 0.210" long and the other uses 0.250" rollers. All rollers are 1/16" (0.0625) dia. Be sure you have the correct length rollers for your engine. They should just fit between the spacer rings with a few thousandths end-play. On cranks using the shorter

rollers, you cannot see the annular ring of rollers as mentioned above. Just be darn sure you don't drop any out.

2. Make sure that the sleeve ports are aligned properly at the exhaust port, as the sleeve is not a shrink fit in the aluminum and is liable to turn.

3. Was each part in kerosene or cleaning solvent and apply a few drops of lubricating oil to every part when assembling. Spread all parts out on clean paper when ready to assemble to avoid foreign material in the engine.

4. Tighten all case bolts **tightly!** 5. Tighten head bolts as follows: Run all up then back off 1/8 turn. Then, tighten one bolt **lightly**, then the one directly across from the first, then one 90° from the third, etc. Then repeat the procedure, tightening each a little tighter.

Do not make the mistake of tightening too tight. The rim on the top of the iron sleeve furnishes a seal without too much bolt pressure. **Do not dent this rim!**

6. If you remove the rotary valve, use a .003" shim for clearance when locking the set screw. Do not forget the .001" spacer washer. Put lubricating oil on the shaft **and** in the bushing when assembling. Do not attempt to push out the rotor shaft or bronze bushing, as both are cast in place. **C.B. NOTE:** Most racing engines run better with a .005" spacer instead of the .001"

INSTALLATION OF PROPELLER ADAPTER: When first installing the propeller adapter on the tapered end of the shaft, clean both male and female tapers thoroughly. Put a drop of lubricating oil on the steel taper. Turn the shaft in the direction in which it normally operates (plug removed) until the top of the piston just passes the top edge of the exhaust ports, then press the aluminum adapter on with the drive pins in a horizontal position (parallel with the motor mounts). After you have drawn up the adapter with propeller in place, the adapter will be difficult to remove, so locate it carefully the first time.

INSTALLATION AND REMOVAL OF FLYWHEEL: When installing the flywheel on the end of the tapered shaft, clean both male and female tapers thoroughly. Put a drop of light oil on the taper. Place the flywheel in a vise with two wood blocks between the jaws and the flywheel. Be careful not to pinch any part of the engine in the vise.

Draw up the wheel carefully, using 3 to 4 washers under the head of the bolt. When tight enough, remove the bolt and replace, using one washer only. Under ordinary conditions, you will not have to tighten the bolt as tight as when installing a flywheel on a shaft with no taper.

To remove flywheel, make up a piece of steel plate with 4 holes to match the four 6-32 tapped holes in the flywheel and drill and tap the center with a 1/4-28 thread. Bolt the steel plate on the face of the flywheel with four 6-32 bolts, and then screw in a 1/4-28 bolt to push off the wheel. Never hammer on the end of the shaft as this will damage your engine.

DOOLING: (conclusion)

A few special notes are in order here:

1. There are no gaskets on the engine, so be sure all mating surfaces are clean and smooth.
2. It is easy to crack the venturi by over-tightening its set screw. **Go easy!**
3. Be sure the rotor disc engages the crank pin properly. The rear cover can be installed in 4 positions; only one is correct, with the venturi in upper right side as viewed from the rear.
4. Front case likewise has 4 positions. Timer cam cut-out should line up with venturi when viewed from the top.
5. Follow the instructions to set timing (See: "Ignition") The 0.170" to 0.190" before top dead center is best measured with a timing gauge or depth mike, however, the system described below works well:

IGNITION: The ignition cam on this engine is very "flat", made so as to operate without "flutter" at extremely high RPM. Due to this fact, extreme care on your part is necessary. The gap on the ignition points and the tightness of the timer bracket bolt affect the ignition advance. It is best to mark the bolt head on the bracket so that the same tension may be applied after resetting. Set the point gap at from 0.004" to 0.006" with the clamp bolt **tightened** to the correct position. Never tighten the clamp bolt **after** checking the advance. The points should break between .170" and .190" before top dead center. Use a dry cell battery and small lamp in series with the points to determine where the point break occurs. If no other means of measuring the advance is available, proceed as follows: Find the location of the point break with the aid of a battery and lamp. Then, with a **sharp** lead pencil, mark a line on the piston as close to the bottom of the exhaust port as possible (within 1/64"). Then turn the engine over (plug removed) until the piston reaches top dead center. If your advance is correct, the line should be approximately 1/64" below the top of the exhaust port.

Spark plug is Champion VR-2 or equal, with 0.015" gap.

Fuel: Dooling instructions call for a mixture of 2-1/2 parts methanol to 1 part castor oil for warm weather, and 3-1/2 to 1 for cool weather. No mention is made of gas & oil mix, but I would not recommend any less than a 3 to 1 mix, using either 70 wt. motor oil or castor oil.

PARTS: R.L. (Bob) Cowles, Jr. 2424 Ducharme Lane, Greenbay, WI 54301 at one time had quite a few Dooling parts for both the 61 and 29 engines. A SASE to Bob should get his list.

Boca Bearings, 7040 W. Palmetto Park Rd., Suite 2304, Boca Raton, FL 33433 has ball bearings for the Dooling and many other engines.

TEST RESULTS:

DOOLING-61: 3:1 gas & oil; spark set at 0.180" BTDC:

13-6 Rev-Up 6900 rpm

12-4 Top Flite 10,200 rpm

Charlie Bruce

Rt. 1, Box 766

Milano, TX 76556

(512) 455-9543

Next Analysis: Forster 29/305

THE CANADIANS STRIKE AGAIN!!!!

Once again our "vaudeville team" of "Don & Dan" (Reid and O'Grady respectively) have sent me more of their wonderful classroom humor, so without further words, here goes:

A HISTORY OF THE WORLD (cont'd.)

The greatest writer of the Renaissance was William Shakespeare. Shakespeare was born in the year 1554, supposedly on his birthday. He never made much money and is famous only because of his plays. He wrote tragedies, comedies and hysterectomies, all in Islamic pentameter.

In one of Shakespeare's famous plays, Hamlet rations out of his situation by relieving himself in a long soliloquy. His mind is filled with filth of incestuous sheets which he pours over every time he sees his mother. In another play, Lady MacBeth tries to convince MacBeth to kill the King by attacking his manhood. The clown in **As You Like It** is named Touchdown, and Romeo and Juliet are an example of a heroic couplet. Romeo's last wish was to be laid by Juliet.

Writing at the same time as Shakespeare was Miguel Cervantes. He wrote **Donkey Hote**. The next great author was John Milton, who wrote **Paradise Lost**. Then his wife died, and he wrote **Paradise Regained**.

During the Renaissance, America began. Christopher Columbus was a great navigator who discovered America while cursing about the Atlantic. His ships were called the Nina, the Pinta and the Sante Fe.

Later, the Pilgrims crossed the ocean, and this was called **Pilgrim's Progress**. The winter of 1620 was a hard one for the settlers. Many people died and many babies were born. Captain John Smith was responsible for all this.

HEY GUYS!! I don't know about **you**, but I think this stuff is **terrific!** When you get a chance, drop me a line and let me know if you'd like to see more of this "pre-pubescent" humor. I have **three** grown kids who used to write like this. And now you know: **"The Rest of the Story"**.

1/2-A TUNING TIP #5:

By Bob Angel

One frequent cause of erratic running and a "drifty" needle setting, is a small piece of dirt in the needle valve assembly. Often this will just be a small fiber which is nearly invisible, but nonetheless cures the problem when flushed out. I found a better way to flush 'em out lately. Fill the tank, remove the needle, plug the overflow vent as best you can, and squeeze some more fuel into the tank fill tube. Fuel will flush the main needle passage. Wipe the needle and squirt it off. This fix **seems** obvious, but it doesn't necessarily get the actual jet hole cleaned out. Finish the job by screwing the needle back in **just a couple of turns**, and repeating the flush job. That will force fuel through the tiny jet hole in the bottom of the needle passage. Any small clog remaining will be forced through the engine, but it will normally wash through without harm. If you're using one of the early Cox screenless backplates, hold the nose of the engine **high** and the clog will wash out the back.

AIRPLANE TUNEUP-TAILHEAVY PLAYBOY: At first it was **noseheavy**, then it picked up a lot of good floating performance by slowly working the CG **aft** on the 1/2-A Playboy Jr. Glide performance improved dramatically with the CG back around 70% from the leading edge. Yup, 70%. Remember, that lifting stab is **part** of the total lift picture and requires a more rearward balance point on the wing. But a pesky "phugoid" oscillation (continuous minor pitching movement) developed which couldn't be trimmed out with elevator trim. Tailheaviness was suspected.

Some general trimming instructions say, put the model in a vertical dive, neutralize elevator, and see whether the ship tends to tuck under, or pull out. Tucking under indicates tailheaviness. That makes sense. If it's tailheavy, you will have trimmed in some down elevator to keep the tail lifted, or the nose down and level. Now put the ship in a vertical dive, where no gravity is working against the fore and aft balance direction, and that down trim will show up by trying to tuck the model further nose down. But, don't **all** Playboys tuck under in dives? Maybe the instructions are only for symmetrical foils?

Anyway, it took surprisingly little nose weight to get rid of the oscillation, and we had a nice stable airplane again. Just had to add one of those Cox rubber spinners to the front end to bring it into trim.

We later asked the question to a couple of aerodynamicist types, and both agreed that the phugoid oscillations were one indication of tailheaviness. Incidentally, those scary warnings about flying a ship too tail-heavy may be overdone when it comes to our Old Timers. Don't let the warnings intimidate you into **not** experimenting enough with an aft balance point. Just move the balance back **in steps** and check the ship's glide on a calm day.

Fly it low enough to see what's happening, but high enough to recover if you stall, as you keep trimming in up elevator. Just trim in a bit of down for your landing approach so you don't let it stall near the ground.

SOMETHING TO LOOK FORWARD TO:

Is the line of really **good** propellers fabricated **specifically** for those slow revving Antique and Old Timer ignition engines by Clarence H. Bull, Jr. of 3193 Alyndale Drive, Eugene, OR 97404.

Judging by the samples that Clarence was kind enough to send me, they are beautifully made and come in a variety of diameters and pitches. They are fabricated from maple, beech and mixed woods and very well finished.

They are being marketed under the "handle" of B-Y&O Props, located in Harrisburg, and will shortly be advertised in SAM Speaks. Speaking for myself, I find that with my ol' "gas-burners", running **under** 12,000 rpm, they act like a "lower-gear", giving that extra pull that is required for my "lead-sleds". High revving "screamers" **like** the low pitch fans, but engines like the Brown and O&R 60 **love** this type of prop. This is especially true for diesels like the Webra 2.49cc green head, and mine pulls like a bandit with this club".

BACK IN HAPPIER DAYS: Comes this photograph of Bob Dodds, our late Secretary/Treasurer at Taft with his O&R-powered Hurricane. This was **one hot** airplane which unfortunately blew out the cylinder seal at the 1991 Sam Champs.



Bob is shown here with his "Hurricane", a real nice lookin' red beauty. Photo by John Day

John Day, Bob's friend and neighbor was kind enough to send me some photos of Bob's activities and models, and, if you'll forgive me, I'll be running some of these in future "Speaks".

PROFILE OF A CONTEST DIRECTOR:

At this year's SAM Champs, the **Contest Director** for the Free-Flight events will be **Bill Prensky**, a 64-year old "upstart" from "upstate" New York.

Bill, like many of our "notorious" group, was born in "The Other World" of **Brooklyn**, attended Brooklyn Polytech and Brooklyn Law School. Forsaking law, Bill went on to pursue a degree in Mechanical Engineering.

This was followed by a stint in the Army as a radar repairman and finally as an engineer with the Eastman Kodak Company and retirement in 1989.

Bill started model building in 1938 and went through approximately 100 "dime" models with ultimate success being achieved a few years later with a Comet "Sparky" which **struggled** into the air with covering only on the **bottom** surfaces of wing and tail.



Bill Prensky seen with his Spearhead Jr. at Lawrenceville, IL back in 1992.

In 1947, Bill bought his first engine, an Ohlsson .23 and promptly lost it OOS in a Junior Playboy at Hicksville, Long Island. (sound **familiar** Mr. Taibi?).

There followed a typical succession of hundreds of free-flight and control-line models and even three or four R/C's.

Bill is only the second person that I have heard of who is **not** interested in full-scale aviation, but is a truly dedicated model builder and flier.

With his obvious love and enthusiasm for the hobby, plus his business acumen, I think make him an excellent choice for Contest Director.

As an "afterthought", I find it truly **amazing** when I think of all the modelers who trace their roots back to Brooklyn! In case you don't realize it, Brooklyn is by it's very nature **very small** (although heavily populated) and part of the greatest metropolis in the world. Of course in the "early" days, it was a short drive to the "outer fringes" of Long Island (**YES, Brooklyn is on "The Island"**) where excellent flying sites were plentiful, and Roosevelt Field beckoned those who still remembered the "Lindbergh Saga". As Mr. Bunker said: "Those were the days!"

SAM ENGINE COMMITTEE REPORTE.D. MkIV "Hunter" diesel

Another diesel has joined the ranks in the repro world. This newcomer is a reproduction of the E.D. MkIV "Hunter" which first appeared in England in 1949. The displacement is 3.46 cc (.21 cu. in.) which makes it a class "B" engine. The engine differs slightly from the original "Hunter", but all changes were made to make the engine more durable and serviceable.

The changes noted are as follows:

1. All assembly screws are 4-40 socket head cap screws.
2. The prop shaft is threaded 1/4-28.
3. The prop shaft has been lengthened 1/4" to fit a wider range of prop sizes.
4. The crankshaft is now stepped at the front with a split collet used to hold the prop drive hub. This also allows use of a second prop drive hub that is shorter and uses a standard prop drive nut and washer.
5. The cylinder wall thickness has been increased for more strength.

The engine has a single ball bearing at the rear of the crankshaft and is a rear rotary valve induction with loop scavenged cylinder porting. The repro engine weighs 7.5 ounces (the original weighed slightly less) The test engine turned a 10-4 Rev-up prop in the 10,000 to 10,500 rpm range using Aerodyne std. diesel fuel. This is the same range as the two original Hunters tested by the committee. The engine is very easy starting and not sensitive to needle valve adjustment.

The repro engine has been approved by the SAM engine committee for use as a pre-1950 diesel in SAM competition. The engine is being imported by Avis Rara and marketed by Aerodyne located at 1924 E. Edinger; Santa Ana, CA. 92705. The price is \$135.00 plus postage and 8% sales tax for california residents.



E.D. MkIV "Hunter" 3.46cc diesel

TRIBUTE TO A TRUE CHAMPION

By now everybody knows who did what at the past '93 SAM CHAMPS, but there was an interesting footnote to the overall view we have all seen.

After returning to Long Island shortly after the meet, Larry Davidson's buddies in SAM-75 decided to show their appreciation for his efforts in capturing the Grand Champion R/C Award for the third time, and held a surprise party for him and his wife Elaine at Larry's Hobby Shop in Northport, L.I., which was formerly owned by the "maestro" himself.

A beautiful cake and refreshments were served at what **should** have been the normal monthly meeting at the shop, but was in reality the excuse for catching the couple completely "off-guard."



Larry and Elaine cut the "Victory Cake" behind the counter of the Hobby Shop. Our readers will note that Larry is left-handed like our last two Presidents.

Bob Aberle photos

Unfortunately, I was not able to attend myself, but through the kindness of Bob Aberle, I **was** able to provide these photos.

It will be noted that Mr. Davidson is **NOT** going to fly at the '94 Champs, since he has been appointed R/C Contest Director, which will allow you fellows to do a bit of "catchin' up." We old free-flighters are going to get him involved in **our** aspect of the hobby just to watch him **chase** for a change!

All in all it was a **great** evening, and we who fly on this tree-infested and wind blown piece of real estate owe a real debt of gratitude to Larry for all the effort he has expended in promoting our hobby, and for the truly great sportsmanship he has demonstrated during his modeling career.

In this neck of the woods, Larry's integrity in both business and this hobby is unquestionable, and is only surpassed by his good humor and generous nature.

Elaine too is an asset to the hobby, being not only a helpmate, but a true **friend**.

Both Larry and your Editor pride themselves on having wives who not only **tolerate** our silliness, but support us in all the crazy things we do. I am fortunate enough to have grandchildren, two of which are now "gettin' their feet wet" in the hobby, and they look forward to having "Grandma" on the field with them, recording their successes with her video camera, or holding their P-30's while they pack the winds in. We're workin' hard right now to get **her** to build something, since she's a lot better craftsperson than I am! The only problem we have is getting Elaine and my wife apart once they start chatterin' together!



Larry and Elaine shown with the beautiful R/C Grand Champion Award captured at the '93 Sam Champs. Wonder if the clock **WORKS**!

It might be noted that at a mid-winter meeting of SAM-75, Larry showed us the Korda Wakefield he had built for the next "Champs". As is usual for Larry, it was a **magnificent** piece of work.

He proceeded to describe the painstaking efforts he made in wood selection, arriving at the absolute minimum allowable, the special techniques he had used in covering the wing to accurately preserve its undercamber, and many of the **numerous** fine points about the aircraft.

As he finished his "discourse" on the model, saying that it was more expensive to fabricate than he had imagined, I could not resist the temptation, so rising solemnly, I reminded one and all that the **identical** model had once been kitted by the "Burd" Model Airplane Company for a **complete** price of **39¢**! The silence that followed this remark was **deafening**!

Last reports on this model were that it was flying **beautifully** during Larry's visit to both Taft and Las Vegas. In a chat with Jim Adams, it would appear that he was quite impressed with Mr. Davidson's "expertise" with the free flight medium. Perhaps I better brush up on **my** flying before he "whups" me **too**!

1993 - A PICTORIAL REVIEW - 1993

Vic Cunningham's special twin canard pusher winder, a modified egg-beater that winds 'em both at once!

Reich photo



A 1936 "Flying Quaker", powered with our old favorite, the Brown "D". The wing is covered with Monocote with a Micafilm "skin" on the fuselage. This "bird" was built by George Tallent of Picacho, AZ. Reich photo



Charlie Yost, San Diego, CA with his O&R 23 powered "Scrambler" in the Old Ruler FF event. Reich photo



Here's a "cutie" by Richard Lee of Tacoma, WA. A nice little 1/2-A "Brigadier". Looks like lotsa stuff packed into that cabin!

Reich photo



A beautiful "Blue Flamingo" R/C by Walt Geary of Atlantic City, NJ. Power is O&R 60. The model is covered with Sig Silkspan.

Reich photo



Another one for FF; a 1941 "Super Rocketeer", powered by a Forster 29. Nice job of silk covering on this one built by Richard Lyons, Camarillo, CA. Reich photo

My thanks to Charlie Reich for the GREAT photos!

AN OPEN LETTER TO SAM MEMBERS

By Dave Platt

This essay is in response to the current "flap" over the **Boals/Davidson** letters and the proposals contained therein.

Before I begin with the meat of this, let me preface with two remarks:

a) I am not **currently** a SAM member. For several years I was, but dropped out for reasons that will become apparent as this narrative unfolds. I would be greatly pleased to rejoin the group in the future and to contribute to its activities and its lore should this become possible.

b) Anyone who wants to can attach the motivation of self-interest to this letter, because I sell Elfins. But it won't be true; you will see as this develops that my concerns are philosophical and address no specific proposal negatively. I have been a modeler now for some 50 years (I know some of you have me soundly beaten!) and consider this hobby's health far more important than mere money. I sell Elfins because it's fun and it helps people. If it makes some hobby-dollars along the way, so be it; but it doesn't drive me.

Alright, with my disclaimers out of the way, let's address Larry's letter. I imagine we can all agree—even those on another side of the discussion-- that Larry's expertise and vast experience in competition put him behind **nobody** in his qualification to speak on these matters. This being so, I don't think we can simply dismiss everything he says on the grounds that he's a "purist". Very often it is the purists who are the ones that care. Sometimes they care **so** much it gets them into battles. No, I believe that you need a better reason than this, **and better answers**, to consider Larry's proposals. May I try?

It is the nature of any society that caters principally to the middle-aged-and-above, that some means of self-preservation needs to be built into the order **or that society will die!** As I understand it, SAM came about because a group of fifty-year olds wanted to re-create the models and times of their teens and twenties. If we do the math, we'll see that they were talking about models that were roughly 25 to 35 years old. That established, let's see where we have come.

Twenty years, and more, have gone by. Those originators are now in their seventies and eighties. Sadly, many have passed away, and all of us now in our fifties and sixties will too, but given the chance, we can for a while, carry SAM's purpose along.

The difficulty is that SAM does not share its very reason-for-being with us. We aren't allowed to contribute to the SAM bonhomie or to participate in it. The models of **our** teens and twenties are **ineligible** (translation: unwelcome, insignificant). Somewhere along the line, the 1942 cutoff date became sacrosanct.

Presumably, we too are supposed to build models from the **other guy's** teens and twenties. And please, give us our due; we tried for awhile to do just that! But the spark the older ones feel for their airplanes is missing. We feel cheated out of something good. After awhile, the attraction dulls.

I truly don't believe that SAM actively wants things to be this way. Very likely, most members aren't even aware of the situation I'm describing, but because of it, SAM as a society is on a suicide course, and it won't be very much longer in coming.

There was, I submit a lack of foresight during the original creation of SAM. I mean this in no critical sense--- who ever can imagine what the seeds he plants will grow into, in another 20 years or more? But gosh! we need to be facing up to this problem and doing something about it...**Urgently!**

I propose:

Instead of a stable **date** (1942 or any other) an **age** qualification system. And, (like the old-auto folk for whom this very same method has worked well for so long) an essential element of the plan is that there are two basic categories of eligibility based upon the age of the model.

Vintage: Models at least 40 years old.

Antique: Models at least 50 years old.

The beauty of this system is that it obeys the first law of successful negotiation in that it tries to hurt no one. In any problematical situation, there is a way for **everyone** to get what he or she wants. The **clever** thing is to find that way. Most of the dissatisfaction with certain rules, or the way the other fellow chooses to pursue his hobby happens because unlike folk are made to mix when their philosophies clash.

With the age qualification system in effect, those modelers who like their 1942 airplanes aren't hurt--they can still build them, and fly in the Antique classes. The "younger" fliers would find welcome in SAM that has until now been denied, and they can build those models of the later 1940's and 50's and compete in Vintage.

I see this as the way for SAM to become a living, outgoing organ rather than soon a memory. As each year goes by, instead of being that one year closer to extinction, we'd instead bring into eligibility, an additional batch of modeling's history, **and someone's fond memories!**

If we imagine this method in place of this moment, a Vintage model would be 1954. An Antique model, 1944. For just one typical example: The Schulman classics "Zomby" and "Banshee" would now qualify. Under the date-bound system, they'll be forever "out-in-the-cold". Tell me, if you can, that this is **fair!**

And so to Larry.. With two basic categories of SAM competition, the managing of a rule structure for any given event would be greatly simplified. You'll be able to make a rule or procedural framework suited to the model and type of flying.....

OPEN LETTER (cont'd.)

... as you want it to be. You'll not be having to tread on the other guy's toes-- if the so-called "purists" (not a dirty word to me) want events using original equipment, they can have them in either class. Then the types who want to use their modern stuff and "just have fun" can come up with (or adapt existing) events to serve their liking. Everyone wins! Why should it be so hard, if you're having fun your way, to let the other fellow have his? When did SAM adopt a policy of: "You have to make what **WE** like, or you can't play!"?

I deliberately didn't criticize any of Larry's proposals because I believe that all of these suggestions are only manifestations of problems that exist only because we are trying to lump everyone together. I'll give you all one guarantee though, all these difficulties will go away in time, one way or the other.

If we solve them ourselves, it happens the One way, if we don't it happens the Other!

Dave Platt
1306 Havre NW
Palm Bay, FL 32907
(407) 724-2144

AND NOW; IN CONCLUSION:

Dear Larry: In reference to your rebuttal article: **"THE TIME HAS COME"**, I offer the following comments:

1. "David's main thrust was that he was taken aback when he watched the R/C Assist competition at the '93 Taft SAMCHAMPS. He was **totally** shocked by the high-powered "screaming glow engines" which dominated the Glow R/C Assist competition". Why should we care what the S.C. Ignition Flyer thinks about R/C glow engines? Is the surprise of one individual your justification for **"No LER Glow** events?

2. In regard to eliminating glow events and your reference to the preamble, I see nothing in the SAM preamble that does not apply to glow as well as ignition events. Glow events do not "reprove again that which is already recorded in aeromodeling history books" any more than ignition events or R/C Assist events. The preamble states it is desirable "to increase participation in the sport generally", which eliminating events, especially in the SAMCHAMPS will **never** accomplish. Your proposals (para. 4, items 1, 2 and 3) would eliminate five of the nine basic events that I fly at the "Champs". which will wipe out 5 of my airplanes and engines. In dollar terms, it will cost between \$1200 to \$1500 plus untold hours of building. I have talked to several local (Texas, Oklahoma) SAM modelers who **regularly** attend the SAMCHAMPS, and all have the same reaction...if they wipe out my airplanes and engines, they can have it. I will **not** build a whole new set of models to have

them wiped out at some future date. If you want to change the basic events to include the Brown Jr. and Ohlsson events put it in a rule change proposal and let's vote on it! Anyway, do you need to eliminate glow events to make room for the Brown and Ohlsson events? I think not if we are to follow the SAM preamble and **increase** participation.

3. Your comment: "It is ridiculous to try to compete in Antique with an original engine when we go up against a Rossi or equal Schneurle .60 running on 50-60% nitro.." I do not understand your reasoning in this since we have a **Pure Antique** event that is perfect "as-is" (your words) which may be powered **only** by an original ignition or pre-50's diesel engine. It sounds like you have the wrong airplane/engine combination for regular Antique and should be flying Pure Antique. Also, one can fly regular Antique or Pure Antique, but not both. So you are saying the preamble does not mean anything any more to all of you "Top Competitors" because you cannot win against a Schneurle glow engine using an original ignition engine, so therefore we should eliminate all glow engines in the regular Antique event? If we eliminated glow engines in regular Antique, we would have **two** Pure Antique events; one would allow scaling the model, and one would not. Using the '93 SAM Champs results for the Antique event, and applying your "no glows allowed" rule, this would move you from 8th place to first place. Is this what you are looking for? Did you notice the three flyoff times in Pure Antique (all used the EDCO 0.64) were better than Antique? Using your logic, should we therefore eliminate the EDCO ignition engine because it screams like a glow and is not following the preamble?

Joe Percy
2100 Gumm Road
Fort Worth, TX 76134I

WELL, I THINK IT'S ABOUT TIME That we put an end to this "hassling" over what should and what shouldn't be in SAM events. Let's **finally** make some **concrete** and **permanent** decisions so that we can all go about doing what we do best; **fly** and have some **FUN!**

It would **seem** that the **Free-Flight** aspects of our SAM movement are pretty well defined and followed with very little, if any, difficulty. However, the same cannot be said for our R/C fliers. Perhaps it's time to set up **Divisions** for our activities so that those wishing to fly radio events can be **separated** into **power groups**, thus allowing for the variation in the choice of powerplants to be employed, thus keeping the "chuggers" and "screamers" apart and eliminating the constant bickering. At least we can put on our "thinking-caps" and give it some **serious** thought while there is still a "SAM". There is room for **everybody** in our hobby; why make "waves"? B.K.

A LETTER WORTH CONSIDERATION: Comes from Bob Shakespeare of Naples, Fl., so without further delay, let's take a look:

Dear SPEAKS:

After building model airplanes for over 60 years, with a little time out to raise a family, my son, at about 10 years old became interested in my hobby. That lasted about 4 years, so there I was, alone again in my wonderful pastime.

Now that I'm 70 years young and still very competitive, I would still love to help the younger person enjoy what I've enjoyed for years. Then it happened: My two neighbors, both boys, were watching me test glide some of my planes in the yard. They both seemed interested, so they bought a couple of airplane kits that I had (their mother got one too), but they had lots of problems. They didn't understand the plans, so they had no luck and came over to the house to ask me for some help.

I sat them down and explained the world of model airplanes. One of the boys dropped out, but the other one was more enthused than ever. This lad was 11 years old, and after about six months and four airplanes later with some successful flights, I received this letter. I will try to interpret it for you, as it was probably from a school project.

My Friend Shakey

The first time I met Shakey, he was taking out the garbage. When I rode my bike, he asked me if I would like to build model airplanes, and I said yes.

After I said yes, he said: "Maybe you would like to come over and watch me work on my models".

The next week I went to watch Shakey build model airplanes. After I saw how much it was to build, I bought one and got started.

The model I builded was the Hornet P-30 and it took me two months to build that plane.

The next plane was called Super-30; it took about two weeks to build.

Ever since that day, Shakey has been my best friend.

Ethan Madajewski
Naples, Florida

P.S.: When you get a letter like that, you get a tear in the eye.

Robert L. Shakespeare
168 Tupelo Road
Naples, FL 33963
(813) 598-9027

Great work Bob! This is a guy who has the right idea about our hobby. With our collective "expertise", why **hoard** it? I'd be willing to bet that there are plenty of youngsters out there who would love to get into modeling if they knew more about it, so let's get out there and "spread-the-word". B.K.



Bob Shakespeare helping out his young "protege". Judging by the variety of "birds" in and around his car, they must have had a busy day.

FROM THE SECRETARY/TREASURER: We are planning a slight modification of the address labels for SAM members. Currently, some labels show an incorrect membership or expiration date. Not to fear if your 1994 dues are paid! Hopefully, by this issue your label will show the year your dues are paid through, or that you are a **LIFE** member if such be the case.

HOW 'BOUT SOME OF "OLD CHARLIE'S RAMBLINGS?"

A woman who tells her husband to "have a good time at the SAM Champs" is **always** beautiful.

When that once-in-a-lifetime trip opportunity comes up, **grab it**, even if you can't afford it.

The longer the trip, the more stuff you will take that you don't need.

Beautiful planes don't necessarily fly better than plain ones, but they **always** seem to.

Never brag about your flying ability, especially **before** you start flying.

Never criticize another man's plane...even if he asks you.

Don't brag about your equipment or your skills. One is **obvious**, and the other soon will be.

No matter how good you are, someone is always **better**.

Some people **are** luckier than others.

A man with a really good plane probably knows how to fly it.

I never made an enemy by praising someone's plane, or his skills. Thanks to Charlie Reich

FROM 16 YEARS AGO...A GOOD STORY

This may be "Old-Hat" for some of you **real** old time SAM members, but it was **new** to me and probably to a lot of us who "came-aboard" after 1979. Anyway, I think it bears retelling, so here goes:

Late in 1977, at a "SCAMP" meeting, "Bud" Norgren proposed a Brown, Jr. event for their 1978 Texaco Contest, which later became their annual "Brown Junior Event".

Bill Cohen, now of Sunrise, Florida decided to build something **different** for the meet and decided on a "Courier Sportster" for the competition with a Herb Wahl Brown (a Christmas present from his lovely wife) up front.

In mid-March, while waiting for the epoxy to dry on a repair to the "Sportster", Bill got on his Harley Davidson to look for a larger field on which to fly nearer the house. However, as fate would have it, Bill "spun out" on the wet and sandy road as was "rewarded" with a broken hip and a perfect landing in a hospital bed!

There was **no way** he could make the contest now, so he asked his wife Pam to call Sal Taibi to ask him if he would "proxy-fly" the Courier for him. Sal of course agreed, and after getting to the contest a day or two earlier, unfortunately proceeded to "total-out" Bill's "bird".

Meanwhile, Bill had contacted his good buddy Tom Heiser in Wyoming, telling him about the accident, so Tom flew in for a visit. Good wife Pam hadn't told Bill about the "fatality" to the Sportster. Ignorance **is** bliss!

In the meantime Tom and Bill's son Eric took off for Taft where they put the Brown from the destroyed Courier in Bill's old Dallaire which subsequently managed to take first place and a beautiful trophy, as well as another brand-new Wahl Brown!



Tom Heiser presents the Herb Wahl Brown to Bill Cohen in his hospital bed, April 10, 1978.

This is a **great** yarn, and just shows you that you don't have to **be there** to win! Thanks a bunch Bill.

HERE'S A PRETTY GOOD OFFER:

In a letter recently received from Frank Zaic, an offer was proposed which I think should interest a lot of you who would like to do something to help out the younger generation of model builders. Here's what Frank had to say:

Dear Bill,

Reason for this "snappy" reply is that I am just letting some people know that I have 1/4" Pirelli rubber that is still good for junior flying. It did not quite meet "spec" over 20 years ago. It was "stashed" in 30-gallon trash cans, which I buried beside the house.

Well, the brick walls around the house have to be replaced, so I figured it would be a good time to clear the area.

The rubber is good for junior flying around the park, etc., and I would like to know if you have any group which has Junior activities, and will be sending 4 skeins (10 lbs.) at no charge P.P..

The rubber has been tested by George Perryman and someone else and found to be good for the "casual" flier. Will include test results with the batch.

About your letter; When I read about the past, I somehow do not connect myself with the comments about me. It could be that I did not do it to be acknowledged in time to come. You might say that I enjoyed it, and at the same time made me feel "at home" in the States.

Regards,

Frank

Ed. Note: This rubber will be available to all requesting it as soon as I receive it. B.K.

IMPORTANT NOTICE !!!!!

I have been informed by Bob Aberle, that those persons intending to fly **electric-powered** Lanzo Bombers at the SAM Champs, had better make sure that it has a **built-up** planform pylon on their "bird".

The use of a single sheet "core" (ie: 1/4" or 5/16" sheet) to fabricate the pylon automatically makes the model **illegal**. The acceptable pylon should be a former/bulkhead type covered as prescribed. Construction is similar to that of the Zipper and Sailplane, so be careful about that point guys! I'd **hate** to see anyone go to all the trouble and expense of building one of these things only to have it **disqualified** at the processing table.

I'm not an "expert" at these details, believe me, but there are lots of people out there who **are**! A word to the wise is sufficient, or **should** be!

By the way..... If you haven't gotten in **your** check for those '94 dues, why not put down that beer, open the ol' check book and shoot them out to Larry Clark right now!

FROM SAM-76:

Comes word of their Dave Ritchie Memorial Meet to be held at Pennfield Middle School in Hatfield, PA on Sunday, July 17th. from 10 AM to 4 PM.

The following events are scheduled:

- * 1/2-A Texaco
- * 1/2-A Texaco Stand Off Scale, including Bi-Tex, (6 oz./ Sq. Ft.). Extra prize for best biplane!
- * Fuel Allotment (All Classes Combined)
- * L.E.R. Glow (All Classes Combined). Mufflers required, no tuned pipes.
- * Brown Jr. Event (Pre 1939, no pylons)
- * Electric Texaco (new rules)

\$7.00 First Event \$3.00 Each Additional. AMA Sanc.

For further information, call:
Peter Van Dore (215) 635-0486

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1994 INTERNATIONAL POSTAL COMPETITION

The purpose of these events is to promote friendly low key competition between aeromodelers worldwide, either with a classic Old Timer model of proven flying ability, or with choices from a wide variety of small rubber-powered designs authenticated to have been initially flying **prior** to Dec. 31, 1950, even though plan publication may be of a later date in any commercial magazine, SAM publication, club newsletter or other source.

As single-design events are not usually self-sustaining, this is likely to be the last for the 1933 Lanzo, unless entries and demand suggest otherwise. I am open to suggestions for an alternative event to replace same in the future.

Flights may be made any time between Saturday July 30th. and Monday Sept. 5th. inclusive, this period including various statutory holidays in Canada and the United Kingdom. It is not mandatory that all flights be completed upon the same day, but each is to be pre-nominated to a timekeeper as an official contest flight.

The **Lanzo** event will be to three flights of 2:30 **maximum**; if so achieved, a further flight to 3:30 may be attempted; if more than one such score is received, the entrants will be considered as equal winners, progressive or unlimited flyoffs are beyond the scope of what is primarily intended to be a "fun" event.

The **25" OT/Vintage** class is for any model up to that span, authenticated as above, fitted with a **freewheeling** propeller as per plan, and with a two-wheel undercarriage as shown thereon. A freewheeling propeller may be substituted for a folder, if the latter is depicted on a plan. **Four** flights will be made to a 1:30 **maximum** with a further sole attempt at 2:00 if necessary. There is no restriction upon the number of models entered in this event.

Entry fee for both competitions is \$2.00. In the 25" class, the fee will apply to each of the first two models entered; for three or more, an inclusive fee of \$5.00 will suffice. Fees are to assist in defraying plaque costs, mailing charges, etc., and a report will be mailed to all entrants with full results. To assist in the completion of same, a brief account of site/weather/flying anecdotes would be appreciated as scores are submitted. **Sharp** photos of models and fliers could also prove of use.

Scores should be returned by Sept 30th. to:

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

A HISTORY OF THE WORLD (cont'd.)

The Bible is full of interesting caricatures. In the first book of the Bible, Guinesses, Adam and Eve were created from an apple tree. One of their children, Cain, asked: "Am I my brother's son?"

God asked Abraham to sacrifice Isaac on Mount Montezuma. Jacob, son of Isaac, stole his brother's birthmark. Jacob was a patriarch who brought up his 12 sons to be patriarchs, but they did not take to it. One of Jacob's sons, Joseph, gave refuse to the Israelites.

Moses led the Hebrew slaves to the Red Sea, where they made unleavened bread, which is bread made up without any ingredients. Afterwards, Moses went up on Mount Cyanide to get the ten commandments. He died before he ever reached Canada.

David was a Hebrew king skilled at plating the liar. He fought with the Finkelsteins, a race of people who lived in Biblical times. Solomon, one of David's sons, had three hundred wives and seven hundred porcupines.

The Greeks were a highly sculptured people and without them we wouldn't have history. The Greeks also had myths. A myth is a female moth.

The nineteenth century was a time of a great many thoughts and inventions. People stopped reproducing by hand and started reproducing by machine. The invention of the steamboat caused a network of rivers to spring up. Cyrus McCormick invented the McCormick raper, which did the work of a hundred men. Louis Pasteur discovered a cure for Rabbis. Charles Darwin was a naturalist who wrote the Organ of the Species, Madam Curie discovered radio and Karl Marx became one of the Marx Brothers.

The First World War, caused by the assignation of the Arch-Duke by an anahist, ushered in a new error in the anus of human history.

The End

SAM ENGINE COMMITTEE REPORT

By: Allen Heinrich, Chairman

A question concerning the classification of "radial" ported engines has been directed to the engine committee from the 1994 SAMCHAMPS contest committee. The question was in regard to certain un-baffled piston engines such as the Arden, OK Cubs, Elfin, and the P.A.W. The question is, "Into which classification do these radial ported engines fall?"

The engine committee advises that engines that do not have special directional porting, such as a Schnurle, but are radial ported are classified as non-schnurle engines. This clarification will be added to the 1996 SAM Rule Book.

"TICKICIDE" FOR FREE FLIGHTERS:

Courtesy of "Flyoff"

An article appeared in the Spring Issue of Bob Hatschek's "Flyoff" newsletter, which was of interest to me, and is a valuable piece of information for all of us (especially free-flighters) who venture into deep brush or woods in search of our "lost" models. It, of course concerns our main enemy **THE TICK**, and the most effective ways to avoid what can easily be a debilitating illness. Bob "Doc" Perkins, MD gives us some **valuable** information on how to keep this "bugger" off **your** "airframe" so, without further delay, here it is:

Preparations which contain 0.5% permethrin (sold as aerosols: Coulston's Permethrin Tick Repellent; Duranon Tick Repellent; and Permanone) quickly kill **all** life stages of ticks **on contact**, but the aerosol is intended for application to **clothing** and **not** to skin.

Repellents which contain 5% to 30% N,N-diethyl-m-toluamide (DEET, sold as OFF or Deep Woods Off), or DEET in combination with hexanediol (sold as 6-12 Plus) applied to clothing and/or skin provide an estimated 90% protection. However, about 40% of the DEET applied to the skin is absorbed into the circulation and has potential toxicity if used excessively. Repeated spraying of children with DEET, even in low concentrations, may cause **severe** adverse reactions. Formulations with 75% to 100% DEET (Deep Woods Off-Maximum Strength; Jungle Formula and Muskol) must be used with caution even by adults, if at all by children.

A 14 second spray application of 0.5% permethrin to clothing has been shown to provide 100% protection and kill all Lyme disease nymphs and adult ticks on contact, compared to 86% to 92% protection and no kill by 20% to 30% DEET. In addition, permethrin persisted in an active form on clothing for 4 weeks even after three detergent washings. Skin absorption of permethrin is low, and no toxic reactions have been reported.

Used as a clothing repellent, permethrin is the single best tick deterrent. The overall best tick protection may be a combination of DEET to exposed skin, and permethrin to clothing.

How to remove an embedded tick: Be ready for splinters and ticks. Buy a **small** pair of pointed forceps for the toolbox **now!** Disinfect the bite **before** and **after** tick removal. Grasp across the embedded tick mouthparts firmly with the pointed forceps as close as possible to the site of skin attachment and pull away perpendicular to the skin with steady, even pressure. If forceps are unavailable, a tick can be removed with fingers shielded by tissue paper or rubber gloves. Squeezing too firmly may inject infected saliva or feces like a mini-syringe. Save the tick for identification of species. Do **not** use alcohol or other irritants to dislodge the tick, this could induce injection of saliva or feces into your system.

WHO CAN NAME THE "MYSTERY BIRD"?

In a letter from John Phillips (SAM-2963) from Beach Lake, PA comes the photo below of "something" from the past. Both John and I cannot name or place it, but with the **wealth** of knowledge among our members, I am **sure** that **someone** can put a "handle" on it.



The "mystery bird" as it can be seen hanging in the Hawley, PA Antique Exchange. Phillips photo

The wingspan is 72", and both panels are removable, held on by hooks and rubber bands. The struts are functional and can be used to adjust the dihedral. It is covered with what appears to be some sort of linen. The model is powered by a Baby Cyclone, and it was built by a fellow named "Boy" Haggerty (now deceased) in 1936 or 1937. This plane was purchased at Estate Auction.

If there is **anybody** out there who can "fingerprint" this model, drop me a line or get in touch with John. He can be reached by contacting:

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R/C MATTERS! By Bob Angel

CUTTING OUR LOSSES: My personal reasons for choosing "controlled flight" (R/C) are several. But a major one is that I'm a slow builder and like the odds in my favor for keeping an airplane once it's completed. I don't think of ships as being expendable.

Many free fliers would rather eat worms than be seen flying radio control, but believe me, an R/C'er hates even worse to get caught flying free flight,—especially with his radio ship. There are two kinds of R/C pilots; those who have made a free flight (radio off) launch, and those who eventually will. Since our ships are seldom trimmed for free flight, and we don't use engine run timers, such flights often end up in disaster.

But not always. Let's digress for a short story. Some time ago at a Taft contest, the "Old Hayshaker", Nick Nicholau launched his 1/2-A ship with the radio off. (We've used Nick's real name to protect the innocent). The prevailing morning wind sent it circling upwards toward the city of Taft. A friend scooped Nick into his car, and away they sped with the car chasing the ship westward as both disappeared toward Taft.

Just minutes later, the mid-morning wind shift occurred, and a gentle breeze came blowing from the West. Soon a car came speeding back from down the highway from Taft, while a great cheer arose from the field. Nick's ship came circling back for a perfect on-field landing, which many claimed was much smoother than Nick usually makes. Since nothing in the Rule Book says an R/C ship must fly with the radio **ON**, the CD awarded Nick his twelve-plus minute flight score. The crowd approved.

But back to business! SAM members have the "radio off" launch problem as often, or more so than other R/C fliers. I don't think it's just because we're old and senile. A lot of it is due to the nature of our competition. We frequently fly several different ships during a day, each with different switching setups and locations. We often have a different timerhelper every flight, each needing at least minor instructions.

To save weight, we often carry minimum capacity flight batteries, which we tend to switch off to save power whenever a starting problem or other delay arises. All this can accumulate into a confusion factor leading to a radio off launch.

There are several mental discipline tricks, as well as mechanical aids that can help. Many R/C sailplane pilots develop the habit of **always** moving and checking the controls as the last act, just before hitting the footswitch on the launch winch. Translating this to our flying, why not develop a habit of **always** moving

(continued on page 22)

R/C MATTERS (cont'd.)

the controls just before you make that first flip of the prop, or spin the starter. Do this regardless of whatever else you've done up to that time, and you'll cut your losses.

If you do have a starting delay and switch off your radio at the flight line, always say to yourself, "here is where I could get into trouble", and be **alert**. The pilot has the primary responsibility, but an alert timer-helper can increase the safety factor also. When acting as timer, a courtesy is to insist on **personally** seeing the controls move with the stick sometime before the launch.

On my 1/2-A ship, I use a miniature phone jack as a combination lightweight switch and charging socket. It's wired "normally closed", so that the jack must be removed to turn the receiver on. This jack is mounted in a highly visible location on the cheek cowl, with a colored ribbon attached, which waves in the breeze if the engine is started with it still in place. It's clipped just short enough not to be sucked into the prop, should the engine start **backwards**. Before every launch, I look for the **absence** of that jack.

It should be mentioned that I've seen safety warnings from radio experts against using these jack switches. One felt that the simple spring-closing action (as opposed to wiping action) is by nature less reliable, and that the spring could possibly open in harmonic resonance with engine vibration. Also, there's a momentary short created as the jack is plugged or unplugged. The writer had apparently not used the jacks himself.

He's right about the momentary short, and you have to be careful to snap the jack all the way in or all the way out, but the only failure I've ever actually seen or heard of was when the jack was first mechanically damaged. If you bend or damage the jack in any way, it should be replaced. If the controls move after switching on, the jack has made its spring contact, and it would seem unlikely to then lose that contact.

Regarding harmonic resonance, the jack switch spring appears to me to be too short and stiff to be affected by engines of ordinary speed. Maybe you'd be advised not to use one above 18,000 rpm. In fact, with the noted warnings, use this setup at your own discretion or peril. Does anyone have a failure to report from using one of these jacks? If so, I'll publish it and consider quitting my bad habit!

Most electronic spark ignition switches will automatically prevent radio off launches, because the ignition switch simply doesn't come on unless the radio is on, so you can't do much damage if the engine isn't running.

I've been using a neat little gimmick which was also recently written up in one of the model magazines.

It's easy to wire a small Light Emitting Diode (LED) that plugs into one of the unused servo ports on your receiver. The light can be brought out to a visible spot on your ship, where it will glow (or blink) whenever the receiver is turned on. You or your helper can then easily see "radio on" at any time.

Radio Shack number 276-030 is a blinking green (for "go") LED, and they also have red, or non-blinking models. For you nonelectronic folks, the LED must be wired with correct polarity, or it simply won't light. Just solder the LED's positive wire to the connector lead wire's positive (this is a red wire on Futaba sets), and the negative to negative (black wire on Futaba), and omit wiring the third or servo signal wire (white on Futaba). If you're not sure, just strip the connector's 3 wire leads, plug into a receiver servo port, and touch LED ends until it lights.

At the '93 SAM Champs, there were far too many R/C ships lost due to visibility problems at extreme altitudes. Many of the pilots got into trouble during the power run.

If you agree we should cut our losses, then it follows that any future rules adjustments to engine runs should point toward shorter runs for those engine types that are believed to have an advantage, instead of longer runs for those which are felt to be at a disadvantage.

Many SAM fliers have not yet had the problem of literally flying out of sight under power, and of course, many don't choose to compete, but the rules **are for competition**, and they should be designed to accommodate competition fliers, from the beginner to top skill levels.

Wandering along to my point, we may see a re-submission of the proposal to use smaller (6cc) Babe Bee fuel tanks in 1/2A Texaco, in place of the 8cc tanks. That proposal was narrowly defeated a few years ago, mainly because not many fliers had experienced the dreaded "out of sight menace" with their 1/2-A ships. If it hadn't happened to them, they didn't see a problem. Since that time, I've talked to many "converts" who, because of increased skill levels have personally seen the problem and would now vote for the smaller tanks. One of these is a nationally known knowledgeable flier who worked against the change, and helped defeat it last time.

If the opportunity arises, I **URGE** you to vote for the smaller fuel tanks for 1/2-A Texaco.

Switches off, antenna down!

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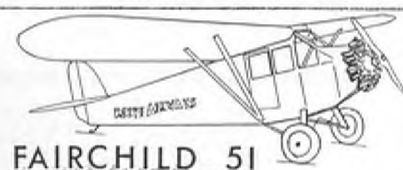


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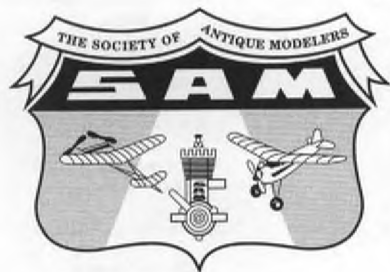
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SEPTEMBER-OCTOBER 1994

NUMBER 119



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Inside This Issue:

SAM Election Results.....	3
"..Like Turning Back The Clock".Joe Kovel.....	4
Old Engine Analysis #13...Charlie Bruce.....	5
Silk Application. (Part 1)..Jim Adams.....	7
Retrieving The Situation..Ramon Alban.....	9
From Our Friends in Germany.....	11
A Note of Apology.....Bill Kimbell.....	12
A Lanzo "Duplex" Story....John O'Leary.....	13
Is Your Ignition Engine Running Sick?..Angel...14	
Heard from "Down-Under"....Ian Avery.....	15
We're Going to Colorado!...Art Hillis.....	16
A Plea for Peace.....Bob Angel.....	17
"The Time Has Come" (Synopsis)..Delagrang.....	17
"Keen About Flying"....David Owen.....	18
A Squirrely Problem...Bob Black.....	20
Out of the Past.....	21
"You got me Covered".....Bill Kimbell.....	22

ABOUT THE COVER

For this Issue's cover, we have a photo of Joe Kovel holding his K-G-2 shortly after landing at the SAM-75 Annual Contest. This real "antiquity" is powered by an O.S. Max four stroker. For details on this flight, see page 4. Frank Ryan photo.

Editor

Bill Kimbell
2 Noel Place
Smithtown, NY 11787

Production Director
Jim Adams

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 93445

OT Ignition Engines

Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

SAM Free Flight & R/C Schedules

Mike Myers
911 Kilmory Lane
Glendale, CA 91207-1105

Rare Old Timers

Ron Baddorf
11522 Old Carrollton Court
Richmond, VA 23236

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 93445

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

Larry Clark
Box 528
Lucerne Valley, CA 92356

NOW THAT THE BALLOTS HAVE BEEN COUNTED -

It has been determined that **Don Bekins** will be the new "honcho" for SAM. My congratulations to Don, and I am certain that with all his expertise he will make a fine President, although I do not envy him the job!

Jim Persson is similarly to be commended for running a fine campaign, and it is interesting to note that a margin of only **51 votes** separated the "combatants". I personally was quite disappointed at the large number of members who failed to cast their ballots (under 500) which indicates (at least to me) that far too few of our group actually **participate** in the executive function. It's hard to establish rules and procedures based upon such a poor representation.

As to the actual vote count, it was as follows:

PRESIDENT

Don Bekins 237
Jim Persson 186

WESTERN V.P.

Ed Hamler 330*

ROCKY MOUNTAIN V.P.

Art Hillis 293*

MIDWEST V.P.

Bob Edelstein 307*

EASTERN V.P.

Mike Granieri 174
Jack Bolton 189

SAM SECRETARY/TREASURER

Larry Clark 371*

* Unopposed

Votes were counted by Carl Hatrak who will read the details at the business meeting to be held at this year's SAM Champs, providing Carl is able to make it.

It may be noted that during the ballot-count, 14 ballots were **voided** because they had no name or SAM number entered in the area provided.

Once again, my congratulations (or condolences) to the winners and we all look forward to great things from all of you. Fortunately, I have been able to participate in a good number of SAM events this season and have had the great pleasure of meeting many of my fellow "Samers", all of which have proved to be the finest bunch of people I have ever had the good fortune to meet. This is **especially** true for their "ladies" who work so hard to help their "hubbies" get their creations airborne. **"We luvs ya!!!"**

...AND NOW, FROM OUR SECRETARY/TREASURER:

As of this issue, your address, SAM number and membership expiration date will be printed on the cover page....**No more labels!**

SAM now has its own computer, and roster diskettes are produced and sent directly to the printer, who, in turn, has the capability to print the addressing information directly on each copy.

Prior to this, all SAM records were **manually** maintained, and a computer firm use only to print labels and roster lists. Unfortunately, strange things kept happening to the data base, particularly in the membership expiration area, and earlier this year many SAM members that the "L" symbol designating LIFE membership had been dropped and expiration dates added! Also, membership expiration dates for many other SAM members were found to be either incorrect, or not shown at all.

Recently, over 600 postcards were mailed to SAM members who the manual records indicated had not paid their 1994 dues. While many responded with a renewal check, others questioned these records. Under current rules, all memberships, other than LIFE expire at year's end. Thus, if you paid one single year renewal sometime in 1993, in almost every case, your next year's dues became due on January 1, 1994. Some new members who joined SAM late in 1993 were apparently granted membership through 1994. The membership journal (which was the source for sending the postcards) unfortunately does not reflect such extensions. Hopefully the expiration date shown on this issue should be correct.

During 1994, President Jim Adams has been sending current year back issues to **new** 1994 members to justify charging a full year's membership to those applicants.

From an historical standpoint, label expiration dates have **not** been used for membership eligibility control. However this will change under the SAM computer system. From now on, accuracy of expiration dates will be of prime importance. Thus, if you question the date of your membership expiration shown on the issue, please let me know, and I will dig into our records. **Any errors will be corrected!**

Remember, when you write, **include your SAM number!** When sending a check, make it payable to **SAM!** This hastens processing and will be much appreciated.

Respectfully,

Larry Clark
SAM Secretary/Treasurer
P.O. Box 528
Lucerne Valley, CA 92356

"...LIKE TURNING BACK THE CLOCK"

Was the often heard expression at the SAM-75 Annual R/C meet held at Calverton, Long Island when Joe Kovel "waltzed" onto the field with his venerable K-G-2.

"Monsters" like this 10 ft. behemoth are not the common sight around these parts, and its effect on the many spectators was like a magnet, drawing hordes of people fascinated by the bulk of this "creature", eagerly waiting to see if this beautiful old bird could really fly. And fly it did!!!



Mike Granieri (on left) overseeing the "pre-flight" of the K-G-2 with Norm Rosenstock directly to the rear talking it over with Joe Kovel, with Larry Davidson on the "bull-horn" ready to describe the event to the audience. Frank Ryan photo

After fully preparing the "bird", it was decided that Norm Rosenstock would have the honor of "piloting" the aircraft during the momentous event.



Norm Rosenstock (on left) and Joe Kovel await the "all clear" from C.D. Larry Davidson. Ryan photo

The engine started almost immediately with its deep throated roar, not unlike that of an old Stearman warming up on the tarmac. It was a beautiful sound which drew everyone's attention with its authority.



Joe "walks" the KG out for the take-off, with Norm Rosenstock checking control function. Ryan photo.

The moment of truth! The old bird slowly started across the green strip, picked up speed then rose gracefully into the air, its big engine purring like a kitten.



Tail up, the KG picks up speed in its takeoff run, clearing the strip with room to spare. Ryan photo.

There was no doubt that this machine was a performer, handling like a "pussycat" in the capable hands of Mr. Rosenstock. Each "pass" was a photographer's delight as your Editor's wife, who video-taped the entire flight can testify. Norm made many fly-bys which really delighted the many enthusiasts who appreciated the graceful soaring capabilities of the venerable "monster".

There was none of the "howling" or "screeching" associated with today's power-packed two cycles, but a deep "purr" which was both soothing and authoritative. Response to control was positive throughout the entire flight, but one thing was becoming increasingly evident. This bird wanted to fly, and someone was going to have to exercise some discipline over her before she decided to do an unscheduled "cross-country". (cont'd. on P.12)

OLD ENGINE ANALYSIS # 13

Forster 29

**Charlie Bruce**

The Forster Brothers of Illinois had produced large engines (the "88" and "99") since the early 1930's. But, in 1940 they brought out the "29" to compete with the very popular O&R 23. They even used the same mounting bolt pattern, a clever idea to make it easy to use the new engine in your old model. The 29 was well designed and well built, featuring the rear disc rotary intake, an advanced idea in small engines.

Early engines had a plain bronze bearing crankshaft, but a single ball bearing was added around 1946, along with a high compression head. The 305 was just a 29 with a slightly (0.010") larger bore, to increase the displacement to Class "C" size. This made it convenient to fly the same plane in two classes by switching engines. Frank Parmenter, who worked for Forster in the 1940's says he encouraged production of the 305. Most 305 cases and cylinders are a bit different in size from the 29 to discourage clandestine parts swapping.

When the glow plug began to replace spark ignition, Forster came out with a revised design retaining the rear rotor, but with an up-slanted venturi (Models G-29 & 31). These were quickly replaced by an entirely new glow design using a front shaft rotary valve in 0.29, 0.31 and 0.35 cu. in. sizes (designated R models). Some of the glow engines retained the lapped cast iron piston of their forerunners, while some used a ringed aluminum piston. Most glow engine parts will not fit the spark ignition engines. Forster Brothers never produced the 29 and 35 front rotor engines with spark ignition. After Forster dropped model engine production, REMCO produced the R-29 and 35 engines with spark ignition, using the REMCO timer. Later, M&G picked up the project and produced more spark engines. Currently, RJL Industries has the Forster project, and is producing spark engines in 29, 35 and 99 size as well as the glow 29 and 35. I have no experience with the REMCO or M&G engines, but have borrowed an RJL spark engine for this analysis.

DISASSEMBLY:

Timer: Remove the prop nut or bolt (RJL) and prop washers. On the RJL, also remove the circlip from the front of the crankshaft. Remove timer friction screw, coil spring and washer. Rotate timer about 1/4 turn counter clockwise to get the moving point tail out of the cam slot, and slip the timer off forward. If your engine has a two speed timer (dual points), you need to pull out the flat point spring with needle-nose pliers, then work both point tails out of the cam slot before you remove the timer housing.

Fuel System: Remove central screw to release the tank. The needle valve assembly can be removed by unscrewing the nuts. The venturi can be removed by unscrewing after loosening the lock nut, but it is best left in place.

Fuel System: Remove central screw to release tank. The needle valve assembly can be removed by unscrewing the nuts. The venturi is removed by unscrewing after loosening the lock nut, but is best left in place.

Front Case: Remove three long 4-36 screws threaded into the main case. Some engines have lock nuts on these screws at the rear of the engine. The front case and crank come out together. There is a paper ring gasket. The crank is a slip fit in the bearing and slides out easily; there are no loose washers. If you have a ball bearing engine and wish to remove the bearing, get a block of wood about 1" thick with a 1-13/16" hole drilled through it. Place the heated front case, bearing side down in the hole, and using gloves, pick up the block and all, then whack it down on the workbench to pull the ball bearing out by inertia. It may take several tries, as these bearings are usually a tight shrink fit in the case. The bearing is a non-standard size, which to my knowledge is not available. You can use the standard SR-6 bearing as a replacement by making a short steel sleeve to bush the center of the bearing from 0.375" down to the 0.344" diameter of the crankshaft. The bush should be a light press fit in the bearing, and a slip fit on the crank.

Cylinder: Remove the six 3-48 head screws and lift off the head. There is a thin high temperature ring gasket which will probably have to be replaced. Take out the four 3-48 cylinder base screws and lift the cylinder up and out. These are usually stuck not only from old gummy oil, but Forster used a joint compound instead of gasket on the mating surfaces. Heat may be required to loosen the joint. The Forster wrist pin is retained in the piston with tiny circlips. Don't lose 'em if you remove 'em! RJL uses a wrist pin with end pads.

Rotor Valve: The RJL has no separate rotor valve. The rear disc on the Forster is retained by a special shoulder screw with **left hand** threads. There are no shims or spacers.

Re-Assembly: Once again, reverse the procedure reassemble your engine. Here are some special points to aid in the chore: Be sure the rotor disc and its seat are clean, smooth and free of major dings, and that the shoulder screw (**left hand threads!**) is tight. Disc should spin freely. If you removed the wrist pin circlips, be sure they are completely seated when reinstalled, and note the con rod orientation on the Forster, long side of the bottom end goes forward to clear the counterbalance. (RJL con rod is symmetrical). The wide side of the piston baffle must face the exhaust. I've found that the best way to make sure that the rear rotor pin engages the crank pin properly, is to hold the engine with the crank.....

... opening up (cylinder/piston/rod in place) and line the con rod up over the rotor drive pin. Now, while holding the engine with crank vertical, slide the front case (remember the gasket) over the crank. Check that it all rotates freely before you tighten the screws. Note that the front case will go on 3 ways; one is correct, with the timer retaining screw at 6 o'clock as you face the engine. The head baffle cut out must fit the piston. When replacing the single speed timer, pry out the moving point tail as you slip the housing in place. On the two speed timer, you will have to place the housing barely onto the front bearing and install the moving points one at a time, left one first. Hold the engine with crankshaft vertical and carefully work the housing onto the bearing, keeping both moving points in position. Install the friction screw with washer and coil spring, then the flat point spring using needle-nose pliers.

These engines use the V-2 plug with a 0.015" spark gap. The point gap is also 0.015". On early engines, the gap is set by the thickness of the washers under the fixed point. Later engines have an adjustable fiber bushing with a knurled lock ring (much better!).

You may use the two speed timer as a conventional single speed unit by simply wiring up the high speed point (left hand side looking from the front) and ignoring the low speed point. Retard and advance with the arm just like the single speed timer.

Parts: RJL Industries, P.O.Box 5, Sierra Madre, CA 91025, has 29 and 35 FRV engines and many parts. Send them a SASE for their neat brochure.

Wes Pettinger, 1501 Banbury Ct., Richardson, TX 75082, has the hard to find 4-36 screws. He would appreciate a SASE.

Air Accessories, 3600 Pittman Road, Independence, MO 64052, has plastic tanks for the rear rotor 29 and 305. See their ad in "The Engine Collector's Journal" or send a SASE.

Test Runs: 3:1 Gas and Oil

Forster 29: (ball bearing & rear disc valve)

8200 rpm on Top Flite 10/6 Power Point

RJL FRV 29: 9400 rpm on Top Flite 10/6 Power Point

Next Analysis: Forster 99

Charlie Bruce Rt.1, Box 766, Milano, TX 76556

FROM DOWN FLORIDA WAY:

Comes word of the **Pensacola Free Flight Association** and their Fall Free Flight (AAA) Contest, to be named: **The Scotty Murray Commemorative.**

The Contest Director is "Jack" Bolton, and the site is the US Naval Air Station, field site 8A, and the pictures I have seen indicate that this is a **fabulous** flying area, especially for free flight.

They'll be flying a **mess** of events, among which are included: SAM FF Ignition and Glo, both ROG and hand-launch; SAM R/C Assist again both Ignition and Glo with the same launch parameters.

Additionally, there will be Nostalgia events in accordance with current NFFS rules, **plus** Mulvihill, Coupe, F1G, OT Rubber, Wakefield, P-30 and Commercial Rubber.

There are also a bunch of special events including Gollywock and HL Glider, but space does not permit me to go on to any great length, and to add insult to injury, there will be a MECA Collecto on Friday, Oct. 5 from 5 to 9 P.M. at the Ramada Bayview.

The meet itself will be held at the N.A.S. on Oct. 8th and 9th, and the basic entry is \$10.00 for the first event, plus \$ 3.00 for each additional.

Speaking for myself, this one **really** turns me on, and it sure would be a treat to attend this one. (remember, we on Long Island would **kill** to fly at a field like this!)

I strongly suggest that all interested parties contact Jack at the address below for further details, entry blank(s) with a map attached.

You may reach Jack by writing:

Jack Bolton

9521 Scenic Highway

Pensacola, FL 32514

or **after** July 10, 1994:

6621 Calle de Laurel

Gulf Breeze, FL 32561

Incidentally, any of you guys that send me nice clean **action** photos of the activities will be **personally** be rewarded with the title: Staff Photographer, by your much-harried Editor!

ENGINE RESTORATION AND RE-WORK

My engines used by winners in SAM contests including the SAM Champs. Transistorized Ignition Systems, Coils, Hi-Tension Leads. Etc SASE for free list. **NEW!!! HARD CHROME**
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Hank Nystrom 3317 Pine Timbers Dr. Johnson City, TN 37604

EXPECT THE BEST - FLY THE BEST - TEXAS TIMERS

SILK APPLICATION-(Part I)

By Jim Adams

The application of silk to a model structure must be approached with confidence. Most beginners feel defeated before they start. You **must** put apprehensions out of your mind and convince your head and hands that this is going to be a "piece of cake". This sounds so simple, but what I am saying is to study this article until you understand it, and then just start covering like you have been doing it always. It's **easy**, and it's **fun** and the results are great and much easier than paper, after you get the hang of it. I am going to start by describing the technique for wings first.

SILK APPLICATION:

Pre-dope all structure where you want the silk to adhere. **Use full strength dope**, apply at least 3 or 4 coats. Pay special attention to the bottom of ribs and tops of the dihedral joint ribs. If your wing has a flat bottom such as a Clark-Y, you do not have to apply dope to the rib bottoms except at the dihedral ribs. The dope should **not** be thin; if it does not have body, add about 50% nitrate glue to the mix. You can buy covering adhesive already mixed from AERODYNE, who advertises in SAM SPEAKS. I use 4 coats right out of the nitrate can. Allow to dry well, at least 30 minutes between applications. The entire framework should be lightly sanded (400 paper) between coats to eliminate all rough spots that might snag the silk and prevent you from pulling the silk across the surface.

Cut the silk about 1" bigger all around than the panel you are going to cover. Silk has a "grain" which is in the **lengthwise** direction of the fabric wrapped on the bolt. The chordwise direction is the 36" **width** of the material. Silk seems to work best if the lengthwise direction runs along the **span** of the wing or lengthwise direction of the body. I personally prefer covering the entire upper or lower surface of the structure in one piece. Some modelers will tell you that it is impossible or very difficult. I ask you that you try this method once, and see if it is more work than putting on the silk in many pieces. Some people prefer starting with the bottom of the wing if it has undercambered ribs. This is **insurance** in the event that they have trouble with the lower concave surface not sticking

... completely to the silk, and they want to add more adhesive during the job. Most beginners are afraid to tackle more than a single panel at a time. This **may** seem simpler, but it increases the number of overlap joints that have to be made. Trimming and applying silk with a straight edge over another silk surface (overlap joint) is very difficult unless you know the secrets that I will give you later.

When the wing is all pre-doped smooth and dry, lay the piece of silk on the surface to be covered and spray with water, using a small commercial kitchen spray. Get it **wet!** Don't worry about wetting the structure which you have pre-doped. Some people even dip the silk in water before applying. I have, in recent months, found that some silk had not been washed sufficiently before it was packaged, and after it was sprayed with water, it appeared dirty! I have started washing out my silk before I use it. Test a piece of **your** silk before you start, and see if it stains when you apply water. I find it easier to wet it on the structure. **Very carefully** spread the silk over the structure, light fingertip pressure until the overhang is about the 1" you started with. Pull it lengthwise and chordwise until you're happy with the fit.

Pulling lengthwise will reduce the amount of sag between the ribs; you should "eyeball" the wing from the front to be sure the sag is uniform for **all** rib bays. Don't be afraid to pull out all the wrinkles. The **worst** thing that can happen is to have one area not as tight as another. Silk is **tough**, unless you get some poor quality light weight silk that will sometimes separate if you use too much finger pulling pressure. When you are satisfied that you have it on smooth, you are ready to stick it **permanently**. Note: If the silk doesn't stay where you pull it, don't be afraid to apply more water. Water is your best friend at this point. Sticking the silk to the frame is done by applying thinner with a brush to the silk and the framework **only** where you want it to stick. The reason we use thinner is because it dries quickly. Using dope to soften the pre-applied dope takes much more time to dry. Note: Good modelers put vent holes in all ribs and one in the lower surface of the centersection to allow air movement during the drying process and prevent puffing-up in the sun.

COVERING (cont'd.)

Start by applying thinner at the center rib. Put tension chordwise on the silk until the thinner dries. After the center rib is secured, you can again pull lengthwise and chordwise on the silk. Apply the thinner to the dihedral rib and keep tension on it until the adhesive sets. This can be speeded up by using heat from a Monocoat heat gun. Keep the gun at least 12" from the silk. When the dihedral rib has set, put thinner on the leading edge and the trailing edge and apply pressure to the silk fore and aft to set it where you want it. **Caution:** Too much pressure fore and aft will cause excess sagging between the ribs.

After you have the silk firmly attached to the polyhedral rib, you can re-wet the tip area silk and pull it out tight over the tip outline and leading and trailing edge. You are down to the **easy** part now! Silk will pull out easily over the compound contour of the tip and will not wrinkle like paper will. Apply thinner to the outline and hold until the adhesive takes hold. Don't forget the heat gun if you get impatient. Do **not** try to shrink all the silk on the structure using the heat. Silk is funny! If you use a **lot** of heat to shrink the silk, it will later "relax" at room temperature and go slack, and all the dope in the world will not tighten it up again! Now, the excess silk should be rolled over the edges and attached to the lower surfaces. Pulling the silk tight around curved tips is no problem. Hold it there momentarily until the adhesive takes hold. Run a **NEW** razor blade around the structure about 1/8" from the edge and trim the excess silk. Monocoat makes a tool that will cut the silk **exactly** at the dimension you want. Stanley used to make a tool that would scribe a line at a certain distance from the edge. Perhaps you can adapt one of their old tools to the job. (I use my fingers and a thumb.) Next, apply thinner liberally to the area and pull off the excess silk. Before you forget, apply another coat of full strength dope to this narrow area. This will assist in adhering the next layer of silk (the bottom.)

Silk is surprisingly tough if you are using medium or heavy duty silk. If you have very light silk, use caution in pulling too hard! On poorer quality silk

.... the threads will sometimes separate where your thumbs are pulling. The real secret in a good silk job is getting it on uniformly snug so that you don't have to require the dope to tighten the covering. Some fellows do such a nice job with this that they don't have to use tautening dope. When you get to that point, you know that you have become an expert!

If you decide that you are going to put on just one panel at a time, which is what **most** beginners do, there are ways to assure straight edges on the silk that you are going to apply over a previous joint. If you have ever cut dry silk and then tried to apply it in a straight line, you know that it can't be done! Say that you have covered the inboard wing panel and you are ready to cover the tip. The silk has to be trimmed to overlay the polyhedral rib, say 1/4". One way to do this is to make a balsa frame **bigger** than the panel of silk you are going to use and attach the silk to the frame **wet**, dry the silk and apply one coat of thinned dope and allow to dry. When it has dried it will be firm, that is the threads will be locked in the position they were in the frame. You can now cut out a piece of silk to fit the polyhedral rib and the tip. Make a paper pattern by laying a piece of paper on the wing and trace the curve of the polyhedral rib, and you will see that the cut is **not** a straight line, but is a mild curve. Trim your dry doped piece of silk to this pattern. Use a piece of plastic or metal that can be curved to the shape. Apply pressure to the pattern piece and the silk, and using a very sharp razor blade, cut the piece of silk out of the treated piece of silk. Leave an excess of 1" around the front, back and tip. Lay the silk on the tip and spray with water. The sized silk will work wet just as well as the dry silk. First, carefully attach the silk with thinner to the polyhedral rib, overlapping the rib and the previously applied silk. Don't forget to apply some full strength dope to the top of the rib before you start this operation, and dry the dope before starting to attach this tip piece of silk. To be absolutely safe and avoid grief later, this small strip of dope should be three coats thick and thoroughly dry.

PART II WILL APPEAR IN OUR NEXT ISSUE

RETRIEVING THE SITUATION:

By Ramon Alban SAM-35/1066

It's a super day and everything is going to plan! A favorite and most competitive Vintage Wakefield model aircraft in the second round of competition spiraling upwards under the influence of 900 turns carefully wound onto 4 ozs. of pure rubber. After about a minute, the power is exhausted but the model continues to circle in a glide pattern as big as a soccer pitch, drifting slowly down-range under the influence of a gentle 10 mph breeze. Admiringly, fellow aerobods congratulate a perfect flight and jokingly ask if the dethermalizer is set. Of course it is! No problem!

Vigilant timekeepers reach for their binoculars as the nervous modellist chats excitedly with his fellows about "another MAX and it'll make the fly-off"! Glimpsed just off to the right and much higher, is a pair of soaring buzzards, but our user-friendly aircraft continues its relentless descent under the effect of Newton's gravity, which will dump it on the ground (like his apple) after about 3.5 minutes. An easy "max" and a pleasant stroll to make a safe retrieve! Premature thoughts already stray to the next flight and a possible fly-off!

But devils are at play this day! **Observe!** The wings wobble violently, and the glide pattern changes. Two tight circles, followed by a short straight glide shifts the model about 200 meters to the right! Soon the tighter glide circle is steady again! No problem!

But **wait!** Centuries of Newton's longstanding laws appear to be in decline! The model, buoyed on rising air, climbs on the glide to join the buzzards towering unflappably 500 feet higher still! It's not exactly **panic stations** yet, but the air does seem to be moving **faster** at this height, and there is a shift in direction too! Never mind though, the reliable D/T pops the tailplane to a 45° angle, dead on 3 minutes and all forward flight is terminated! Another minute or so and the model will be down and safe! It's still an easy retrieve, probably just short of the industrial estate 1000 meters away, and off slightly to the right. No problems!

But what's this? Newton's laws are seriously violated! With the D/T fully operational, 8 ounces of wood, paper, silk, wire and rubber is **ascending** at a phenomenal rate! Now much higher than the intelligently superior buzzards, it becomes a mere dot in the sky, even with the help of a telescopic aid...**Panic Stations!!!**

Weakened eyes stream tears of concentration as the aerial brute vanishes out of sight upwards into a bubbling thunder cloud 2000 feet above! Finally, they glaze over and all is lost! The devil wins! Who said, "No problems?"

But stay! One of the timekeepers, overcome with persistent imagination, fixed the spot in the cloud where the dot disappeared, and waited. And waited!

And waited! Then, nearly five minutes later, yells in triumph as his trembling binocular finds the dot again, falling fast in the down draft accompanying the devil's thermal. Messages pass to the modeler who also searches the sky with renewed hope. **There it is!** Falling still!. Ten times tree height, now eight, now five, now twice! Now at tree height! **Concentrate! Concentrate!** Down, down, down! Where did it land? Exactly how! Don't lose concentration! It was just to the left of the fourth pylon counting from the Dutch barn on the horizon! Yes! Check again! No! It's exactly in line with the light green bush which is just to the left of the fourth pylon! Sure? Yes **sure!** Officially timed at 12 minutes in a 10 mph breeze! It must be nearly two miles downwind! **Ouch!!!**

Now, with Silva's compass, fix the bearing of the light green bush using the sighting arrangement of mirrors or lens. "Silva" makes them in all shapes, and they all **work!** O.K? Check the bearing, re-check the sighting, re-check the bearing and finally set the compass, and just for luck, **remember** it too! (Heinz) 57 degrees from the car park! Plus, of course, two miles down range and it's starting to rain! Boots, Anorak, compass, binoculars, refreshers and good walking legs are all on board! **Let's GO!**

Now the **bad** news! After yomping for about twenty minutes in the general direction of the model and skirting the industrial estate, the pylons and the light green bush are both gradually disappearing from view! It's funny how they always do! Stop now! Check the compass bearing on the bush! 67 degrees and well off course! Walk laterally to get back on the original line, OK! Now double-check the back-bearing to the just visible car park. (That's $360-57 = 303^\circ$). Then seek a new 57° landmark on the shorter outbound horizon, and press on down the line! What's this? A small river and no bridges in sight! Toss-up for left or right? Lucky choice! After 600 lateral meters there is a shallow ford. These boots were **made** for wading! Duck under the double barbed-wire fence and traverse 600 meters back to the original bearing! Move on again over the brow of a gentle hill; believe it or not, there is a **quarry** in front of a deep wood!

Circumnavigate the quarry to recover the bearing! No chance of landmarks or backbearings from here on. Dead-reckoning will guide a plunge through the wood and emerge on the other side **still** on line to find the rare bird's landing point! Mark the entry point, and proceed 57 degrees, tree to tree, for about 10 minutes, and all of a sudden, daylight again! Miracle upon miracles, pylons are visible dead ahead and the light green bush beckons invitingly about 200 meters, halfway up a steep hill! **The prize awaits!** Take time to search the foreground with binoculars. Nothing seen? Do it **again!** Trust the original sightings, very often they are reliable! Think back, was it in front of the greenery, or perhaps just behind? **What's THAT?** An orange wingtip poking out of the tall grass a furlong beyond the light green bush! **Viva la Silva!**

RETRIEVE: (cont'd.)

Negotiate another deep ditch. Onwards and upwards! The retrieve is almost complete! Model and modeler are re-united in exhausted relief. Check for damage, secure the noseblock and remove the wings for the return journey. The rain is coming down like stair-rods, and everything is soaking wet, but the Anorak covers a warm glow, and the boots yield a springing step for the two miles back to the car park! Check the time! Just 60 minutes to the end of the competition! Time enough to get back for the final flight and a possible place in the fly-off! All that is needed now is a little more stamina to overcome that weary prospect! Yet it could have been much worse! No bovine teeth or equine feet have spoiled this trip, and no need to fetch the ferruled poles designed to extract trees from model aircraft. Now, where are those refreshers?

As they say: **"Another job well done by Scotland Yard!"**
B.K.

THIS ONE WILL SOBER YOU UP!

How'd you like to wake up and see this "Super Zombie" staring you in the face? This "beast", although not an "Old Timer" was the brainstorm of ex-Californian Bill Cohen who now resides in Florida. Power is an Enya .60 four-stroker. I've always known that I'm a little weird, but it's nice to know I've got company!



WILLIAM BATES, SAM-2027, AMA-20266 who passed away on Sunday, April 10, 1994 in the Nanticoke Memorial Hospital in Seaford, Delaware. Bill was 75, and is survived by his wife Celia.

Bill was active in model aircraft right from his early years as a member of the Hangar 13 group founded in the Madison, Wisconsin area in the 1930's. Along with individual design and building efforts, this group designed and built club models. The Douglas Hardware, restored and exhibited in the AMA Museum, was one of their projects.

Eventually, Bill and Ceil ended up in Glen Mills, PA near Lima. While there, Bill heard about our SAM Chapter and searched us out at one of our first contests at The Gunning Bedford Junior High School. Right away Bill was offering to do something for our group, offering plans for Old Timers and timing flights. This was Bill's way; not what can you do for me, but what can I do for you?

The SAM movement, our Chapter and I will miss Bill's companionship, guidance and contributions to our hobby. Rest in peace, Bill.

from: WING BEAT SAM-66
John Scott Editor
1408 Carson Road
Wilmington, DE 19803

HAVE I GOT A MOTOR FOR YOU !!

Operates on 1-4 cells; with gears, it'll swing an 8" prop and flies up to a 1 pound plane! Double reduce it and swing an 18" balsa folder at 1200 rpm. Other stuff for micro/mini electrics. SASE for info. Dick Miller, 193 Huntzinger Road, Wernersville, PA 19565.



FROM OUR FRIENDS IN GERMANY:

And the "pen" of Gerhard Everwyn, comes the following: Of mainly MECA interest will be the Autumn Model Engine Swap Meet, held by the Starnberger Modellmotorenkreis, Dieter Rother, on Saturday, October 22, 1994 in the, by well known Wienerwald Restaurant, Possenhofener Strasse 2, 82319, Starnberg, Germany, telephone 0.8151.2212.

Come on Friday and stay over Sunday to see something of the beautiful Bavarian surroundings!

For good order, travel suggestions will be repeated here...Arriving at Munich International Airport, consult the multilingual information desks if required. Take the suburban train (S8) from the underground station to the City. Large numbers of hotels will be found at the Main Station, ranging from very good to very bad. From the City, take the S6 to Starnberg. The Wienerwald is about 200 yards from that station. Coming by mainline trains, change to the S6 at Pasing or the Munich Main Station. Here too are tourist offices and information services. Travellers by car, usually take the Autobahn to Garmisch-Partenkirchen and the exit for Starnberg.

At Starnberg, your host, Dieter Rother, will inform on/arrange for hotels and pensions at sensible prices. Contact him at Welzenbachstrasse 29, 80992 Munchen, Germany, tel: 0.89.145739, fax: 0.89.1494385, as early as possible. If you come by camper or caravan, you can use the parking lot of the Wienerwald.

A week later, there will be another event!

SEE THE PLANES!

Of interest to all SAM and MECA members who recognize the need for a **major**, Central European event once a year, will be the Model Aeroplane and Engine Collectors' Exhibition and Swap Meet, held in conjunction with the above, in the 1912 Royal Bavarian, Flugwerft Schleissheim on October 29 & 30th, 1994.

Your host is Josef Krauthauser, Werftladen, Effnerstrasse 18, 8042 Oberschleissheim, Germany, tel: 0.89.3152503, fax: 0.89.3152505. Book the amount of yards of table you want with him as soon as possible! Likewise, your free weekend entry pass for genuine exhibitors. The Deutsches Museum is providing the Flugwerft, tables and staff at no cost! A deposit may be required by Herr Krauthauser from persons not known to him. They would forfeit the deposit if they do not actually turn up. Also, model shops, hoping to do substantial business, at this essentially hobby event, must be prepared to pay for their stand. All this sounds fair enough.

So bring your literature, model aeroplanes, engines and R/C equipment. Remember, there is a lecture theatre available for your films, videos and slides. Notify Herr Krauthauser on this aspect in good-time. American videos may present problems. We see no objection to **silent** flight on the adjacent 1912 Royal Bavarian

Aerodrome. So bring your gliders, Wakefields, electric and compressed air models. Depending on the weather, fullsize gliding and sport planes are available and flights may be booked. Take a look at Bavaria from the air!

Come on Friday, Oct. 28, to set up and get to know each other, and gradually depart on Monday, Oct. 31. Remember, the Royal Bavarian Park, to the North of the Aerodrome, and the three Palaces with their exhibits. Lustheim contains a Meissen china collection which used to be in the Louvre in Paris, the Main Palace houses the Bavarian State Art Collection, while the Old Palace has two smaller collections. And please note that all of the above will only be the center-piece of an even larger North Park, covering an area of 5000 acres, or 8 square miles!

And, while you are at Munchen, make a point of taking a look at the model aviation section, of the aeronautical collection in the Deutsches Museum proper, in the City. The nearest S-Bahn station is "Isartor".

As before, arriving at Munich International Airport, you can take a bus to the S-Bahn station "Freising" and the suburban train S1 to Oberschleissheim. From there you walk! John Goodall vividly described this expedition in the December issue of SAM 35 SPEAKS. You can also take a taxi. This is particularly recommended when you are carrying several suitcases of model engines! Even more so if you can make up a party and share the cost. You can also take the S8 to the City and change to the S1 for "Oberschleissheim". This may be preferred by those who would like to stay at Munchen, from where they can easily get to Starnberg and the Deutsches Museum as well. Coming by train to the Munich Main Station; take the S1 to "Oberschleissheim". Motorists will find an Autobahn to the West, East and South of Oberschleissheim. The exit from the A99 (South) is clearly marked: Neuherberg/ Oberschleissheim. From there, follow the signs, but make a proper study of your road maps please!

There are two useful hotels in Oberschleissheim and Lustheim. They are not cheap, but cheaper than in Munchen itself, and the standard is good. 1) "Zum Kurfurst", Kapellenweg 5, 8042 Oberschleissheim/Lustheim, phone 0.89.315790 fax: 0.89.31579400, is ideal for the motorist. 2) "Blauer Karpfen", Dachauer Strasse 1, 8042 Oberschleissheim, phone 0.89.31571500, fax: 0.89.31571550, is better for those coming by air and train. Best to book early!

Those with campers and caravans have plenty of space on the Aerodrome.

Right then! See you all at the Starnberg and Oberschleissheim in October 1994!

OUR REGARDS TO ALL!

Gerhard Everwyn
Dachsteinstr. 12a
D-8000 Munchen 82
Germany
Tel: (089) 430 78 33

K-G-2 (cont'd. from P.4)

Although Norm had been doing a beautiful job throughout the entire flight, he decided that "discretion was the better part of valor" and decided to turn "the box" over to Larry Davidson for the final act, that of **landing** the big bird.



The KG making its "final approach" to the landing strip, steady as a rock. Ryan photo.

Even under Larry's sure and skilled hand, this wasn't going to be easy! This "old-geezer" was acting like a **free flight**! On each approach, she'd pick up lift and like a real "artiste", "balloon" up and try to **rise**!

Believe it or not, it took **five** attempts before she settled down like a real lady and **permitted** Mr. Davidson to help her "sit down".



Larry Davidson finally brings the temperamental "soarer" back to terra-firma for a perfect touch down, although she did overrun the strip by about five feet, but intact and ready to go. Ryan photo.

I personally think this "exhibition" did more to promote the cause of SAM modeling than anything else to date. **Many** of the spectators asked for particulars about "joining-up", and did so! Bill Kimbell

I REALLY OWE AN APOLOGY TO:

John Schiffko, President of SAM-NX-211, "The Lone Eagles" one of our recent chapter additions out in St. Louis, MO for the omission of their announcement about their **victory** over Great Britain in the 1/2-A Postal Championships.

When you consider that to accomplish such a feat against "Britain's Best" was a **major** "coup", and one well worthy of recognition by any standards. The reasons for this "goof" were primarily incurred by the failure of the boiler in my basement "office-annex" which caused a rather monumental flood, in which a lot of written matter was soaked beyond salvage. Unfortunately, John's material was a "victim" of the carnage and was discarded during the subsequent cleanup operation. I have honestly tried to recall the details, but have found this an impossible task. I am truly sorry for this incident, especially since this material was only **temporarily** placed in this (darkroom) area during a reorganization of my rather cluttered upstairs "office".

I can only encourage John, and the members of NX-211 to submit further material with the **assurance** that their efforts will be recognized and published.

I know that it is difficult to set a solid foundation for a new chapter, and this bulletin would have gone a long way towards establishing a strong "baseline", so it is understood if some animosity was created, for which I am truly sorry.

From what I have seen and heard, this SAM chapter is a real "comer" which should have quite a favorable impact on our "image". Although, for obvious reasons we cannot put **every** local meet in a 24-page bi-monthly "magazine", I certainly will do my best to "season" each issue with as many of these as possible, without taking anything away from featured articles.

For those of you who would like to know more about the activities and/or programs of this very active SAM Chapter, you may contact:

John S. Schiffko
7908 Harlan
St. Louis, MO 63123

I hope that we all be hearing from John and his flying buddies, and hopefully will see some of their activities in the form of photographs.

Speaking of photographs: In the past few months, there has been a **noticeable** drop-off in the way of "visual-media", except for the East Coast, so I encourage all of you "shutter-bugs" to pull out those cameras and get some of this action on film so that we can all share in your activities. Just watch those **shadows**, since they can "kill" an otherwise good picture. When a "back-lighted" composition presents itself, use **flash** to "open-up" those shadow areas and make it easier on either myself or our copy camera when making a reproduction halftone.



John O'Leary of Bloomington, Minnesota launching his Lanzo "Duplex". Canada, 1989.

I recently received this very nice photograph from John in which he described an interesting history of the Duplex, it's accomplishments and some background on some of our Canadian friends. So, without further "ado" here it is:

The photo is, of course the Lanzo "Duplex" which has become to pre '37 Wakefield what the Lanzo "Bomber" is to the LER & Electric power events.

The Duplex has become my favorite model! It has placed second behind George Perryman at the '91 USOC in Lawrenceville, IL, second at the '92 SAM Champs also at Lawrenceville (behind George) and third last year at the USOC in Muncie. I see by the contest results of last year's SAM Champs in California, that the "Duplex" **dominated** the '37 Wakefield event. What a marvelous ship Chet designed almost 60 years ago!

The site in the photo is some Canadian Government pastureage located on the shores of Lake Manitoba, 40 miles west of Winnipeg. The Winnipeg free flighters have access to this property, and it is **immense**, about four miles square. The site is "world class", but unfortunately, so is the **WIND!** I've been up there a half dozen times and only on one occasion did the wind velocity get below 15 mph!

Our local club, The Minneapolis Model Aero Club, no stranger to "blown-out" contests, travels to Winnipeg about every other year, and the Canucks reciprocate. They have about 10 **die-hard** FF and OT afficianados up there. The contestant observing my launch is Barry Taylor from Winnipeg, a most accomplished freeflyter. The photo dates from Fall, 1989. My "Duplex" was built that spring, and I still have it, but it looks a bit worse for the wear, having been lost in the woods last fall, and found by a deer hunter some two months later.

I'm a 67 year old retired public school administrator. Got back into free flight in about '75 after the kids were potty trained and my career was established. Been having a "ball" ever since.

John O'Leary
11425 Kell Circle
Bloomington, MN 55437

I like to see **action** as portrayed in John's photograph, and welcome any and all submissions of this nature. Just watch those shutter speeds!

Bill Kimbell

YOU KNOW YOU'RE RETIRED WHEN....

Chuck Emerson ("Flyoff")

At any time past noon, you hear a noise at the front door and you race your wife to get the mail. This is the event of the day! The loser gets only specifically addressed mail and no junk mail at all. When you're retired, this can be a penance.

On weekends, you look forward to a trip to the town dump on Saturday and a trip to the Supermarket Sunday morning. These are the **major** events of the week.

You cut the grass in small sections, saving the two side yards for later when you're not so "pooped".

Your "Things Done list is suddenly longer than your "To Do" list. I started it to prove to myself I was really accomplishing something, and it's grown like Topsy.

You realize that most of your To Do list consists of things you don't want to do and probably won't...ever! Well, some of them may be **forced** on you.

Your cabinet work is completed and the only thing you can dream up to make out of wood is something you don't need and have no space for, or something you already built and think you can improve.

The repair work on the car is as done as you can make it, and whatever remains is not going to get fixed, except by getting rid of the car.

You actually look forward to driving to the airport to meet or send off someone.

You take a short nap in the afternoon and don't feel guilty. You pay for it later by not sleeping through the night.

IS YOUR IGNITION ENGINE RUNNING SICK?

by Bob Angel

OVER-POPULATION made my engines run poorly at the SAM Champs, the Southwest Regionals and 3 or 4 other contests this last winter. Most of mankind's major problems can be traced to over-population (computers cause the rest). How? Simple cause and effect. Over-population meant too many cars making too much smog, resulting in the government designing a new winter oxygenated gasoline. This awful smelling stuff is laced with ether and alcohol derivatives (probable carcinogens) and gives autos poor starting, noticeably less power, hotter running, higher cost, and calculable less fuel mileage. (It's much more noticeable when you tow a trailer).

It wasn't until spring that I realized (slow learner) that I was using this same gas in my ignition mix, and it was the source of lots of ignition problems. Talking to Don Bishop lately, he verified the same problems, and had apparently identified it sometime before I did. Wish he'd told me sooner!

We reprinted an article from the SAM-10 Newsletter last December, regarding these winter gasoline's suspected **toxic qualities** to human beings.

It seems the additive "MBTE" is showing up in people's bodies. The fact that this stuff may kill you is serious enough, but if it fouls up our ignition engines, it's time to act!

Specific Problems: My McCoy .29 would start, give drifts NV response, finally overheat and quit. Switching to an original Torpedo .29 (these naturally run cooler than McCoy's), it would start running OK, and just as the ship lifted off would quit abruptly. If this doesn't sharpen up your flying skills, it'll sure exercise your rebuilding talents. My O&R .23 was affected, but less so than the higher compression engines. It would run through 3/4 tank or more before quitting. At the Taft Champs, it had flamed out a couple of times near the end of the run just before the required shut down. After identifying the gasoline problem, I found on the test bench that the O&R sometimes wouldn't re-start until I removed the small carbon bridge that was forming across the spark plug electrodes.

What to do? The 2-1/2 gallon red Blitz heavy **steel** gasoline container will hold more than enough to see you through the winter, if you fill it with regular in about September **before** the "Government Gas" goes into the pumps. The stuff gets replaced with good gas by April Fool's day. The one gallon **plastic** gas can has no real seals and can leak or let lighter additives escape. And, if you get stuck without gas in mid-winter, just get a can of Coleman stove/lantern fuel. Coleman works fine, and is just basically low octane white gas (no longer obtainable) with a little dye and light oil added for anti rust.

Ignition engines don't require high octane. Low octane gas has a faster flame from which makes big high compression engines ping, but in our model engines, that quality works out fine and may even make more power because the faster burning gas can keep up with our quick moving little pistons.

FOOTNOTE: For all us "Easterners", I would suggest using a little of that Coleman fuel, since NY State and many others here now use "oxygenated" fuels all year around. This is especially true for Mobil gasolines. (Look at the label on the pump). I'm just getting back to Ignition, and I sure don't want to either burn up or "carbonize" any of my old "sparkers".

Articles like this are **"gold"** to me, and if any of you "grizzled" old "petrol-burners" have more information on the subject, I would be **delighted** to print your solutions in a future column.

It would be of special value to find both the fuel **type** and mixture for engines of varying displacements. For example: I have a Brown (original) that likes a 1:1 mix, a Bantam that uses 3:1, and a Forster 99 that runs on almost 10:1! These are critical points and those that need some "Sherlock Holmes" type of investigation. It **ain't** elementary Doctor Watson!

Bill Kimbell

NO...THEY DIDN'T FORGET THE MOTOR!

The model shown below is one of the **Lanzo Glider** of 1938, shown at a local meet "way down under" in Feilding, New Zealand. The model was built by Arnold Curtis, and quite easily captured the "Concours d'Elegance" at their local meet.



Arnold Curtis shown holding the Lanzo Glider this past Summer. Sure looks like a "gassie" that they forgot to put the engine in!

Although this fine model was well down in the scoring at their six-minute precision flying meet, Arnold felt that he came away a "winner" from all the attention that this beautifully crafted towline glider received, and feels that with some adjustment in the tow hook location will get him the altitude necessary for maximum performance.



A "close-up" view of this unusual glider, which unfortunately does not indicate the gorgeous "electric blue" color on this beauty. The "generic" name of this Lanzo design is "Airborne", and is certainly worth a "look-see".

Although this letter, originally sent to Jim Adams was written on June 17th, they were at that time getting into their "Winter" season, so Arnold is looking forward to a busy building schedule, so **good luck** to him. He's a **great** builder!

HEARD FROM "DOWN-UNDER":

Is this little article contributed by Ian Avery of SAM-1788, Australia showing that good things **can** happen, even in our darkest moments.

Arthur Cooper rang on May 3, 1994, in a very cheerful (and thankful) frame of mind and advised that he is probably the most fortunate oldtime flier around. On Sunday, May 1, at the HSL Oldtimer Texaco event, he did what most of us manage to do at one time or another; took off without turning on the radio! His Bomber flew beautifully, climbed steadily into the cloud base, generally drifting to the south east. Despite giving chase, it was lost. But not for long! A phonecall from David Tibbets of Wombara (between Stanwell Park and Wollongong) revealed that his Bomber was in safe hands, having been plucked from the sea on Sunday by David and his son while they were fishing from their boat about a kilometer off-shore from Wollongong. It got a little wet from its out-landing, and one control cable was broken as it was being recovered, but no other damage. Coop is beside himself with joy! He's replaced the radio to be on the safe side, but the engine and airframe are as good as new. Goes to show that a name and phone number on your model is more than worthwhile, it's a **necessity!** Coop would like to thank David and his son, especially as David even **delivered** the Bomber to Coop's front door on his way to work at QANTAS the next morning. Somebody up there likes you Coop!

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WE'RE GOING TO COLORADO!

In a letter from Art Hillis of Aurora, Colorado comes some good news about the **1995 SAM Champs** which I take pleasure in reproducing below.

SAM-1 is happy to announce that the **1995 SAM Champs** will be held in Colorado Springs, Colorado from September 10 thru September 15, 1995. A schedule of events will be published in SAM Speaks at a later date.

We have secured a flying site (a panorama photo of which appears below), southeast of Colorado Springs which is approximately 15 square miles of very flat, treeless terrain with no fences except for the ones bordering the field. This field is part of the T-Cross Ranches, headquartered in Colorado Springs.

We feel this will be an ideal site for the Champs, not only because of the prime flying site, but because there are so many other attractions in the Colorado



Spring area....Pikes Peak, The Garden of the Gods, U.S. Air Force Academy, the Cripple Creek gold mining town (where gambling is **legal**), Cheyenne Mountain and the Broadmoor Hotel, to name a few.

We have selected the Sheraton Hotel for Champs headquarters because it is fairly close to the flying site, and has more than adequate facilities for the Collecto, the Bean Feed and the Victory Banquet. We have only 100 rooms blocked at the Sheraton, and since September is a busy time of year, we advise you to make your reservations early. Their toll-free number is 1-800-635-3304. Tell them that you are with SAM to get the special rate of \$65 per room. You can share with a buddy and save dollars.

The Sheraton is located on the South side of Colorado Springs at the intersection of I-25 and Circle Drive (exit 138) providing easy access to most everything in the area. There are Shoneys, Dennys and Hardees restaurants nearby. At the same intersection are the Red Lion Inn, Hampton Inn, Days Inn and Budget Motel.

The weather in Colorado Springs during September is usually beautiful, with clear, warm days and cool nights. You will be flying at an altitude of about 6,000 feet. Keep your physical exertion moderate until you get used to it.

Reduced engine power and higher sink rates also come with the territory.

Camping and RV parking will be allowed at the field; this will be dry camping as there is no water at the field. Nearby dump sites will be noted on the map area to be provided to each entrant.

Entrants can look forward to another memorable **SAM Champs** and a great family vacation in Colorado next year.

The members of SAM-1 are honored to be your hosts.

Art Hillis
18107 E. Mansfield Ave.
Aurora, CO 80013

I **don't know about you**, but Mommie and I are sure looking forward to this "Champs", since our "No. 1 son" lives in Loveland, CO, so this will be a great opportunity to get in some flying and see "junior", who

we haven't seen for a few years now. Judging by that field, the flying should be **fantastic**, but then, Colorado has always fascinated me.

This will also be a good opportunity to get my boy back into the hobby, as he was a real competitor when "just a puppy" at age 13. In those days, we used to fly as a **team** and "raised hell" at many contests here on the East coast.

For all my "compatriots" here on the Atlantic side, don't let the thought of the **altitude** get to you. I've been a heavy smoker for most of my adult life, and even "trekking" through the Black Canyon country never fazed me, and we were able to keep up with son Bill (an ex-Green Beret) without even puffing. I **was** a few years younger at the time (about 64), but don't anticipate any problems.

I've often wondered **why** Colorado, with all its streams, melting snow and ice seems to be short of water, but my son explained to us that they route their supply to California and other environs, and can't even get permits to dig a well! I would suggest that we all bring plenty of the "wet stuff" with us on our daily "safaris" to the field.

Boy! I'm really lookin' forward to this one!!!!

Bill Kimbell

A Last Message and a Plea for Peace From A Vice President.

By Bob Angel

The reins of SAM's Western Vice Presidency will be passing to Ed Hamler about the time this edition reaches you. Ed is a personal friend, but he's also a skilled administrator, and I have no doubt that he'll do a fine job. I enjoyed my three "hitches" as V.P., and the workload is fairly easy, but I mostly just wanted to move over and let a fresh face be seen for awhile.

But let's get to the meat of this message from an outgoing V.P. It seems SAM is coming into one of it's "critical periods" with the upcoming rules vote, which will be debated for several months, balloted in mid-1995, then take effect January 1, 1996. There's a very controversial rule change proposal for R/C coming up, which if we don't all keep cool heads will result in a real donnybrook; complete with lasting hard feelings and a few people quitting the SAM organization.

This same thing was happening among the free fliers about the time I joined SAM (as member #217). To quote from a recent letter from Bob Peru, "I can remember when rear rotors and schnuerles were outlawed, it damn near tore SAM apart. Members were cursing at each other, legal suits were threatened. This is about to start all over again---".

The proposal in question is to eliminate glow engines from LER events for all future SAM Champs. Some folks would like to go even farther and eliminate glow (and diesels) from all events; but the proposal must be voted on as it was received.

Proponents of the proposal are generally SAM purists, who see the hot climbing glows as a general violation of good taste, safety, the SAM preamble, etc. Depending on which side of the fence you're on, the label "purist" can be either a badge of pride or a derogatory term.

Opposing the change will be the many members who are enjoying their option of using glow engines, have a heavy investment in equipment plus hours of building time, and who don't want to see their enjoyment destroyed by others who don't happen to share their interests.

Glow and ignition share nearly equal popularity. Most of our current new (RC) members start with glow. Take a look at SAM Speaks issue #115, and you'll see that there were nearly as many glow entries as ignition in the three LER classes at the '93 Champs. Most people I've discussed this with agree that banning glow will not make glow events disappear, but it might cause the rules to deteriorate into "regional" rules, which is not a good thing for a national organization.

Fortunately, there is a solution which would maintain peace, and satisfy both sides. There's a different proposal up for vote which would establish separate Championships for glow and ignition categories at the SAM Champs. Those who don't like glow engines could simply ignore them and be free to pursue the title

of "Grand Champion", without being forced to fly glow. At the same time those folks who enjoy flying glow could continue to do so without going underground or quitting SAM.

I especially urge all you "purists" (term used with pride) to consider not stopping the other guy from his enjoyment of our sport, and instead support the movement to provide a separate championship award for the glow fliers. After all, you can still take a bit more pride in your Ignition Championship, if that's your preferred thing. Remember, it's supposed to be fun. RLA

THE TIME HAS COME..TO REMIND OURSELVES THAT;

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

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

John C. Delagrance SAM # 2146

"KEEN ABOUT AIRCRAFT" (Part I)

By David Owen

In common with so many other young people in the area of The Great Depression, he was consumed with a passion for aviation. Mechanically gifted, he developed into an artisan of his own timeless graceful model aircraft designs, and was regarded by his contemporaries as one of the best practitioners of the art of model trim adjustment. While still in his teens, he became professionally involved in one of the leading aeromodeling magazines of the period. Tributes to his aeronautical interest and knowledge, in addition to his initiative and determination, crop up repeatedly in quite diverse sources. A later eulogy in *Air Trails* would remember his personal characteristics of a frank smile, an unruly lock of hair over one eye, a sincerity and a deep sense of humor. Similar to so many aeromodelers, particularly in that crucial era, his intense hobby was to be, by his own admission, a natural stepping stone to further involvement in aviation.

Often known to both his contemporaries and posterity as "Scotty", Gordon Murray was born in Glasgow, Scotland on March 10, 1920. At the onset of the Depression, his family moved to the New York City area, but subsequent documentation indicates that the Murray's chose to retain their British citizenship. A school chum from Erasmus Hall High School in Brooklyn, New York distinctly remembers them flying down the streets on Brooklyn on roller skates, propelled by two Brown Junior engines fastened to a board! He also displayed an interest in both soccer and table tennis before graduation from high school at the age of eighteen. To his parents, with whom he resided until the early summer of 1940, he was "...a wonderful boy".

Even as a youngster, he talked constantly about flying. This is hardly surprising, as his instrument maker father had served in the Royal Flying Corps, the ancestor of the Royal Air Force, and he lived in the era of aerial pioneers whose combination of courage and science was heralded almost daily by the media to a public hungry for news of the latest exploits of their heroes.

Models were a natural outlet for an air minded youth, and the hobby had hundreds of thousands of devotees in North America alone. Participating in Junior Birdman meets in New York, he began to gain recognition for his successes with gliders and rubber powered models. Two years later, in 1937, he began to consistently place with gas models at the Nationals and continued to do this annually up to and including 1940.

Eventually, design proficiency was added to his building and trimming skills. One of his glider designs is enshrined in Frank Zaic's *Model Glider Designs*, published in 1944, and at least one aeromodeling historian credits him with the deservedly still popular "Bay Ridge Mike".

However, it is for his work with the sparless Ritz wing concept that he is best remembered as a designer. By 1939, he had developed his "Topper" design, with its beautifully elliptical shape and dihedral, through a number of sizes. Noted for its high lift, fast climb and loafing glide, the "Topper", published by Bay Ridge, brought him to national prominence. The design was also published by *Model Airplane News* in August of 1940 as the 44" span "The Answer", which, with a conventionally structured wing, was later kitted in the 1940's by Keil Kraft and advertised as the "Scorpion". It is difficult to think of a more appealing small gas cabin model from the golden age of aeromodeling.

Along with Frank Bemiss, who is still interested in modelling, and Martin Platt, later a pilot in the United States Air Force, he started the Model Aero Club at Erasmus Hall High School, in addition to being a founder and early President of the famed Skyscrapers Club of Brooklyn, New York.

Tales of his persistence in the face of obstacles at model meets are legion. At one time he rebuilt in the field, a two foot section of a wing crushed by a passing vehicle and subsequently managed to place second. At another, he replaced a broken propeller on his "Topper" by carving another from a piece of packing crate wood found at the competition.

Often visited by the editor of *Air Trails*, his workshop walls was covered with the awards he had garnered. He tended to be a nocturnal modeler, employing a small bridge table. In order to finance his trip to the 1939 Nationals, he managed to construct seven display models in just six days.

In very early 1939, he secured employment with Charles Grant, one of the dozens of aeromodeling publishers, and prepared articles and plans for *Model Airplane News*.

As it was to be for countless others, the outbreak of the Second World War in September 1939 proved to be a watershed in his life. By the Spring of the following year, the media was giving daily coverage of the increasingly active air war which ultimately led to the crucial Battle of Britain.

At the same time, activity in Canada, the host of the British Commonwealth Air Training Plan, was beginning to burgeon. Publicly praised by the American President F.D. Roosevelt, in a speech ghost written by Lester B. Pearson, a future Canadian Prime Minister, as an "aerodrome of democracy", this wartime organization was to become the largest air crew training program in world history. Because of the intense international publicity given both this program and the events shaping it, it was an obvious focal point for all air minded youth and an aspiration for many. At some point in early 1940, if not before, Gordon Murray decided to participate. Like most people, his motivation was probably complex and never fully expressed. His parents, who pleaded with him not to enlist saw his decision as one stemming from

SCOTTY (cont'd.)

... a sense of responsibility with respect to the land of his birth and citizenship. His Royal Canadian Air Force documentation includes a notation in his own precise and flowing script that he saw "no future" in remaining at Model Airplane News. The truth, as it usually does, probably lay somewhere in between; it is likely that he saw greater opportunity for his concerns and interests to the North of the American border.

On the 14th of June, 1940, having left his employment immediately before, he was applying to enlist at the RCAF's wartime recruiting center in Niagara Falls, Ontario in a house which the government had appropriated on Victoria Avenue. His application noted in some depth his modelling hobby and profession, and also indicated that he had two hours as a passenger in gliders. Only air crew, of all trades potentially available to him, was indicated as his enlistment interest, and within that, only that of pilot. Given the specificity of his enlistment choice, and the fact that the RCAF was still being swamped with applicants, he was not to be accepted for some time.

His subsequent residence, to the present writer, is unknown, but he did compete at the 1940 Nationals in Chicago before selling his modelling equipment.

On November 9, 1940, as R66392 AC2 Murray, Gordon, he was sworn in as a recruit into the RCAF for the duration of hostilities. This was administered by Flying Officer O.W. Froom, RCAF, in Niagara Falls, and his documentation indicates that Queen Street of that municipality was his residence.

The record of his progress as an air crew recruit through the training schools at the BCATP is classically indicative of its organization in the early war years.

By mid-December, he had graduated from the month long wartime recruit course at the RCAF's No.1 Manning Depot at the Canadian National Exhibition Grounds in Toronto, Ontario. In its first few years, the BCATP's ability to initially process and basically train recruits was greater than its capacity to immediately further develop the same number of graduated recruits. As was often the case with air crew candidates, Gordon Murray found himself posted to an established RCAF station to provide security while he waited for entrance to the air crew selection and training process. In his particular case, he mounted guard at Debert, Nova Scotia until March of 1941.

On March 24, he began a course at No. 3 ITS at Victoriaville, Quebec. The Initial Training Schools were the first watershed for air crew hopefuls. Their suitability for flying training of any sort was determined at this point with a course of practical instruction and a series of examinations. His final assessment, made by the Chief Instructor as part of the determination for future courses, noted his

... extensive aeromodelling background, and commented that he was "serious, with plenty of initiative and should go far ...". On May 4, out of a course with 370 pupils, he graduated 91st with a grade of 74%. He was recommended for pilot training and, as was the custom, was promoted to Leading Aircraftsman.

About a week later, as part of a class of 29 student pilots, he commenced flight instruction at No. 4 Elementary Flying Training School at Windsor Mills, Quebec. He had logged over 57 hours both dual and solo in Fleet Finches by June 21, 1941, when he graduated from elementary training with a mark of 79.9%, and a standing of 4th in his class. The Chief Flying Instructor assessed him as above average and noted "Good progress throughout. Needs checking on climbing turns and spins. Should make a good fighter pilot." The Chief Ground Instructor noted that he had a "...pleasing appearance..." and was "keen about aircraft, steady type, excellent NCO material (he was considered, at that point, to not be commissionable in the future), conduct good; very conscientious". His modelling background must have come to the fore, as he made very high marks when formally examined in the theory of flight, and scored an almost perfect paper concerning airframe knowledge. He commented in Air Trails in August of that year that while he had learned much about aerodynamic theory, the practicalities of airframes and flight adjustment "...were the same as on models".

The final stage in the BCATP pilot training syllabus bringing students to wings standard, was a course at one of the Service Flying Training Schools. Here, elementary flying graduated were introduced to, and expected to qualify on, heavier and faster aircraft. The type of intermediate aircraft employed on a course, depended upon the projected operational flying, single or multi-engined, intended for that class. In Gordon Murray's case, he spent the Summer of 1941 at No. 9 SFTS at Summerside, Prince Edward Island, logging over 91 hours in Harvard MK-II's as it was felt that he would become a fighter pilot. The Chief Flying Instructor rated him as "...a smooth precise pilot", and the Senior Ground Instructor commented that he was an "average student, quiet and attentive; conduct and deportment good". Graduating on September 1, 1941, 14th out of a class of 55 students, he had a final mark of 72.7%. A final training assessment to justify the public awarding RCAF pilot wings, as well as his elevation to Sergeant Pilot on that day, noted that he was above average in formation, night and instrument flying as well as in determination and initiative. His navigational ability was average. He was recommended for operational fighter training, but was not considered suitable for development as a potential instructor. It was also documented that he "has shown a keen interest and constant progress throughout the entire course. Very conscientious worker. Shows above average intelligence and ability. A willing and reliable flier". (to be continued)

A SQUIRRELY AERODYNAMIC PROBLEM

By Bob Black (reprinted from "Flyoff")

Last July I had the opportunity to estimate the glide ratio of a common Milwaukee gray squirrel.

The squirrel was climbing up the outside of the VA hospital along a vertical concrete trim strip and had just reached the 10th floor when I saw him. He was headed for the roof.

But there was a sheet-metal flashing strip around the edge of the roof, and when his fore paws hit that, he lost his grip and fell off the building in a back flip.

Immediately he used his tail to straighten out his fall and then assumed a flat, belly down descent, with all four legs stretched out from his sides. He completed this maneuver before reaching the 9th floor.

To my surprise, he began to move forward into the wind as he fell. His tail was at a 30° negative angle of incidence, giving his body a positive angle of attack in the glide. He moved his tail slightly as necessary to maintain attitude and heading and to prevent a roll, steering a course that angled slightly away from the side of the building.

There was a small tree directly under him, and it was soon obvious that he would miss it; a good thing too, for sharp twigs punch holes in bodies of swiftly descending squirrels.

He hit the sod between the tree and the sidewalk, literally flat-out! After a moment, he jumped up, shook himself and ran off into the shrubbery.

Squirrels must perfect their athletic skills during the usual jumps and falls from trees, however a 100 foot drop must be a rare experience, and this squirrel did all the right things necessary for survival over a period of three or four seconds!

The distance from where he landed to the spot directly under the building where he fell was about 50 feet, measured by pacing off. Since the building is about 100 feet tall, this means that the squirrel's gliding ratio was about 1:2!

Can the squirrel improve on this performance? Weight reduction does not seem feasible, since they are already almost all muscle and bone, with little fat or fur. Instead, we must try to improve the lift/drag ratio. Perhaps the airfoil can be improved; the squirrels should test and see whether a flat bottom or an undercamber airfoil configuration is the most efficient.

But, two other modifications show promise; tail-training and shaving! With exercise and practice, the squirrel should be able to maintain attitude and directional control with just the rear-most, one-third of his tail, while holding the remaining two-thirds parallel with his flight line. This would greatly reduce control surface drag.

Shaving their underbellies would dramatically improve flight performance, by reducing the drag along that surface to just skin friction, instead of the much-

-higher fur friction (in accordance with the aeroengineering findings of Dr. Lippisch).

But the greatest advantage to shaving is that the bare skin is a sensitive thermal detector, as many of us have experienced in free flight contests. A shaved belly would allow the squirrel to detect thermals and steer into lift!

If Milwaukee's squirrel population could be convinced to cooperate with this program, we might well witness scores of squirrels soaring in summer thermals over the city!

The article was sent in by Tony Italiano, past NFFS President, and it raises several interesting possibilities: like a whole new industry making tiny razors so squirrels could shave their tummies, flight school for the furry rodents, a new FAI class...F1S, a NASA grant to NFFS to study squirrel flight dynamics.

The article also raises questions: like if bare skin is so good a thermal detector, how come all the World Champions aren't all bald??????

AND HE FLIES TOO !.....

By now you are all familiar with the beautiful halftones used for photo reproduction in "Speaks". All of this great stuff was done by Harry Keshishian, owner of the H.K. Graphics Company in Everett, MA.

Many of you may not realize that Harry is a fine builder and competitor, specializing in rubber power, so it was my pleasure to "capture" this gentleman in the act of launching his "Gypsy" at the July 3 SAM meet held by SAM-7 at Westover AFB.



Harry Keshishian in the act of launching his "Gypsy" for what turned out to be a beautiful flight. This "bird" is a real floater and max-maker.

Unfortunately, Harry was **not** using a "blast-tube", and after packing in a maximum load, the rubber motor let go, turning the model back into an "instant kit". This sure makes a **horrible** noise as I can testify. He'll rebuild it though, but will use a tube in future.

FROM OUT OF THE PAST...

Comes the following photo from John Worth, former AMA President and strong SAM supporter. The photo was made in (approximately) 1940 and shows a **young Joe Konefes** during the testing phase of Carl Goldberg's famous Zipper.



Joe Konefes, complete with suit and tie in a "glamour-pose" with the famed Zipper. The wing and rudder insignia were quite popular in those days which were quite indicative of the pride the "Junior Birdmen" felt about their hobby.

At the time of the photograph, Joe was a member of the Comet Model Aircraft designing staff.

My thanks to John for this excellent picture, and we'll be looking for more of this great stuff in our future issues.

NOW, DOWN TO AUSTRALIA

And to Alan Wooding in New South Wales who writes of some new SAM events fostered by SAM-1788 featuring an O.T. event called " '38 Antique". Their object was to allow all types and sizes of antique spark and diesel engines to compete on equal terms by handicapping the run times. They did this because so few people there own antique engines, and by grouping the engines it means anyone can "have-a-go" with whatever engine they have.

So far, it seems to be working. This year at their SAM Champs, they had 12 models in the air competing for a new perpetual trophy. There were 13 actual entries, two of them (father and son) sharing a model!

They designed the rules to **exclude** pylon models, and to encourage more variety and avoid the Lanzo Bomber dominance which you seem to have in Pure Antique.

On October 29, they are holding a Postal Event within Australia for the "38 Antique event, and overseas entrants are warmly welcomed. You may secure a copy of the rules by sending a SASE to Bill Kimbell with a request for "Australian Rules".



The 13 contestants at the '38 Antique event line up for a group photo. Looks like a great flying site, and those clouds add quite an impact.



Alan Wooding, our writer, shown with his 103% Bomber, powered with an OS rocker 4 stroker. Dave Brown his timer lends moral support.



Pete Werczyk with his supersize MG-2 powered by an Edco Sky Devil. They sure like 'em BIG down under!

YOU GOT ME "COVERED":

By Bill Kimbell

Well boys and girls, if you remember, in our May-June Issue, there appeared a cover photo of a rather "humongous" R/C model circa 1937, about which your poor Editor had **NO** information. That didn't last long, for in a letter from **Dean Zongker**, my "coverage" was made complete, so here it is:

The builder, pilot, radio expert standing behind the airplane, and wearing a cap is C.H. Siegfried, better known as "Charley" or "Siggy". At the prop is his son, Billy. Siggy attended many model gatherings and never missed a "Nats" for many years. His radio call was WOSU (yes, just two ID letters, which is a clue to how early he became an amateur radio operator). He was in the Signal Corps in WW-I. He moved to Wichita, KS in the early/mid 1930's (from Kansas City) where he resided until his death. His model ID was NAA-202 (pre AMA), and Billy's was NAA-199. Billy was a Navy pilot in WW-II and beyond.

The airplane was known as "The flying telephone exchange" with good reason. The controls were selected by a rubber-driven multi point escapement similar to a telephone stepper. (Siggy worked for the telephone company) and a single tube RK-61 super regenerative receiver with a Sigma 4F relay. Control was with a strap-on control box that counted the proper "steppes" for the desired control; on ground testing was with a dial (like a telephone) in a cigar box (Siggy liked cigars) plugged into a jack in the side of the airplane.

The fuselage was a double size Lackey "Zenith" (Billy had built one for competition), the pylon mount separated at the upper longeron for access in the fuselage. The original engine was the Forster 99 with barrel throttle for R/C, later an Avon Mercury was installed. The wheels were six inch M&M's.

The original wing was the same as Siggy's Berryloid Winner, twelve foot span, twelve inch chord, straight taper, straight trailing edge, NACA-4412 airfoil. More area was desired for the fifteen pounds (weight limit in those days), so the original six foot center section was extended to (approx.) eight feet eight inches, and the center chord extended fore and aft, the three foot tips retained in the same relative position as before, giving the wing shown in the picture. The wing was attached to the pylon by a single 3/8" diameter aluminum "bolt" anchored in the pylon with a large washer and elastic stop nut on top.

Siggy and Billy were always fun to work with. Siggy was always ready to give you the benefit of his experience.

The airplane is **still in existence** in the hands of Morris Wiant here in Wichita.

If anyone has information about Siegfried's Berryloid Winner, I would like to make drawings of it. I believe it was designed by Sid Rosan of Kansas City.

For the record, I strongly approve the elimination of glo engines from LER!

Keep the Old Timers flying!!!

Dean E. Zongker SAM-1683

1360 Maize Road

Wichita, KS 67209

Now that's a **History!!** I just hope that the next time your sometimes "harried" Editor gets great pictures like this, and is "in-the-dark" (I often am), someone out there will come through like Dean.

As it happens, I'm now "sittin' on" a whole bunch of negatives taken by Dick Tichenor out there in Chino, of photos in Carl Goldberg's personal album. The **main** drawback is that many of these will also have to be identified as to "who's who" or "what's what", so shortly I'll run a bunch of these in the hope that there is some other "wizard" out there who can lead me out of the darkness!

Luckily, **most** of the even "ancient" photographs coming across my cluttered desk have some sort of history attached to them, but since so many years have passed since they were originally taken, it often occurs that the facts surrounding them have been long forgotten.

Now, on to other things: My personal flying season got off to a rather "rocky" start with a boiler leaking in my basement, resulting in a rather damp situation in both my model shop and darkroom, so building was "put-in-the-can" until we straightened this mess out. Of course, this meant putting my Brown, Jr. "Red Zephyr" on the back burner, but **I'll get there!**

Our first "flying excursion" occurred at the SAM-7 Spring Rally at Westover AFB in Chicopee, MA, where I really **outdid** myself, first flying my .020 Replica Playboy into the runway at a "zillion" miles per hour! This not only **obliterated** the wing, but managed to absolutely pulverize the tank assembly. Being your "fearless" Editor, I remained undaunted, and proceeded to assemble my Holland-Hornet powered "T-Bird"

Proceeding out to the **grassy** portion of the field (the ground's **softer** there), I fired up the Hornet, leaned her out to a steady scream, assured myself that the fuse was **SHORT** before lighting it, I set the timer for about 4 seconds and let her rip! Up she went, like a **rocket!** Three seconds passed, then four, five, six....10, 12, 15! Oh my God, the timer **STUCK!!!** By this time she was a mere speck, and then the engine quit, the stab DT'd, and she started going **UP!** Up, up, and up she went, 'til we lost sight of her at about 2,000 ft, still rising and headed for **Vermont!**

Well kiddies, so started **MY** flying season, but be of good faith, before the end of the season I will have done **something** right, but I'm sure gonna miss that ol' Hornet. It was my **only** one!



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SAM SPEAKS

DEDICATED TO OLD TIME MODELERS EVERYWHERE

November 1994 ♦ December 1994

Number 120



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Inside This Issue:

What a great time we had!...Bill Kimbell	3
1994 SAM Championships Results	4
The President Speaks...Don Bekins	5
SAM Champs Photo Page	9
SAM Champs Results (continued)	10
SAM Champs Free Flight...Bill Prensky	12
SAM Champs 1994 Overview... Don Reid	12
R/C SAM Champs Report...Larry Davidson	13
A Thought in Passing...Pete Williams	13
R/C Matters (a BONUS)...Bob Angel	13
SAM Champs Photo Pages	14
Reflecting on the Korda Wakefield...Leon Shulman	17
More Photos	18
The SAM Library...Gene Wallock	19
The Mike Granieri Commemorative	20
1994 SAM Hall of Fame Honorees...Jim Adams	21
European SAM Champs...Jim Adams	25

ABOUT THE COVER

It's only been 55 years, but here we have "The Maestro" himself, Dick Korda launching his world-famous 1939 Wakefield winner at the 1994 SAM Champs. It might be noted that Dick "maxed" easily on this flight. He sure hasn't lost his touch!

H. Johnson photo

Editor

Bill Kimbell
#2 Noel Place
Smithtown, NY 11787

Advertising

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

Contributing Editors

R/C Assist

Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455

OT Ignition Engines

Charlie Bruce
Rt. 1, Box 766
Milano, TX 76556

Society of Antique Modelers Officers

President

Don Bekins
85 Bellevue Ave.
Belvedere, CA 94920

Eastern VP

Jack Bolton
9521 Scenic
Pensacola, FL 32504

Rocky Mountain VP

Art Hillis
18107 E. Mansfield Ave.
Aurora, CO 80013

Midwest VP

Bob Edelstein
9566 W. Grand River
Grand Ledge, MI 48837

Western VP

Ed Hamler
3379 Crystal Court
Napa, CA 94558

F/F and MECA Coordinator

Jim Persson, Jr.
3749 Gettysburg Court
Pleasanton, CA 94588

R/C Coordinator

Larry Davidson
1 Salisbury Drive North
East Northport, NY 11731

Rubber Coordinator

Don Reid
7 Pinepoint Dr.
Nepean, Ontario K2H 6B1, Canada

Nostalgia Coordinator

Hal Cover
3077 Riverside Terrace
Chino, CA 91710

R/C Nostalgia Coordinator

Bill Bowen
1415 Midvale Road
Lodi, CA 95240

SAM Chapter Coordinator

"Woody" Woodman
233 Longview Dr
Bayville, NJ 08721

Secretary/ Treasurer

Larry Clark
PO Box 528
Lucerne Valley, CA 92356



WHAT A GREAT TIME WE HAD!!!

by Bill Kimbell

The week spent at the 1994 SAM Champs in Muncie, IN was one of the best times our little "group" has had in many years!

Never had we met such wonderful "real-folks" gathered at one point, for the specific purpose of "having fun"!

Since vanity is NOT my strongpoint, you'll not be bothered by either looking at my aged "puss", or reading any long-winded editorial; rather we'll get on with the results of that annual "orgy", and get to look at some fine photographs of the people and events of that "best-ever" Champs, starting with the photo of the "Maestro" himself, Dick Korda, taken by that FINE photographer, Harold Johnson of Minneapolis, MN.

Enough of the "small-talk", let's get on with the show!



Dick Korda, lookin' great, readies his world-famous 1938 Wakefield for that first flight.

Johnson Photo



Dick readies his Wakefield for that critical first flight. Hasn't lost his touch...he MAXED!!!

Johnson Photo



Gordon Hastings, Grand Blanc, MI, readies his Cleveland Wakefield "Gull" for flight.

Johnson Photo



Robert Johannes from St. Charles, MD shown with his beautiful "New Ruler", powered by an O&A .60. I particularly like that cowl.

Johnson Photo

1994 SAM CHAMPIONSHIPS

Sept. 12-17th, Muncie, Indiana

GRAND CHAMPION FREE-FLIGHT POWER - Mitch Post

GRAND CHAMPION F/F RUBBER/HLG - Joe Williams

GRAND CHAMPION RADIO CONTROL - Eut Tileston

FREE-FLIGHT**30 Second Antique - 24 entrants**

1. Ed Konefes	Zenith	Brown	348
2. Bob Edelstein	Rambler	Cyke	344
3. Walt Bowers	Clipper I	Madewell 49	341
4. Mitch Post	Clipper I	Madewell 49	329
5. Ted Bieber	Clipper I	Madewell 49	227
6. George Murphy	Ehling	Atwood	122
7. Daniel Harshman	Twin Cyke	O&R 23	77

Class A Fuselage - 35 entrants

1. Harry Murphy	Dodger	O&R 19	459
2. Sal Taibi	Dodger	Elfin 2.5	323
3. Elmer Jordan	Coronet	Arden .199	286
4. Mitch Post	So Long 54	Morrill .199	281
4. Ted Bieber	Hayseed	O&R .19	281
6. Wayne Cain	Dodger	Arden .199	267
7. Ed Konefes	Cloud Snooper	Morrill .199	250
7. Bob Edelstein	So Long	Arden .199	250
9. Jim Adams	Dodger	Elfin 2.5	239
9. Walt Bowers	Cabruler	O&R 19FR	239
11. Jim Kutkuhn	Cabruler	Bantam	223
12. Benton Cleveland	So Long	Bantam	184
13. Malcolm MacLean	Ascender	Morrill .199	165
14. Bill Hale	So Long		120
14. Jim Walston	Cabruler	Arden .199	120

Small Rubber Fuselage - 58 entrants

1. George Perryman	Lidgard C		780
2. Larry Coslick	Crusader	540 + tiebreak	240
3. Joe Williams	Crusader	540 + tiebreak	227
4. Richard Thompson	Dynamoe		528
5. Dan Smith	Crusader		523
6. Don Reid	Double Feature		496
7. Clifton Betz	Dynamoe		461
8. Tom McCoy	Naudzius 1939 winner		440
9. Thomas Schmidt			425
10. Howard Henderson	Jabberwock		419
11. Bob Watson	Double Feature		415
12. Gerald Donahue	Engleman Duplex		406
13. Roy Stewart	Skyrider/Stratosphere		383
14. Ed Konefes	Crusader		372
15. Joe Macay	Lidgard C		363
16. Raymond Factor	Crusader		360
16. John Simms	Jabberwock		360
16. Dave Seath	Crusader		360
19. Robert Moulton	Reich Dbl		323
20. Stanley Colson	Box Car		312
21. Ted Dock	Norseman		295
22. Frank Roberge	Reich Dbl		285
24. Dale Wilson	Jabberwock		253
25. Orval Stewart	Jabberwock		246
26. Henry Hill	Super Jabberwock		243
27. Benton Cleveland	Jabberwock		239
28. Hank Sperzel	Lanzo 1933		207
29. Phil Klintworth	Beaumont Moffett		180

29. James Keppler	Cal State Champ	180
31. Hal Lorimer	Crusader/Jabberwock	175
32. Ben Strauss	Victory	174
33. Thomas Keppler	Dynamoe	158
34. Joe Konefes	Jabberwock	97
35. Vicki Wicks	Miss Canada Sr.	60
36. Edward Mate	Jabberwock	12

Compressed Air - 5 entrants

1. Joe Konefes	Airstick, MM3	225
----------------	---------------	-----

4 oz Wakefield - 29 entrants

1. Jim Persson	Lanzo Duplex	502
2. Jack Jella	Lanzo Duplex	360
3. Al Richardson	1935 Gordon Light	309
4. Joe Macay	Willfly #2	180
4. Howard Henderson	Lanzo Duplex	180
6. Larry Willis	Lanzo Duplex	152
7. Karl Spielmaker	Lanzo Duplex	141
8. Robert Moulton	Lanzo Duplex	127
9. George Perryman	Ying	95
10. Joe Beshar	Gordon Light	73

Class B Fuselage - 31 entrants

1. Mitch Post	Dodger	Torp 29	840
2. Harry Murphy	Dodger	O&R 23	354
3. Bob Edelstein	So Long	O&R 23	342
4. Daniel Harshman	Dodger	Torp 29	336
5. Sal Taibi	Dodger	O&R 23	335
6. Ed Konefes	Cloud Snooper	O&R 23	300
7. Bill Hale	Dodger		296
8. Jim Adams	Dodger		277
9. Walt Bowers	Cabruler	O&R 23FR	276
10. W. Weisenbach	Buccaneer B	Forster	263
10. M. Chamberlain	Twin Cyclone	O&R 23	263
12. Jack Bolton	Coronet	O&R 23	259
13. Benton Cleveland			247
14. Matthew Basta	Dodger	Forster 29	226
15. Dick Hall	Dodger	Forster 29	213
16. Joe Konefes	So Long	O&R 23	200
17. Wayne Cain	Dodger	Forster 29	89
18. Elmer Jordan	Dodger	Forster 29	86

Class C Pylon - 36 entrants

1. Bill Burgess			720
2. Bob Johannes	New Ruler	O&R 60	678
3. Jim Walston	Playboy Sr.	Atwood 60	588
4. Harry Murphy	Zipper	O&R 33	478
5. Don Snull	Theo-Radical	O&R 60	451
6. Ted Dock	Kerswap	O&R 33	446
7. Jack Bolton	Playboy Sr.	Cyclone	357
8. Walt Bowers	Zipper	O&R 33	354
9. Dan Harshman	Hepcat	Madewell 49	333
10. Hans Ochsner	Gas Champ	O&R 60	331
11. Mitch Post	Sailplane	Orwick	308
12. M. MacLean	Gulliver	Rocket 46	297
13. Joe Pedreira	Playboy Sr.	K&B 40 conv	266
14. Bob Edelstein	Alert	Forster .305	265
15. G. Donahue	Virginia Champ	Brown	216
16. Elmer Jordan	Sailplane	O&R 60	211
17. Larry Clark			189
18. Robert Larsh	Zipper	Forster .305	179
19. Ted Bieber	Anzac	Madewell 49	113
20. G. Armstead	Playboy Sr.	O&R 60	107
21. W. Weisenbach	Zipper	Forster 35	87
22. Walt Huhn	Lanzo Bomber	Cyke	52

THE PRESIDENT SPEAKS

by Don Bekins



The '94 Champs were grand! This was my first trip to the AMA Headquarters in Muncie, Indiana. I was impressed. The museum and facilities of the headquarters building (estimated at about 10,000 sq.ft.) are well done, designed for expansion, and accommodation for the many facets of the modeling hobby.

I did not know that Model Aviation, the AMA magazine was created at the Muncie facility, but printed elsewhere.

Following the Board of Directors meeting, I had to revise the agenda and speech I had prepared, so I approached Bob Underwood, the former AMA Executive Director, to see if I could use one of their computers, was ushered into their impressive press/layout room, and provided a Macintosh. A floppy disk, brought for this purpose was inserted, and in a few minutes the new revisions and agenda were made and printed, saving a trip to town to a copy/desktop publishing store. The staff of writers and computer experts were most helpful and capable. Your membership dollars appear to be well spent on the publication activities of the AMA.

The flying field covered hundreds of acres of alfalfa and grassland, adequate for OT free flight. The AMA had mowed pathways in the grass, fanning out in the prevailing wind direction, making it easier for the chase bikes to follow the models. Although the wind blew rather hard (10 to 15 mph, some gusts to 20) much of the time, the field was big enough to allow 3 minute maxes. Even so, some models landed in the corn and bean fields adjacent to the downwind side of the property.

The paved runway for the R/C fliers was 600 feet long and about 200 feet wide, with a fenced grassy area, a 20X40 ft. concrete-covered area with electricity and pay phones available. There was also a large parking lot where RV's could park adjacent to the runway. It was perfect for our R/C assist old timers, while the alfalfa fields beside the runway provided soft landings. Few models were damaged due to the prevailing wind conditions. In fact, the steady winds were the only negative during the week of competition, see the weather remained clear, providing spotty thermals which were, unfortunately, quickly blown away.

Don Reid of SAM-86, Ontario, Canada, was the extremely well-organized Contest Manager who arranged the facilities at the Holiday Inn Motel which were perfect for the Executive Board and Annual Meetings at which about 100 attended. The Muncie Convention Center hosted the Bean Feed and Spirit of SAM model display, as well as the Final Awards Banquet. Nearly 400 attended each event.

Feeding that many people is not easy, but I must say not only was the food very good, but there were minimal waits in line for the buffets, and cleanup service were quick and efficient. That's a reflection of good planning by Don Reid and his volunteer staff, who arrived four days early to make sure that things flowed smoothly.

R/C Contest Director Larry Davidson ran a tight ship, and had it so well organized that I even saw him sitting around a couple of times, actually relaxing. His key helpers, wife Elaine and the "dynamic duo", Mike and Dorothy Granieri, kept the model weighing, fueling, contestant card control and time conversions flowing smoothly and without a hitch. The persistent wind created a number of zero scores for many contestants as they misjudged the designated landing area, landing just outside the border. CD Larry had a neat new Honda trail bike on which he scooted around the flight line, the landing area and over to the free flight compound where he flew his well-trimmed Korda Wakefield. He was having a "ball" with his new toy! Me too!!! Larry let me ride that nifty two-wheeler! Now I know why the free fliers have such a good time...Chasing those models over hill and dale is really FUN!

On the free flight side, a half mile upwind, there were some unforgettable moments,- as when Dick Korda launched his famous model right through a crowd of 100 adoring, camera-clicking modelers, just missing them all. The old master did it again! He maxed his first flight after winding in 500 turns (without a blast tube), then, a day later, all 75 entries in the Korda Wakefield Commemorative rubber contest mass-launched their models early in the morning. What a sight! There, among the highest climbers was Dick Korda's model, proving that wonderful guy hasn't lost his touch. You're the greatest Dick!!!

The spirit of SAM lives through Korda and the other Hall of Famers, who were present: Joe Elgin, Mickey DeAngelis, Joe Kovel, Ed and Joe Konefes, Mike Granieri, Joe Beshar, Sal Taibi, George Perryman, Larry Jenno, George Armstead, Jim Adams, Jack Bolton, Herb Greenberg, Karl Spielmaker and Don Garofalow. What a thrill to see, talk with and watch those legends fly!

Free flight CD, Bill Prenskey, did a fine organizational job on the flight line, and enforced the rules of the chase to the letter. During the first day of flying, someone ran a chase bike through a neighboring farmer's field without asking permission. Bill promptly shut down the contest for the day while soothing the ruffled feathers of AMA's neighbor! Thereafter, the free flight contest went smoothly. The mass launches of the Korda Wakefield and twin pushers went off on time, filling the air with old time rubber models. Both launches were a sight to behold! SAM's Preamble is alive and well!

President (cont'd. page 18)



25. John Delagrange	Bowers	56
26. Walter Kempf	Vartanian	39
27. Joe Konefes	Zoomer	35
28. Ben Strauss	Birkett	15

12. Bob Bienenstein	345
13. Guy Scott Jr.	342
14. Thomas Keppler	339
15. Jim Persson	338
16. Howard Robinson	330
17. Charles Bruce	324
18. Bud Brown	315
19. John Delagrange	293

Large Rubber Stick - 45 entrants

1. Joe Williams	Smith	1080
2. Don Reid	Smith	1042
3. Carl Redlin	Smith	1024
4. George Perryman	Lanzo	1011
5. Roy Stewart	Hi-Ho	660
6. Ed Konefes	Lamb Climber	540
6. Larry Willis	Lamb Climber	540
8. Howard Henderson	Lamb Climber	520
9. Dick Moore	Lamb Climber	502
10. John Simms	Lamb Climber	460
11. Clifton Betz	Lamb Climber	452
12. Bob Watson	Lanzo	445
13. Raymond Factor	Smith	373
14. Orval Stewart	Lanzo	360
15. Dan Smith	Korda Stickler	354
16. Phil Klintworth	Korda Stickler	343
17. John Delagrange	Lamb Climber	341
18. Larry Coslick	Lanzo Duplex	332
19. Jim Kutkuhn	Enduro	309
20. Theodore Fidler	Lamb Climber	288
21. Stanley Colson	Lanzo	284
22. Randy Ryan	Lamb Climber	240
22. Dick Hall	Lanzo	240
22. Richard Thompson	Heaven Bound	240
25. Benton Cleveland	Lamb Climber	124
26. Hal Lorimer	Smith	120
26. Tom McCoy	Lanzo	120
26. Ted Bieber	Smith	120
29. Thomas Keppler	Lamb Climber	118
30. Roy White	Lamb Climber	100
31. James Keppler	Smith	97
32. Don Blackburn		90

20. Warren Weisenbach	292
21. Bill Keller	290
22. Ed Konefes	288
23. Clifton Betz	281
23. Al Richardson	281
25. Orval Stewart	276
26. James Keppler	267
27. Larry Jenno	256
28. Norm Smith	238
29. Don Wensel	232
30. Will Kramer	228
31. Dave Seath	226
32. Dick Hall	225
33. Ken Tillou	224
34. Noel Kirby	210
35. Robert Moulton	187
36. Dan Smith	186
37. Norm Rosenstock	159
38. Robert Hoffman	145
39. Ted Bieber	120
39. Howard Henderson	120
40. Phil Klintworth	117
41. Herb Walters	115
42. Edward Mate	103
43. Matthew Basta	100
44. Robert Erpelding	98
45. Joe Elgin	96
46. Don Blackburn	90
47. Hank Sperzel	66
48. Bob Laybourne	65
49. William Fox	55
50. Si Jordan	44

Commercial Rubber - 31 entrants

1. Robert Moulton	Stahl Cabin	540
2. Dan Smith	Miss Canada	527
3. Don Sruil	Lanzo	494
4. Frank Heeb	Wren	360
5. Guy Eaves	Flying Aces Moth	354
6. Jim Kutkuhn	Orr's Pacemaker	347
7. George Hilliard	Convertible	343
8. Hank Sperzel	1933 Lanzo	330
9. Stanley Colson	Korda ORS	328
10. Joe Macay	Convertible	314
11. Ed Konefes	Convertible	303
12. Otto Curth	Huelet	302
13. Vicki Wicks	Miss Canada Sr.	188
14. Dick Moore	Miss Canada Sr.	76

The Korda Challenge - 26 entrants

(Mass launch - no blast tubes, no torque meters)

1. George Perryman	183
2. Don Wensel	166
3. Dale Wilson	130
4. Ray Factor	125
5. Ken Tillou	120
6. Warren Weisenbach	117
7. Norm Smith	113
8. Jim Keppler	111
9. Larry Jenno	103
10. Larry Fair	97
11. John Delagrange	83
12. Tom Stevens	78
13. Bob Laybourne	71
14. Dick Korda	69
15. Will Kramer	61
16. Hank Sperzel	52
17. Si Jordan	50
18. Ken Hinton	45
19. Bob Moulton	28

1939 Korda Wakefield - 76 entries

1. Tom McCoy	740
2. Herb Kothe	540
3. Joe Williams	533
4. John Simms	521
4. Dale Wilson	521
6. Larry Davidson	510
7. Joe Macay	498
8. Richard Thompson	486
9. Charles Primbs	360
10. Dick Korda	351
11. Randy Ryan	349

Class B Pylon - 44 entrants

1. Harry Murphy	Zipper	O&R 29	586
2. Bill Hale	Alert		467
3. Mitch Post	Alert	Torp 29	367
4. Ben Strauss	Ranger	OS 20 conv	348
5. Sal Taibi	Ranger	O&R 29	340



6. Benton Cleveland	Zipper	Forster 29	338
7. Bob Johannes	Zipper	O&R 23	310
8. Bob Edelstein	Wasp	Forster 29	295
8. Ted Dock	Kerswap	O&R 29	295
10. Ed Konefes	Alert	Forster 29	230
11. Robert Placier	American Ace	O&R 23	200
12. Hans Ochsner	O.O.S.	O&R 23	175
13. Daniel Harshman	Zipper	Torp 29	120
14. Larry Clark			99
15. Lloyd Myers	Zipper	McCoy 29	87
16. Bill Burgess			78
17. Elmer Jordan	Zipper	O&R 29	60
18. Don Boyer	Zipper	DeLong 30	47
19. Jim Persson	Zipper	Torp 29	42

Small Rubber Stick - 56 entrants

1. Joe Williams	Casano	780
2. Dick Moore	Gollywock	724
3. Richard Thompson	Casano	669
4. Don Reid	Gollywock	667
5. Ed Konefes	Casano	652
6. Larry Coslick	Gollywock	525
7. Dick Hall	Gollywock	517
7. George Perryman	Casano	517
9. Hal Lorimer	Gollywock	360
9. Edward Mate	Gollywock	360
11. Rod Wilson	Gollywock	302
12. Joe Konefes	Gollywock	294
13. Clifton Betz	B Sticker	279
14. Robert Hoffman	Gollywock	276
15. Roy Stewart	Beaumont	240
16. Larry Willis	Casano	235
17. Bob Watson	Gollywock	215
18. Randy Ryan	Korda C	189
19. Jim Coffin	Gollywock	186
20. Orval Stewart	Gollywock	174
21. Jim Kutkuhn	Casano	120
21. Ray Factor	Stratometer	120
21. Roy White	Casano	120
21. Otto Curth	Gollywock	120
21. Stanley Colson	Gollywock	120
21. Dave Seath	Gollywock	120
27. Bob Edelstein	Gollywock	115
28. Dale Wilson	Thermalcer	113
29. Norm Smith	Gollywock	70
30. Ted Bieber	Gollywock	61
31. Noel Kirby	Gollywock	57
32. James Keppler	Beaumont	54

Rubber Scale - 18 entrants

1. Tom McCoy	Lanzo Puss Moth	360
2. Don Snull	Sinson Jr.	351
3. Dan Smith	Lanzo Puss Moth	292
4. Bud Brown	Lanzo Puss Moth	265
5. Stanley Colson	Lanzo Cessna	252
6.	0-57 Taylorcraft	237
7. Roy Stewart	Interstate Cadet	210
8. Robert Moulton	Interstate Cadet	125
9. Jim Adams	Stahl Taylorcraft	117
10. Kevin Barrett	Rearwin Speedster	50

Twin Pusher - 14 entrants

1. George Perryman	Burnam	153
2. Karl Spielmaker	Burnam	107
3. Ed Konefes	Simmers	95
4. Ray Factor	Simmers	89
5. Hans Ochsner	Ruggeri	67
6. Jim Persson	Ott	66

7. George Armstead Jr.	DuMont	45
8. Otto Curth	Simmers	32

8 oz Wakefield - 55 entrants

1. Joe Macay	Lanzo Classic	713
2. George Hilliard	Lanzo Classic	540
3. Frank Roberge	1939 Korda	501
4. Chris Parkyn	1939 Korda	368
5. Al Richardson	1939 Korda	346
6. Charles Primbs	1939 Clodhopper	240
7. Frank Heeb	Hi-Ho	120
8. Hank Sperzel	1939 Korda	112
9. Jim Kutkuhn	1939 Korda	87
10. Bob Laybourne	1939 Korda	75

RADIO CONTROLBrown Junior Texaco - 23 entrants

1. Eut Tileston	V-Tail Swallow	1151
2. Arthur White	Kloud King	973
3. Don Blackburn	Folly	658
4. Will Kramer	Buccaneer	574
5. George Talent	Flying Quaker	564
6. Jim Kutkuhn	Quaker	530
7. Robert Mulitsch	Contest Gas Model	410
8. Howard Robinson		335
9. Mike Salvador	Buccaneer Std.	301
10. Robert Walter		293
11. John Schifco	Miss America	283
12. Walt Geary	Eaglet	278
13. John Delagrang	MG-2	206
14. James Lang	RC-1	157

A Texaco - 25 entrants

1. Jim Lobb	Bomber 414	Shilen 19	3836
2. Ed Shilen			3722
3. L.A. Johnston	Kerswap 337	PAW .09	3575
4. Eut Tileston	Westerner 675	Irvine .20	3232
5. Thomas Jozwiak	Playboy 582	K&B 19	2080
6. Norm Rosenstock	Miss America 700	Irvine	1800
7. Marcy Martin	Playboy 590	MVVS-D	1546
8. Richard Huang	Playboy 432	Elfin 2.5	1438
9. John Schifco	Playboy 582	Wehra 2.5	1383
10. Frank Joswiak	Playboy 582	Veco 19	1364
11. Walter Conrad	Anderson Pylon 451	Mills 1.3	1174
12. Harold Ericksen	Clipper I 678	OS 20	911
13. George Tallent	Bomber 535	O&R 19	897
14. Bob King	Playboy 582	OS 10	815
15. Herb Walters	Quaker Flash 563	Irvine 20	794
16. Tandy Walker			765
17. James Steinberg	Playboy 358		421
18. William Porter	Miss Tiny 289	Mills 0.8	194

Spirit of SAM Concours - 17 entrants

1. Don Wensel	Super Viking	142
2. Walter Bowers	Valkyrie	127
3. John Delagrang	MG-2	92
4. Walt Geary	Megow Chief	72
5. Jim Persson	Zipper	49
5. Eut Tileston	V-Tailed Swallow	49
7. Howard Robinson	Dodger	40
8. Ken Tillou	Quaker Flash	32
9. Charles Bruce	Request	25
10. Jack Bolton	Playboy	24
11. Howard Robinson	Brigadier	23
12. Dale Tower	Torpedo	16



13. Vincent Burton	Feather Merchant	15	11. William Porter	Kerswap 288	1189
14. Tandy Walker	Playboy	10	12. M. Charles Koby	Kerswap 288	1162
15. Jim Adams	Anderson Pylon	9	13. Glen Poole Sr.	Commando 300	1142
16. Joe Beshar	Cloud Cruiser	6	14. Frank Joswiak	Kerswap 288	1141
17. Don Blackburn	Torpedo II	5	15. Bob Peru	Kerswap 288	1135
			16. Kenneth Reese	Bomber 288	1087
			16. James Parnell	Yankee 317	1087
			18. Caleb Butler	Bomber 288	1064
			19. Ed Hamler	Quaker 290	1040
			20. Philip Pearce	Anderson Pylon 308	1007
			21. Richard Huang	Playboy 288	973
			22. Gerald Moore Jr.	Playboy 288	951
			23. Dave Peru	Kerswap 288	868
			24. Paul Schmitz	Bomber 290	859
			25. Fred Mulholland	Sailplane 277	815
			26. Norm Rosenstock	Kerswap 330	783
			27. James Lang	Bomber 320	686
			28. Steve Roselle	Bay Ridge Mike 318	679
			29. Arthur Hillis	Playboy 288	661
			30. Pete Rafferty	Kerswap 288	653
			31. Howard Robinson		564
			32. Benton Cleveland	Sailplane 340	532
			33. Joe Beshar	Fox 310	508
			34. Louis Merlotti	Snuffy VI 300	492
			35. Si Jordan	Record Breaker 300	408
			36. Elmer Wasman	Bomber 360	363
			37. Ken Kullman	Sailplane 285	356
			38. Walter Hartung	Kerswap 288	337
			39. Kenneth Hopkins	Record Breaker 288	241
			40. Larry Snedeker	Miss America 328	229

Class A Ignition IER - 34 entrants

1. Eut Tileston	Taylor Cub 300	GB 250	1228	20. Philip Pearce	Anderson Pylon 308	1007
2. Richard Huang	Cloudster 352	.19	1201	21. Richard Huang	Playboy 288	973
3. Bob Peru	Bomber 340	Elfin 2.5	1153	22. Gerald Moore Jr.	Playboy 288	951
4. Walt Geary	Megow Chief 410	Elfin 2.5	1103	23. Dave Peru	Kerswap 288	868
5. Jim Lobb	Bomber 414	Shilen 19	1100	24. Paul Schmitz	Bomber 290	859
6. Dale Tower	Bomber 338	McCoy 19	1083	25. Fred Mulholland	Sailplane 277	815
7. Sal Cannizzo	Dallaire 380	Elfin 2.5	1043	26. Norm Rosenstock	Kerswap 330	783
8. Pete Rafferty	Kerswap 288	Elfin 2.5	1000	27. James Lang	Bomber 320	686
9. Don Bekins	Bomber 489	O&R 19	992	28. Steve Roselle	Bay Ridge Mike 318	679
10. Mike Salvador	Playboy 360	Elfin 2.5	987	29. Arthur Hillis	Playboy 288	661
11. L.A. Johnston	Kerswap 337	Elfin 2.5	958	30. Pete Rafferty	Kerswap 288	653
12. Fred Mulholland	Playboy 288	Elfin 2.5	893	31. Howard Robinson		564
13. Don Blackburn	Dallaire 362	Arden	853	32. Benton Cleveland	Sailplane 340	532
14. Arthur White	Bomber 430	Elfin 2.5	803	33. Joe Beshar	Fox 310	508
15. Joe Percy	Cumulus 357	Elfin 2.5	581	34. Louis Merlotti	Snuffy VI 300	492
16. Ed Shilen			580	35. Si Jordan	Record Breaker 300	408
17. Jack Ross	Playboy 350	Bantam 19	487	36. Elmer Wasman	Bomber 360	363
18. Robert Walter	Lanzo Stick Cabin 351	Morrill	382	37. Ken Kullman	Sailplane 285	356
19. Bob Laybourne	Playboy 360	O&R 19	351	38. Walter Hartung	Kerswap 288	337
20. M. Charles Koby	Playboy 386	Elfin 2.5	244	39. Kenneth Hopkins	Record Breaker 288	241
21. Tad Kusak	1939 Korda 316	Elfin 2.5	222	40. Larry Snedeker	Miss America 328	229

Class A Glow IER - 32 entrants

1. Joe Percy	Cumulus 455	ST 19	1427
2. William Langley	Bomber 459	K&B 3.25	1414
3. Jim Reynolds	Playboy 475	K&B 3.25	1260
4. Fred Mulholland	Bomber 455	K&B 19	1225
5. Pete Rafferty	Bomber 455	K&B 3.25	1173
6. Sal Cannizzo	Playboy 401	ST .15	1172
7. Mike Salvador	Kerswap 495	K&B 3.25	1099
8. Walt Geary	Megow Chief 340	OS 3.25	1058
9. Bob Peru	Kerswap 500	K&B 3.25	1013
10. Richard Huang	Playboy 432	ST .19	998
11. Mike Granieri	MG-2 525	K&B 3.25	994
12. Bob King	Bomber 593	Nelson .19	941
13. Thomas Joswiak	Playboy 582	Veco 19	835
14. Buddy Tanner	Bomber 504	K&B 3.25	794
15. Arthur White	Racer 500	K&B 3.25	780
16. Richard Brace	Wasp 490	Fox .19	766
17. Larry Latowski	Alert 416	OS Max 15	726
18. Frank Joswiak	Playboy 582	Veco 19	476
19. Ted Patroia	Bomber 450	Veco 19	415
20. Eut Tileston	Westerner 475	K&B 19	398
21. Kenneth Reese	Playboy 354		338
22. Dale Tower	Bomber 338	ST 19	227
23. Hans Hatopp			195
24. Jim Hainen	Quaker Flash 563	K&B 19	84

1/4 A Texaco - 69 entrants

1. Mike Salvador	Dallaire 300	2395
2. Jim Kutkuhn	Alert 285	2370
3. Eut Tileston	Taylor Cub 300	2369
4. Sal Cannizzo	Powerhouse 280	1800
5. Robert Rada	Super Quaker 315	1304
6. Larry Latowski	Dallaire 300	1302
7. Chuck Hutton	Anderson Pylon 290	1291
8. Ralph Turner		1281
9. Gene Wicks	Playboy 288	1261
10. Ralph Waser	Anderson Pylon 288	1214

Brown Junior IER - 39 entrants

1. Eut Tileston	V - Tail Swallow 794	1163
2. Si Jordan	Thunderbird 900	762
3. Jack Ross	Thermal Magnet 650	707
4. George Tallent	Flying Quaker 952	583
5. Don Blackburn	Folly 700	504
6. Paul Schmitz	Thunderbird 756	503
7. Chuck Hutton	Thermal Magnet 636	493
8. Arthur White	Kloud King	459
9. Sal Cannizzo	Arpiem 545	456
10. Ed Shilen	Josephine 700	429
11. Ken Kullman	Air Chief 510	413
12. Walt Geary	Eaglet 767	398
13. William Langley	Trenton Terror 772	370
14. Everett Woodman	Clipper I 680	345
15. Jim Hainen	Kloud King 670	339
16. Bob Angus	Megow Commander 570	329
17. Marcy Martin	Clipper 678	296
18. Steve Roselle	Clipper I 678	260
19. Jim Lobb	Trenton Terror 764	246
20. Gerald Moore	Kloud King 691	230
21. Robert Walter		225
22. Herb Walters	Clipper I 678	222
23. Walter Conrad	Rambler 720	218
23. Richard Brace	Miss Fortune X 550	218
25. John Schifco	Miss America 970	214
26. Dave Peru	Kloud Queen 840	188
27. Caleb Butler	Kloud King 660	145
28. Bob Laybourne	Quaker Flash 562	118

Class C Ignition IER - 57 entrants

1. Jim Reynolds	Bomber 690	Orwick 64	1574
2. Fred Mulholland	Bomber 875	Anderson	1530
3. Tom Botkin	Bomber 730	Anderson	1489
4. Don Blackburn	Bomber 1135	Anderson	1468
5. Ed Shilen	Cumulus 900	Edco	1437
6. L.A. Johnston	Sailplane 864	Edco	1414
7. Walt Geary	Megow Chief 712	O&R 60	1257
8. Arthur White	Bomber 900	Hornet 60	1252



Dick Korda looks determined, with his "1939 Korda Wakefield", to take on all comers!

Reich Photo



Gerald Donahue from Shrewsbury, MA getting ready to launch his "Hervat" hand launched glider.

Reich Photo



A "High Climber" being wound by Dick Moore from Rockville, Ontario, Canada.

Reich Photo



Whew!!! A pair of F/F 1937 Carl Goldberg-designed "Valkyries" held by owners Gene Bowers and Charlie Bruce.

Reich Photo



A "Korda Wakefield" takes a gust of wind during launch for Joe Williams from Brookville, PA.

Reich Photo



Charlie Bruce gives his Brown Jr.-powered 1937 "Valkyrie" a launch. Can you imagine a Brown hauling this giant? Well, it DID! It flew beautifully.

Reich Photo

9. Eut Tileston	Westerner 967	Edco	1249
10. Jim Adams	Bomber 860	O&R 60	1245
11. Steve Roselle	Sailplane 864	Anderson	1240
12. Bob Peru	Kerswap 800	McCoy 60	1233
13. Don Bekins	Playboy 658	O&R 60FR	1222
14. Joe Percy	Cumulus 700	O&R 60	1192
15. Mike Salvador	Kerswap 800	Anderson 60	1181
16. Pete Rafferty	Bomber 630	Cyclone	1138
17. Caleb Butler	Playboy 800	Cyclone	1130
18. Jim Lobb	Bomber 810	Edco 65	1118
19. Paul Schmitz	Bomber 913	Hornet 60	1116
20. Chuck Hutton	Playboy 637	Orwick 64	1108
21. Sal Cannizzo	Playboy 675	Cyclone	1039
22. William Langley	Playboy 720	Cyclone	1034
23. Larry Latowski	RC-1 1010	Anderson 65	1000
24. John Schifco	Playboy 800	Spitfire	976
25. Robert Walter	Alert 417	Forster 35	959
26. Richard Huang	Playboy 810	Anderson 60	954
27. Jack Ross	Dodger 450	Torp 32	947
28. James Steinberg	Playboy 800	Anderson	931
29. George Murphy	Bomber		900
30. Tad Kusak	Hurricane 738	Cyclone	849
31. George Tallent	Bomber 1230	McCoy 60	802
32. Walter Conrad	Playboy 800	Atwood	788
33. Bob Angus	Bomber 820	Orwick 64	723
34. John Edris	Playboy 800	O&R 60	706
35. Kenneth Reese	Playboy Sr. 582	Triumph	600
36. Harold Erickson	Rambler 717	Cyclone	595
37. Marcy Martin	Eastern Gas Champ 732	Anderson	585
38. Si Jordan	Lanzo Stick 1380	O&R 60	583
39. Buddy Tanner	Bomber 929	Hornet 60	577
40. Bob Laybourne	Record Breaker 1252	Orwick	562
41. William Porter	Kerswap 715	Valkyrie 32	432
42. Albert Merker	Sailplane 864	O&R 60	374
43. Will Kramer	Playboy 800	O&R 60	312
44. Jim Hainen	Quaker 952	O&R 60	274
45. Richard Brace	RC-1 1010	O&R 60	260
46. Howard Robinson	Playboy Cabin		203
47. Gerald Moore Jr.	Bomber 1260	O&R 60	168
48. Everett Woodman	Playboy 800	Cyclone	100

Class C Glow LER - 42 entrants

1. Eut Tileston	Taylor Cub J-2 902	ST 40	1564
2. Fred Mulholland	Bomber 788	K&B 35	1530
3. Joe Percy	Cumulus 815	Wylie 35	1502
4. Mike Salvador	Playboy Cabin 800	ST 35	1479
5. Chuck Hutton	Bomber 929	Nelson 40	1470
6. Larry Latowski	Playboy 900	K&B 40	1435
7. Arthur White	Bomber 900	K&B 6.5	1263
8. Thomas Joswiak	Bomber 788	ST 35	1260
9. Pete Rafferty	Playboy 1013	K&B 7.5	1243
10. Jim Reynolds	Playboy 800	ST 35	1237
10. James Lang	Playboy 900	ST 40	1237
12. William Langley	Playboy 800	ST 35	1214
13. Tom Botkin	Bomber 906	ST 40	1200
14. Bob Peru	Kerswap 800	ST 35	1155
15. Sal Cannizzo	Albtaross 800	ST 35	1094
16. Kenneth Hopkins	Hop-a-Long 988	K&B 40	1068
17. L.A. Johnston	Blitzkrieg 1372	OS Max	1037
18. Ralph Turner			959
19. Jim Hainen	Playboy 900	ST 40	950
20. M. Charles Koby	Playboy 582	OS	948
21. Bob King	Mystery Man 1382	Rossi 60	872
22. Richard Bouillon	Bomber 925	Fix Q-40	818
23. Ed DeBolt			654
24. Bob Laybourne	Playboy 800	OS 32	546
25. Buddy Tanner			510
26. Herb Walters	Cavalier 1480	OS 61	477
27. Ken Carter	Playboy 810	ST 35	471
28. Ted Patroliis	Sailplane 900	K&B 40	390
29. Jim Lobb	Bomber 810	Wylie 36XS	325

30. George Tallent	Playboy 800	OS 35	320
31. Kenneth Reese	Playboy 902	HP	174
32. Jack Warkins	Bombshell 850	Enya 60	170
33. Robert Hartwig	Dallaire	OS 70 4S	104
34. William Fox	Nomad 936	Fox 40	84

Ohlsson 23 - 26 entrants

1. Don Bekins	Bomber 489		840
2. John Schifco	Alert 460		816
3. Walt Geary	O.O.S. 327		741
4. Bob Angel	Schmaedig Stick 450		723
5. Jim Reynolds	Playboy 475		710
6. Arthur White	Playboy 350		674
7. Richard Huang	Cloudster 352		632
8. James Parnell	Playboy 358		552
9. Don Blackburn	Cloudster		494
10. George Tallent	Bomber 535		425
11. Will Kramer	Playboy 358		423
12. Jim Persson	Playboy 360		361
13. Caleb Butler	Le Kid 365		354
14. Ken Kullman	Commando 340		353
15. Don McClusky	Musketeer 380		322
16. Buddy Tanner	Playboy 360		189
17. Walter Conrad	Gas Bird 386		157
18. Si Jordan	So Long 365		117
19. Howard Robinson			104
20. Gerald Moore	Playboy 358		91

Electric Texaco - 11 entrants

1. Philip Pearce	Bomber 630	.05	2716
2. Steve Roselle			2591
3. Jerry Smart	Bomber 570	Leisure	2507
4. Albert Merker	Bomber 576	S-400	1800
5. Pete Rafferty	Bomber 630	Ferrite .05	1643
6. Carl Redlin	Playboy 582	FAI .05	1555
7. Harold Reed	Playboy 582	AF .035	1525
8. Michael McIntyre	Red Zepher 678	Astro .05	1425
9. Stanley Koch			1122
10. Glen Poole Sr.	Bomber 630	Leisure	555

Class B Ignition LER - 46 entrants

1. Jim Lobb	Playboy 496	Torp 29	1546
2. Fred Mulholland	Playboy 475	McCoy 29	1539
3. Pete Rafferty	Bomber 455	Torp 29	1487
4. Tom Botkin	Bomber 459	Torp 29	1469
5. Don Bekins	Bomber 489	McCoy 29	1465
6. Mike Salvador	Bomber 450	Forster 29	1223
7. Dale Tower	Bomber 475	McCoy 29	1220
8. Joe Percy	Bomjber 500	K&B 29	1218
9. William Langley	Playboy 511	Torp 29	1183
10. Tandy Walker	Playboy 560	Torp 29	1180
11. Don Blackburn	Airfoiler 514	K&B 29	1127
12. Walt Geary	Megow Chief 580	Torp 29	1126
13. Ed Shilen	Candid 550	Torp 29	1116
14. Jack Ross	Bomber 505	Torp 29	1107
15. Tad Kusak	Alert 417	Forster 29	1058
16. George Tallent	Bomber 630	Torp 29	1040
17. M. Charles Koby	Kerswap 484	E.D. Hunter 3.46	1030
18. Bob Angel	Schmaedig Stick 450	Torp	984
19. Arthur White	Bomber 430	Torp 29	801
20. Kenneth Hopkins			795
21. Caleb Butler	Anderson Pylon 570	McCoy 29	724
22. John Edris	Playboy 580	Torp 29	723
23. Walter Conrad	Bomber 471	RB Spec	602
24. John Schifco	Alert 460	O&R 23	595
25. Richard Huang	Cumulus 452	Torp 29	486
26. Albert Merker			469
27. Paul Schmitz	Kerswap 490	Forster 29	449
28. Jim Reynolds	Bomber 445	Orwick 29	420

29. Robert Walter	Alert 417	Forster 29	400
30. Bob Peru	Kerswap 475	McCoy 29	319
31. Sal Cannizzo	Kerswap 475	Torp 29	311
32. Gerald Moore Jr.	Bomber 630	Forster 29	299
33. Buddy Tanner	Kerswap 500	O&R 29	255
34. James Parnell	Playboy 466	Forster 29	235
35. Eut Tileston	Taylor Cub 357	Amco 3.5D	230
36. Bob Rooman	bomber 459	O&R	69

10. Paul Schmitz	Taylor Cub J-2	288	641
11. Si Jordan	Taylor Cub E-3	300	632
12. Eut Tileston	Waterman	243	565
13. Will Kramer	Taylor Cub E-2	300	427
14. Ed Hamler	Avro 560	282	193
15. Frank Joswiak	Alco Sport	355	104
16. William Porter	J-3 P50	288	45

Class B Glow LER - 37 entrants

1. Joe Percy	Cumulus 700	Wylie 29	1739
2. Eut Tileston	Westerner 675	ST 29	1639
3. Chuck Hutton	Dallaire 700	Nelson 29	1628
4. Tom Botkin	Bomber 656	ST 29	1422
4. William Langley	Playboy 657	ST 29	1422
6. Sal Cannizzo	Albatross 800	ST 29	1408
7. Fred Mulholland	Playboy 653	K&B 29	1243
8. Jim Reynolds	Playboy 475	K&B 3.5	1241
9. Marcy Martin	Alert 730	ST 29	1168
10. Mike Salvador	Kerswap 475	K&B 3.5	1165
10. Ralph Turner			1165
12. Richard Huang	Playboy 675	Wylie X .29	1158
13. Mike Granieri	MG-2 525	K&B 3.5	1134
14. L.A. Johnston	Blitzkrieg 562	HB .25	1122
15. Pete Rafferty	Bomber 652	K&B 4.9	1012
16. Arthur White	Racer 500	K&B 3.5	901
17. Ted Patroia	Sailplane 655	ST 29	877
18. Jim Hainen	Long Cabin 850	Fox 29	847
19. Walt Geary	Clipper 671	Fox 29X	830
20. Kenneth Hopkins	Bomber 630	OS 25	774
21. Frank Joswiak	Playboy 582	ST 23	668
22. William Porter	Kerswap 564	ST 23	420
23. Jim Lobb	Bomber 680	ST 29	399
24. Buddy Tanner	Bomber 504	K&B 3.5	259
25. Glen Poole Sr.	New Ruler 830	PAW .29D	145
26. Richard Brace	Red Ripper 605	ST 25	117

Standard Texaco - 39 entrants

1. Pete Rafferty	Bomber 1260	Irvine 40	1954
2. Eut Tileston	Westerner		1864
3. Joe Percy	Bomber 1460	OS 61 4S	1491
4. Si Jordan	Lanzo Stick 1380	Orwick 64	1235
5. Fred Mulholland	Bomber 1260	Irvine 40D	987
6. Jim Lobb	Bomber 1610	FA 65 4S ign	915
7. Thomas Joswiak	Bomber 1460	OS 61	858
8. Caleb Butler	Bomber 1256	OS	846
9. Norm Rosenstock	Miss America 970	OS 40	816
10. Tom Botkin	Bomber 1260	OS 61 4S	811
11. Gerald Moore Jr.	Bomber 1260	Irvine 40D	739
12. Dennis King	Powerhouse	Anderson	727
13. Frank Joswiak	Lanzo Racer 1440	OS 61 FS	717
14. Don Bekins	Bomber 1196	O&R 60sp	716
15. Bob King	Bomber 1227	ST 56	556
16. Kenneth Reese	Powerhouse 1126	OS FS	521
17. Herb Walters	Dallaire 1482	Laser 61 FS	519
18. Jack Ross	Privateer 981	O&R 60	438
19. William Boice	Quaker 946	OK 60	391
20. Jim Adams	Anderson Pylon		241

1/4A Texaco Scale - 27 entrants

1. John Schiffko	Avro 560 305		1384
2. Sal Cannizzo	Taylor Cub E-2	340	1332
3. Walt Geary	Travel Air	307	1309
4. Chuck Hutton	Cessna AW	300	1186
5. Larry Latowski	Wren	300	1153
6. Caleb Butler	Puss Moth	320	1132
7. James Lang	FW-47	330	1077
8. Robert Muliisch	Avro	349	722
9. Stanley Koch			645

Antique - 18 entrants

1. Richard Huang	Cumulus 1413	OS 60 RSR	1775
2. Tom Botkin	Bomber 730	Anderson	1714
3. Jim Lobb	Cumulus 1413	OS 60 RSR	1537
4. Eut Tileston	Westerner 1487	Enya 60	1200
5. L.A. Johnston	Dallaire 1474	Fox	1200
6. Joe Percy	Cumulus 1420	Rossi 60	1114
7. Ralph Turner			1017
8. Paaul Schmitz	Bomber 918	Hornet 60	900
9. Bob King	Bomber 1227	ST 56	733
10. Jim Hainen	Long Cabin 850	ST 35	524
11. Herb Walters	Dallaire 1482	Laser 61	283

Pure Antique - 31 entrants

1. Don Bekins	Bomber 1196	Edco	1571
2. Walt Geary	Flamingo 1164	O&R 60	1319
3. Larry Latowski	RC-1 1010	Anderson 65	1282
4. Bob Laybourne	Record Breaker 1252	Orwick	1058
5. Fred Mulholland	Thor 810	Anderson	1044
6. Buddy Tanner	Bomber 1260	Hornet 60	924
7. Dennis King	Powerhouse	Anderson	841
8. Robert Walter	Trenton Terror 776	O&R 60	793
9. Pete Rafferty	Scram 864	Anderson 65	744
10. Caleb Butler	Bomber 1256	Anderson	689
11. William Boice	Anderson Pylon 1256	Forster 99	640
12. Arthur White	RC-1 1010	McCoy 60	494
13. Marcy Martin	Clipper 678	O&R 60	380
14. Mike Salvador	Buccaneer 635	Cyclone	336

Ohlsson Sideport - 31 entrants

1. Ed Shilen	Josephine 700	.60	1260
2. Jim Reynolds	Clipper 672	.60	1247
3. Arthur White	West Coast Champ 810	.60	1175
4. Eut Tileston	Taylor Cub 683	.60	1171
5. Don Bekins	Bomber 1196	.60	1138
6. Walt Geary	Flamingo 1164	.60	1111
7. Marcy Martin			1018
8. Robert Walter	Trenton Terror 776	.60	981
9. Dale Tower	Torpedo 675	.60	812
10. Caleb Butler	Kloud King 660	.60	810
11. Steve Roselle	Clipper 678	.50	797
12. John Schiffko	Mike 318	.23	603
13. Albert Merker			592
14. Jack Ross	Clipper I 650	.60	526
15. Chuck Hutton	Thermal Magnet 636	.60	400
16. Jim Hainen	Flying Quaker 952	.60	159

Electric LMR - 14 entrants

1. Dave Peru	Kerswap 625		1260
2. Stanley Koch			1222
3. Pete Rafferty	Bomber 630	Cobalt .05	878
4. Philip Pearce	Bomber 630	.05	840
5. Steve Roselle	Bomber 630		811
6. Glen Poole Sr.	Viking 500	Astro	641
7. Michael McIntyre	Red Zepher	Astro .05	416
8. Harold Reed	Playboy 800		334
9. Carl Redlin	Playboy 582	FAI .05	302

GRAND TOTALS: 40 Events; 1414 Entrants; 2189 Official Flights.

THE 1994 SAMCHAMPS: FREE FLIGHT

by Bill Prensky

The weather was excellent throughout the week, with highs usually about 85°F. Winds were Southwest, the best direction for the field to West-Southwest varying from light to 10-15 mph. On the first day, the wind came from the West, bringing models down in neighboring corn and soybean fields. This precipitated the worst problem of the week when someone rode a motor-bike through the beans. Damage was minor, but the insult to private property caused us to terminate flying 2 1/2 hours early. Fortunately, the owners were reasonable, and everyone was courteous thereafter. Upon reviewing the results, it was obvious to me that the shortened flying cost some fliers winning places. I am sorry for that, but in my mind, there was no other choice.

The staff at the scoring table, Cynthia Reid, Millie McCoy, Jim McCarty and the peerless processor Bob Larsh, ran things perfectly. They were so good that there was little for me to do, and I would doze off after 15 minutes at the table. Most of my waking hours were spent off the field, dealing with neighbors.

Despite some pressure, we insisted on two-minute maxes in all power events, a good decision for Muncie.

First-time Contest Directors often say that they would never do it again. It was a lot of work. I spent ten days at Muncie, then seven more tabulating FF and RC results. Even worse, I was unable to fly any event. The up-side was a partial payback or 48 years of pleasure at contests run by long-forgotten Contest Directors. I might do it again!

Bill Prensky

SAM CHAMPS 1994: OVERVIEW

by Don Reid

The 1994 SAM Champs are over, and I believe all involved have breathed a sigh of relief. For myself, it was a real privilege and pleasure to have been Contest Manager. I have a number of people to thank for their invaluable assistance, notably:

Cynthia Reid: who did all of the book-keeping in Canada, sent out the acknowledgments and at Muncie, worked every day at the Free Flight Control and score board.

Larry Davidson: R/C Contest Director who not only ran the RC contest, but was involved in planning the Champs from the beginning, and arranged for the purchase or acquisition of the Bean Feed prizes.

John Delagrang: CD for the Brown events, also provided the art work for the "Korda Crest" used on the shirts, caps, pins etc., and produced the wonderful book of Korda clippings.

Mike Granieri: Assistant RC Contest Director, managed the scales all week, and his wife **Dorothy** worked with Elaine Davidson at RC Control and with Cynthia Reid at registration.

Fred Mulholland: Assistant RC Contest Director helped out on the field and at the Bean Feed, standing in for Larry Davidson when Larry flew in the '39 Korda Event.

Bill Prensky: Free Flight Contest Director, in his first effort, undoubtedly earned many points towards future duty.

Jim McCarty: Assistant Free Flight Contest Director did a fine job.

Tom McCoy: Wakefield Contest Director, promoted and organized the Korda and the other Wakefield events while his wife **Millie** worked tirelessly at Free Flight Control and the score board.

The weather was good, if a bit breezy. The AMA site was also good, thanks to the cooperation of the AMA Staff in undertaking special cutting and generally being there to look after many of the small details on short notice. The Holiday Inn, the official hotel, arranged an early morning breakfast and provided large tubs of ice for the many coolers. The Hotel Roberts catered the Bean Feed and the Awards Banquet at the Horizon Center. I have heard nothing but praise for these arrangements.

I've had lots of fun flying in all the SAM Champs since 1988, but nothing has given me more pleasure than the following letter which I received from Howard Robinson shortly after returning home:

Dear Don:

I want to thank you and SAM for the fine hospitality extended to Dick Korda and me during the 1994 SAM Champs at Muncie. We enjoyed the good weather and the friendships renewed during our stay. I think that this may have extended Dick's life by 10 years! On the way home, he remarked: "Boy did that week go fast!" Thanks again.

Sincerely,
Howard

REPORT ON THE 1994 R/C ASSIST SAM CHAMPS

by Larry Davidson (R/C Contest Director)

Don Reid, Contest Manager, his wife Cynthia, and my wife Elaine and I arrived in Muncie one week before the actual contest to take care of all the details necessary to putting on a good competition.

Our primary chore was to contact the management at the AMA, and to organize the field for the R/C and F/F events. Jerry Rouillard, (Executive Director) Jay Mealy and Steve Kaluf were superb in giving us everything we asked for, including removing bales of hay from the free flight area, mowing paths and take off areas and supplying the rentals of the support equipment which was needed. Thanks guys, we really appreciated your help!

I started out the first day with a Contest Directors' meeting that some said lasted "all day". I wanted to be sure that SAFETY was going to be the key at this contest. In reality, the meeting lasted about 20 minutes, but some will contest that! The Brown, Jr. events were run by the very capable and superior human being, John Delagrang. There were some disappointments for a few of the entries when they found that some of their planes did not comply with the rules, particularly with the "pre-1938" date for the Texaco Event. It is very important to READ ALL THE RULES for the special events before entering them. These rules were "spelled-out" in a previous SAM Speaks. Additionally, there were some who had used different needle valve assemblies in their Browns, which was illegal according to "Big John". However, he did rescind that rule, as he felt that these contestants came great distances to fly in a "FUN" event, so he let them fly. What a guy!!!

The flying started off beautifully, and continued for the entire week as the weather was great. Some modelers had problems landing in the designated "Landing Area", or flew over the pits, receiving "zeros" for the flight. I watched Don Bekins and Ed Hamler on one of Don's flights and if everyone who had problems landing in the proper zone had watched, they would have learned something! Ed would stand on the downwind edge of the field, and Don would be in the middle of the alfalfa, and if necessary, Ed would guide Don to a successful landing. What strategy and teamwork that was!

Both Fred Mulholland, my assistant CD, and myself were kept busy trying to keep everything going smoothly, and, judging from the many compliments we received, it appeared to be successful.

There were many to thank for all their help in running the contest, but a few were there "all the time". My wife Elaine, Dorothy and Mike Granieri, Fred Mulholland, Newt Heuberger, Fred Beeson and Dick Brace. Last, but not least, Steve and Janet Roselle offered to help whenever needed, and on Thursday, when I wanted to fly the Korda event, they came through as always. Many thanks guys and girls!!!!

A THOUGHT IN PASSING:

by Bill Kimbell

Over the past few months, through all the bickering and commotion over rules, engines, high power ad infinitum, a very interesting and thought-provoking letter came across my desk, and I thought that I should share it with you:

WILL SAM SOON BE SPAM ?

I joined SAM simply because the whole premise of the organization was aimed at having FUN in a relaxed atmosphere free of the jaw-tightening tenseness seen and sensed at AMA competition events. Perhaps it is next to impossible for a few folks to relax and enjoy ANY activity that includes friendly competition. The rules ALWAYS get in the way it seems. It would be unfortunate if the in-fighting on rules leads SAM away from what it was designed to be...FUN!

Let us stay focused on what SAM REALLY is, otherwise we might wind up with the Society of Purist Antique Modelers (SPAM). That's too salty for my taste buds!

Pete Williams (Sierra SAM-104)

***** NEW *** TEXAS TIMERS *** NEW *****
***TEXAS FUEL OFF Timer - New Pinchoff Design**
 •Start/Stop trip wire •Reliable •Lightweight - \$18.95
***TEXAS DT Timer - 0-8 min, Small size- \$24.50**
***Original Texas Two Function Timers - \$27.50**
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 P&H \$2.00, TN res 8.25% tx, SASE for more info
 Hank Nystrom 3317 Pine Timbers Dr. Johnson City, TN 37604
EXPECT THE BEST - FLY THE BEST - TEXAS TIMERS



"And now in conclusion"... We have John Delagrang giving Dick Korda some invaluable advice in the art of flying those "toy airplanes"...or so it seems!



George Tallent (Mr. O&R) from Picach, AZ holding his Brown Jr.-powered Flying Quaker. George states that this is the extended wing version (96").

Reich Photo



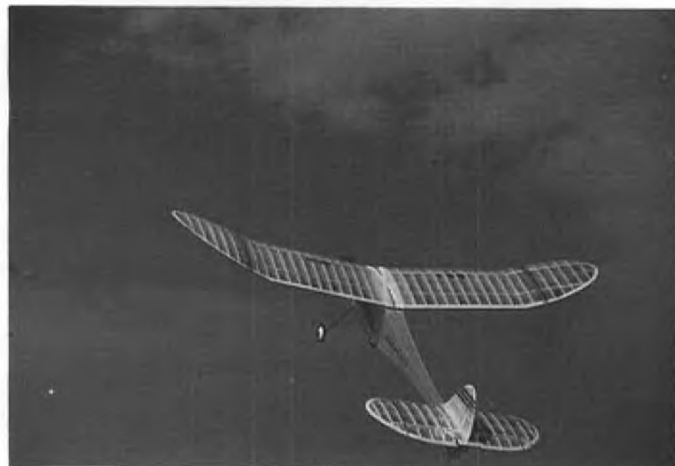
Sal Cannizzo from Lanoka Harbor, NJ was able to smuggle this FUSCHSIA and white silk "Albatross" out of New Jersey. Nobody else DARED use that color!!!

Reich Photo



Here goes our new President, Don Bekins from Belvedere, CA out to do some serious "Playboy" flying.

Reich Photo



Sal Cannizzo's "Albatross" takes to the air. See fellas, that color flies GREAT. Got any left Sal?

Reich Photo



Harold Ericksen from Evansville, IN hold his silk-covered "Scientific Ensign", powered with an O&R .23. Harold says: "She's not a hot climber, but has a beautiful glide".

Reich Photo



It appears that Dick Korda is questioning.. "Are you absolutely SURE you timed this beautiful flying Brigadier correctly?"

Reich Photo



Dick Korda checks out his Wakefield with Don Wensel of Canton, OH prior to flight. Don was the winner in the "Concours d'Elegance" event.

Harold Johnson Photo



Thad Kusak from Cleveland, OH holding his Super Cyke-powered "Hurricane" with a 69" span, all ready for the R/C Class C Ignition event.

Reich photo



Walt Geary from Absecon, NJ holds his silk covered "Out of Site", powered by an O&R .23.

Reich Photo



Howard Robinson from Shelby, OH displays his O&R .60 powered "Playboy Sr. Cabin" all wrapped up in a flat-finished red silk fuselage.

Reich Photo



Jack Ross from Huron, OH holding his "Brooklyn Dodger" powered by a Torpedo .32. The R/C installation fits very tightly in this narrow fuselage

Reich photo



Jerry Smartt from Warsaw, MD is a true electric aficionado! Let's see...the generator supplies power to the inverter, which in turn supplies 12V to the chargers, which are backed up with 12V auto batteries on and under the table which are recharged by a small solar panel! The 12V fan cools the entire mess!



"Will it break?" Seems to be the question Sal Taibi is asking Norm Rosenstock as he dutifully winds the turns into his Wakefield Korda. Jor Kovel Photo



Ted Bieber from Nacodoches, TX proudly shows his "Anzac", R/C powered by a Madewell .49.

Johnson Photo



Jim Adams passes the President's gavel over to the new SAM President Don Bekins, from Belvedere, CA.

Reich Photo



Sal Taibi reads his Lanzo Duplex under the watchful eye of Don Bekins (r) and Larry Jenno.

Johnson Photo



Donald Harshman of Forest Park, OH shown with his "snazzy" Brooklyn Dodger, powered by a Torpedo .29

Johnson Photo



Ralph Turner from Akron, OH giving that 1/2-A Texaco "Viking" a good engine test run. Smart move with those earmuffs Ralph!

Reich Photo

REFLECTIONS ON THE KORDA WAKEFIELD

As Heard from Leon Shulman

In a recent letter from Leon Shulman, he recalls August 6th 1939 at the old "Bendix" field in Northern New Jersey where he met Dick Korda where the famous 43 minute flight was recorded, and his experiences with that now-famous design, excerpts of which are quoted below in a letter to Dick Korda.

As time went on, we both "did our thing" in the Model Aviation Hobby;-you with rubber-powered designs, and me with gas engine design. I recall all of this because a couple of years later I joined the Army Air Corps, and qualified as an Aviation Cadet, going into the Pilot Training Program.

My modeling experience was invaluable, and I went through the program easily. Now the interesting part;- I missed building and flying models so much at that time, but I managed to get into town and find a hobby shop which had one of the BURD model kits of your Wakefield design.

Remember, this was during the war, and lots of materials were not available. No propeller or rubber came with the 39-cent kit, but, as I mentioned, I just wanted to build and fly a model airplane of YOUR design. As Cadets in these accelerated programs, we weren't given much free time (or space) to build anything, but with modeler's ingenuity, I found a piece of plywood board to build on and went about "re-designing" your Korda Wakefield into a **towline glider!**

Because of space limitations (to build and to **store** a model), I made the model smaller, but used your basic design, ribs, outline, etc. The design limitations also had to allow me to "hide" the model between the 2 x 4 boards behind our lockers, so it could not be seen when we had "inspections". Several other cadets went out with me almost every evening (when we didn't have night flying and/or ground classes) to help me tow the model into the air with a spool of thread.

We attracted crowds at the parade grounds whenever I flew this model, and needless to say, this "rounded-out" my Pilot Training, and gave me (and the spectators) great enjoyment.

I went through my "archives" recently and found the enclosed photo of your **Korda Wakefield Towline Glider** I built, and though you would get a kick out of this. Yeah...that young, slim, curly-haired youngster was **ME!** Believe it.....?

I also wanted to remind you of the other "fun times" we had after the War at the Mirror Model Flying Fair, and the evenings at the Pennsylvania Hotel, where you and I, with the urging of Chet Lanzo threw paper gliders (and water-filled balloons) out the windows...the same thing at the Plymouth International Meets in Detroit at the Fort Shelby Hotel...! Through the following years we had met at other great contests around the country and shared many more "fun times".



The "young, slim" Leon Shulman with his "modified" Korda Towline Glider "way-back" in 1943.

After the control-line days of the late 40's, I went into radio control modeling in the early 50's, and still enjoyed the competition aspect,-first in R/C Pattern, then R/C Scale, R/C Aerobatics, Old Timer R/C, Soaring Gliders and the past several years in Giant R/C Sport and Scale. I never did get out of the hobby of model airplanes. Oh yes, I went into R/C gas-powered race cars for a few years, but **airplanes** still held my major interest.

Presently, I no longer compete, and just enjoy piloting a giant R/C model airplane up in the blue sky. In the years in between, I raised a family of 4 children, with 11 grandchildren, and I am real proud of all of them, especially the two that bear my surname, David, age 16, and Jason Shulman, now 18, fathered by my son Don, who was a **terror** in control-line circles. These boys were weaned on model airplanes from the cradle, and have now developed into real contenders in R/C aerobatics, but most important, they enjoy the hobby and have made their own friends of other hobbyists. Someday I imagine that they too will communicate with old friends about their "fun times" in this hobby.

Dick...I just had to write you and recant the above "funnies" to help us remember that the hobby we embraced years ago as kids was only a HOBBY...but it turned into a medium to weld acquaintances into friendships that have lingered on these many years. May the future enable us all to **continue** enjoying this interesting hobby and each other's friendship by sharing wonderful memories. Keep in touch!

Still flying.....

Leon Shulman AMA-L-8 SAM-0084L

President (cont'd. from page 5)

Although I was on the free flight field for the mass launches, I spent most of my time on the R/C side, I will have to leave the details of the free flight portion of the Champs to someone who spent all their days upwind on that side of the field.

During the annual meeting, I announced the establishment of new committees and coordinators. Here is the team:

SAM Speaks Editor	Bill Kimbell
Free Flight Coordinator	Jim Persson
R/C Assist Coordinator	Larry Davidson
FF Rubber Coordinator*	Don Reid
MECA Coordinators*	Jim Persson, Charlie Bruce
Nostalgia Coordinators*	Hal Cover(free flt), Bill Bowen (R/C)
SAM Internat'l Coord's.*	Bill Darkow, Art Watkins
SAM Chapter Coordinator	Woody Woodman
SAM Engine Committee	Jim Persson(Chrmn.), Charlie Bruce, Don Blackburn, Dick Huang
SAM Design Approval Comm.	Bob Larsh**, George Armistead
SAM Library	Gene Wallock, Bob Edelstein
SAM Plans Service	Floyd Reck

* New committee

** Expects to retire soon

In the next issue of SAM Speaks, I plan to outline some long range plans for SAM, which include more active participation by nostalgia flyers in SAM competition. I look forward to seeing many of you on the flying field during what remains of this season and the coming flying year. Remember to plan for the SAM Champs at Colorado Springs in '95!

Thermals!

Don Bekins



Entrance to the AMA facility in Muncie, Indiana. The field is just as "handsome" as the sign. This is truly a modeler's "Paradise".



Joe Beshar, AMA District II Vice President, with his compressed-air powered "Toune Pumper".

Reich Photo



Joe Williams from Brookville, PA shows off his pretty "Casano Champion C" (38") with twin rudders.

Reich Photo



Orville Stewart from Scottsville, KY readies his original 1939 Korda Wakefield which he built in 1941. He says: "She still flies great"!

Reich Photo

ADVERTISEMENTS

By Dan O'Grady..SAM-86

Why not have the kids shot for Easter, or have a family portrait taken? What have you got to lose?

This clothing is designed for breaking wind and repelling water.

It's entry-level in price, but has features that will make people want to keep it because of its size- it's easy to tow and can fit on any four-wheel drive trail, including the Rubicon (a demanding four-wheel drive trail between the Eldorado County town of Georgetown and the western whore of Lake Tahoe...)"

Give us your dirty clothes! Ladies! If you drive to our new launderette and drop your clothes, you will receive swift attention!

In an ad for an oak bookcase: Simple assembly, requiring only a flat-head and Phillips screwdriver.

In a dentist's notice regarding periodontal care: When we ask you to come in more often, it is likely that you have deep pockets.

FOR SALE: A quilted high chair that can be made into a table, a pottie chair, a rocking horse, refrigerator, spring coat size 8, and fur collar.

FOR SALE: Braille dictionary. Must see to appreciate! Call Jerry.

Tales of an Ancient Modeler

Stories about growing up with modeling in the "Good ol' days". It's a funny, nostalgic and moving rendering of how modeling used to be. Entertaining and well documented with over 100 photos of modeling, spanning over 60 years.

\$14.95 P.P. USA only Check or M.O.
Norm Rosenstock
124 Granada St.
Royal Palm Beach, FL. 33411

THE SAM LIBRARY

by Gene Wallock, Librarian

A few years ago, Jim Adams asked me to establish a library for the benefit of the SAM membership and Old Timer modeling in general. I have an extensive personal library that seeded the project. A XEROX copier was purchased by SAM to guarantee excellent quality copy. Requests for magazines to be borrowed for copying was met with great success. The SAM library was created.

The goal was, and still is, to copy the original magazine model airplane articles, 3-views and relevant articles which released the creative juices of those pioneer model builders who left us a legacy we all enjoy.

The measure of success for this undertaking was two-fold; first the availability of the material must be as complete as possible, and second, the material must be used by the membership and devoted followers.

The completeness of the library is very good with respect to the popular magazines of the old timer era. As an example, we have copies of Model Airplane News from July 1929 through December 1950. In fact, we're only missing 14 issues between 1951 and 1993.

The Air Trails section is complete from September 1935 through December 1950, and we're only missing 19 issues between 1951 and 1993. Remember, Air Trails went through several transitions into today's Model Aviation magazine.

Flying Aces is 84% complete between December 1933 through December 1943. Flying Aces had no modeling articles during the years, and then went through several name changes and bi-monthly publication until they finally came to rest as Flying Models.

Model Craftsman magazines are very scarce. Either the magazine wasn't very popular with the airplane modelers or model railroaders have accumulated them all.

In the British publication department, our Model Aircraft collection between January 1949 and December 1965 is 76% complete. Aeromodeler is 90% complete between January 1942 and December 1976.

Let me take this opportunity to request the loan of Flying Aces between 1934 and 1943 and any Model Craftsman prior to 1950. Please send me your available list, and we'll work something out.

Now to the most important reason for having a library: It's for the use of the Old Time Modelers. Let me be presumptuous and answer a few questions you the members might ask regarding why you should obtain the original article

Q. I just bought this set of plans for \$8.00, so why should I spend anymore for the article?

A. You are making the assumption that the individual who drew the plan was a competent, qualified draftsman. I have about 400 plans from various sources, and can attest to the fact that some of them are dead wrong. I always check the basic dimensions of overall length, wingspan, tail span, rudder height, wheel size and

(continued on page 21)



A LONG ISLAND EVENT...

Was held at Calverton, Long Island on August 5,6 & 7 with the SAM-75 Mike and Dorothy Granieri Commemorative Meet, celebrating their more than 60 year dedication to this great hobby.



Mike Granieri shown with his well-earned reward received at the SAM-75 seventh-annual R/C contest. You can bet that Mike was a "very-happy-camper" on this occasion
Bill Kimbell Photo

This was SAM-75's first attempt at a 3-day meet, and the turnout was outstanding.

Luckily, the weather was perfect throughout most of the meet, and the many spectators were also "treated" to a display of crop-dusting by a local helicopter service.

Thanks to John Delagrange, who had built two versions of Mike's famous MG-1, visitors were treated to see two flying models of this aircraft which is still a competitive threat in any Old Timer or Antique contest.



Mike is shown with John Delagrange's replicas of the MG-1. These "birds" are still "floaters" and worthy competitors in any meet.
Bill Kimbell Photo

Unfortunately, due to some "political" undertones, it would appear that SAM-75 will no longer be able to use their Calverton location for their contests.

However, Larry Davidson, President, has informed us that they are currently trying to negotiate with local officials for the use of the Galeville, NY facility (home of the Brooklyn Skyscrapers) for their annual meet. It is hoped, should negotiations be successful, that the club will be able to hold a meet that will combine both free flight and R/C events into a truly outstanding SAM contests.

It has been long realized that both travel to, and lodging on Long Island poses both serious financial and driving complications for many worthy competitors, so perhaps any location that will enable fliers to avoid the Metropolitan area will be more conducive to those wishing to attend.

As negotiations proceed, readers of SAM Speaks will be advised of any and all progress made along these lines. The possibility of using the now-idle Grumman facility is also under investigation, but readers are advised that this is dubious, since the political implications of such a move are truly horrendous!

In the meantime, remember the famous Long Island bumper sticker: "I ride the Long Island Expressway.... pray for me".

P.S.: Since "zillions" of great photographs of the 1994 SAM Champs were received, you can look forward to seeing more of this super stuff in the next issue or two. Don't despair...YOUR picture may be in the next batch.....I hope so!

LIBRARY (cont'd.)

prop blank with the article. I don't prescribe to the stick for stick school, but I do practice design integrity. As an example; are the 1/8" sq. diagonals in the Smith Mulvihill stabilizer on the top or bottom. Build from the plan, and they end up on the bottom. Read the article, and they end up on top for intended rigidity. What's the real prop diameter on Lanzo's big Puss Moth? Most plans ignore the added hub after the prop is carved. How many prop configurations did Al Casano describe in his May 1940 Air Trails article? The plan shows a single blade free wheeler. The article states that the original had a two blade folder and flew better with it. In general, a lot of the plans do not show CG position or describe adjustment techniques. This information is usually in the text. Actually, it makes a lot of sense to read the article first, before you spend your hard-earned money.

Q. What articles are available?

A. A complete directory is not available yet. I use John Pond's lists for a reference guide. I also have James W. Patten's computerized list of his extensive library. In addition, SAM has their own approved gas model list, and the rubber list is in work. During the entire time I've provided this service for SAM, the unsuccessful order fills can be counted on one hand.

Q. How much are the articles, and how is the money spent?

A. Each article costs \$2.00, which includes postage. This rate is good in the United States and Canada. The money is used for paper, envelopes, postage and copier maintenance. All remaining funds go to the SAM Treasury. The labor and electricity are free. I'm a LIFE member, and it's my way of paying volunteer dues and having a lot of fun.

Q. Are the articles copies the same size as printed in the magazine?

A. The articles are the same size. Even the big format Air Trails are original size. Actually, a lot of the articles have full size part sheets and quite a few of the rubber scale models are presented full size in the original printing.

In closing, I'd like to give you an example of your library in action. Jim Adams called me from Muncie at the start of the '94 SAM Champs. It seems Eut Tileston had built a "VEE-TAILED SWALLOW" from Frank Zaic's yearbook. Frank had dated it 1939 which wouldn't qualify it for Antique. Eut thought there was a picture of the original model in a 1938 M.A.N.. I found it in the October issue, relayed the information to Jim who went to the AMA library, and had a copy made.

The CD was happy and, as they say, the rest is history!

The SAM library may be contacted as follows:

Gene Wallock
SAM Librarian
220 Leroy Avenue
Arcadia, CA 91007

Make checks payable to SAM. I encourage you, the members to use this service to support your organization and to build up your own reference library.

THE SOCIETY OF ANTIQUE MODELERS
THE 1994 HALL OF FAME HONOREES

On Wednesday evening, at the Annual Business Meeting of the Society of Antique Modelers, eight modelers were accorded the honor of being inducted into the Hall of Fame for the Society.

These eight deserved designers, builders and fliers of which two are now deceased, have, by their accomplishments truly earned this prestigious tribute.

Unfortunately, at the time of this writing, photographs of a quality suitable for reproduction were not available, but we shall proceed with a listing of their names, and a brief synopsis of their accomplishments.

The listing is as follows:

WILLIAM WINTER

JAMES NOONAN

JOSEPH KONOFES

EDWARD KONOFES

DONALD GAROFALOW

KARL SPIELMAKER

CARL HERMES (deceased)

TOMMY MCLAUGHLIN (deceased)

The following information was given to me by our friend and Past President Jim Adams, who put in great effort in compiling the details, for which I am truly grateful.

Jim has always gone "the extra yard" for all of us, and his wisdom and guidance will be sorely missed.

On behalf of not only myself, but the entire SAM organization I wish him well, and Godspeed in all his endeavors.

Bill Kimbell

BILL WINTER:

The most prolific model airplane designer and writer for the model publications of our time, Bill Winter has been a tremendous contributor to the style of American publications since the thirties. He has been an editor, assistant editor, managing editor, associate editor, production editor and columnist. He has been

WINTER (cont'd.)

responsible for much of the great wealth of educational and entertaining information made available to modelers of our time. He raised a family of nine children from the rewards of being a very industrious model writer.

Starting with Model Airplane News in 1935, he served on the staffs of all the popular model magazines, during WW-II and on up to the present. His retirement in 1980 was his official termination date, but the articles and plans have continued to flow from his always fresh supply of ideas. He produced 23 rubber flying scale plans and more than 200 of all types; F/F, CL, R/C and solids in his tour with the model magazines, and hundreds of articles and books. Some of his best known were the 1941 Model Aircraft Handbook and The Basics of R/C Modelling. The latter continued selling for 31 years, being revised by Fred Marks. He was responsible for all the Air Trails Annuals up through 1946.

He worked for all of the well known model magazines of our youth: Bill Barnes, Air Trails, M.A.N., Flying Aces, Open Road for Boys, Flying, Popular Mechanics, Popular Science, Mechanics Illustrated, Airborne, Airworld, Aeromodeler and Flying Models. In 1936, Street and Smith hired him as Assistant Editor on Bill Barnes Air Adventure, and later he became Associate Editor and finally Editor. He was instrumental in the sale of American Modeler to Potomac Aviation Publications and the addition of the AMA section to American Modeler.

Probably his most popular and best liked column was his "Just for the Fun of it", that appeared in Model Aviation for several years. This was his last regular column, and drew thousands of monthly followers. His relaxed, easy style of writing and humor was readily accepted by the modelers of our time.

JOSEPH KONEFES SAM-098

Joe began modeling in 1927 after a Curtis Jenny made a forced landing in a neighboring farmer's field.

In 1933, he went to work for Bill Bishop at Comet, building display models while still in high school. After graduation, he went to work for Comet and worked there 8 years. His job was drawing plans in India ink on tracing cloth for many of Comet's flying and solid scale models.

Comet's first two gas models were Joe's designs. One was the six foot span Curtis Robin in 1937, and the other was the Golden Eagle done in 1938. Both were successful kit designs and have lasted many years.

He built the prototype "Comet Interceptor" to be flown at the 1941 "Nationals", and commented that it was unsuccessful mostly due to a lack of sleep on his part, and the underpowered ATOM engine used.

He was a member of the Junior Birdmen, Chicago Aeronuts, the Gas Model Aeronuts, and the Chicago

area "Buzzards" club. He designed the "Buzzard Bombshell" in a club competition to design a durable sport model to be used in mass flight demonstrations. Eighteen were built by members of the club. The model proved to be very capable, winning the Wisconsin State Championship and Class "C" at the 1940 Nationals. He says that he was embarrassed when the model beat the Zipper and the Comet Sailplane at the '40 "Nats". He chased the model downwind on foot for a mile, losing sight of it, and returned to the field to find the timer still watching the model. A thermal had lifted the plane high into the wind and returned it to the field for a flight of 49 minutes.

Joe says that he owes much of his success to friends that he worked with at Comet: Bob Reder, Al Horbak, Carl Goldberg, Fred Schlien, Sid Axelrod, Ed Lidgard and others, members of the Buzzard Club, and to his brother Ed, who he says, is a better flier than he ever was.

DONALD G. GAROFALO SAM-80

Don started building models in 1927. These were rubber-powered, mostly scale, outdoor stick and twin pushers. His first success in competition was in 1932 and 1933 in local contests and meets sponsored by the Bamberger Aero Club. He graduated from high school in 1933, during the worst part of the great depression. During 1934, he worked for the Queen Anne Novelty Company, which was attempting to manufacture model kits. In 1934 he met John and Dan Frisoli of the Scientific Model Airplane Company.

From 1934 through 1936, he constructed models for these two companies. In all, he estimates that he made 65 model airplanes and 30 model boats. These models were used for photographs that were placed in their catalogs. Among others, he built gas model versions of the Starling, Miss America, Eaglet, Commodore, Red Zephyr, Mercury, Miss Philadelphia, Streamliner and the Flagship. He also made the prototypes of the rubber-powered 50" Monocoupe and the 60" Waco Custom.

His first design work for Scientific was the Red Flash. This kit was followed by the Flea, Firefly and the 24" Valkyrie. He later did the kit designs for Korda's Victory and Goldstar. Later, he designed other rubber-powered kits for Scientific, such as the All American, Olympic, Zephyr, Spartan, Parachute Plane, Clarion, Fleetwing, Bullet, 30" Miss World's Fair, Scientific ROG, Raven, Windsor, Blue Phantom, Air Raider, Skipper, Sky Scraper and Flying Yankee.

He also designed model plans such as the Bantam 25, Monocoupe 15 and Waco Biplane that were given as premiums for magazine subscriptions. His gas model designs for Scientific were: the Ensign, Varsity and the Larkey.

GAOFALOW (cont'd.)

During 1938-1941, he operated the Best by Test Model Airplane Company and designed the Airflow 40, Hawklet and the ROG Mite.

After the war, he worked in businesses that made wind tunnel models, and in 1961 he began free lance model work under the name: Supercraft Models, and produced models for various aerospace corporations. This business continues operation under his son's guidance.

EDWARD KONEFES SAM-143

Ed started modeling following his older brother Joe. Ed says he remembers his brother bringing home 25 cent kits to build as display models for the Comet Model Airplane Company.

Ed's first job in the model business was hand-carving the 13 1/2" birch props that went into the Curtis Robin kits. He later worked the AIRCRAFT Model Company in Chicago, and designed the "Cloudsnooper" gas model that has been approved for SAM competition.

His first gas model was a "California Chief", built in 1936 and powered with a Baby Cyclone. Both of these products were produced by Major Mosely's Cal-Aero Industries, located in Glendale, CA.

He and his brother were early members of the Chicago Buzzards Club, which held a competition for a design that all the members would build to be flown at a club project. The Buzzard Bombshell, brother Joe's design, was the winning model. Gordon Christofer, who owned the AIRCRAFT Model Company, produced kits for the club, and Ed's was the first model completed. He lost the plane at a contest in Indianapolis.

During WW-II, Ed got a job at the local airport because of his building experience, and worked as an aircraft mechanic until retirement in 1987.

He returned to modeling in 1974 with a few R/C models and old time gas models. He started flying old time and modern AMA rubber in 1980, and credits Charlie Sotich with helping him get back into modeling, also with helping him set the current Class III Mulvihill record at the 1991 Nationals.

He has attended all of the SAMCHAMPS since 1980, and is a much-liked and respected competitor in SAM Old Timer events.

CARL HERMES

Carl first jumped into prominence as a model designer and builder when his beautiful elliptical-winged "Hayseed" won the Ohio State model championship in Cleveland in 1941. This successful Class "C" design with a 930 sq.in. wing was the forerunner to a number of similar designs, some of which were published.

Carl was a regular contributor to Frank Zaic's yearbooks, with his design emphasis moving toward Wakefield models.

Before and during WW-II, he experimented with derivations of the original Hayseed. He produced a Class "A-B", a larger Class "B" and a small Class "A". He built another version that he called the Tinnien Express after the island where he was stationed in the South Pacific. The model was last seen disappearing in a thermal over the warm waters of the Pacific Ocean.

Carl started his modeling career in Connecticut, and was one of the founders of the Bridgeport Aeronuts MAC. He attended New York University where he earned a degree in aeronautical engineering. After the war, Carl worked for Boeing and Lockheed Aerospace. He owned a full-scale KA-8 glider for many years, and was also a sailboater.. His modeling interest continued with Wakefield rubber models, and he became an active Wakefield competitor using his own designs, and was a member of the 1953 World Championship Team, along with Joe Foster and George Reich. He later was again named to the 1963 U.S. Wakefield Team, and wrote several technical articles on Wakefield designs, experimenting with solid balsa wings with movable trailing edges.

Bill Wargo once wrote: "Carl was one of the most unselfish people I have ever known. He was always willing to help anyone at any time, no matter what. He was also one of the most unflappable. I can not recall ever having seen him upset over anything that had gone wrong, and I am very proud to have had Carl as a close friend".

Don Bekins said: "Carl Hermes was a quiet, modest, unassuming person with a keen interest and talent in anything aeronautical". When Don converted his Hayseed to R/C, Carl traveled up to the SAM-27 field to see his old free flight rocket up, powered by an Ohlsson 60. Asked if he would like to try his hand at controlling the model, he demurred saying that he was a "purist", a free flyer at heart!

JAMES NOONAN

Jim began modeling in 1927, shortly after Charles Lindberg inspired the youth of America with his solo flight across the Atlantic. His first models were built from any materials he could find, such as wooden boxes and hair pins. He built models from plans in the first issues of Universal Model Airplane News. He also built them from 1911 plans that he resurrected from model clubs that were in existence before he was born.

Jim entered his first competition with the Junior Birdmen in 1934. In November 1935, he left high school and went into the WPA, working with a pick and shovel. In 1936, he went to his first "Nationals" in Detroit.

In 1937, he attended the "Nats", also in Detroit, and placed in rubber stick and other events.

In 1938, he built his first successful Wakefield design, the Big Diamond, and his stick model, the Homesick Angel. In 1939, his job with the WPA ended,

NOONAN (cont'd.)

and he then worked for the Whitman Publishing Company designing models for publication in Air Trails, and for many years made his living as a writer for the model magazines.

In 1941, he was selected to work at Langley Field with 630 other model builders, producing models for wind tunnel research. He left Langley for the Army Signal Corps and ended up in Casablanca.

He is best known as a teacher of model building and the model materials business that he ran for many years. His 1911 replica of Cecil Puoli's model airplane has been on display at the Smithsonian for ten years.

Jim has done so much for the art of building and flying of model airplanes, that it is hard to list all of his accomplishments.

TOMMY McLAUGHLIN

His interest in model aviation started in Baltimore during the late 1920's through the American Boy magazine model section. He built rubber-powered models and competed in indoor competitions sponsored by a Baltimore department store. Tommy became interested in outdoor rubber models, and in 1929 was the Baltimore Twin Pusher Champion, winning a trip to the 1929 Detroit Nationals. During the thirties, he turned to power models and became very competitive, ultimately winning the Mod Kraft trophy in 1941. After the war, he won the trophy in 1946 and again in 1947, thereby gaining permanent possession.

In the early 50's, Tom turned to FAI power, and was a member of the U.S. team at the FAI Internationals in Austria in 1973, and again in 1979. He was very competitive in SAM Old Timer events with his Forster 29 powered Zipper, his .020 Playboy, and his original design "Big Ol' Plane" by a fellow free flyer. This design is now approved for SAM as an Old Timer.

In 1931, Tommy started in the aviation industry when he went to work in Baltimore for Berliner-Joyce, building biplanes, and the all-metal Y1-11 pursuit. Berliner-Joyce later became North American Aviation and one of the projects was the T-6/SNJ prototype. He moved to Connecticut to work at Sikorsky, building the S-42 series China Clippers. In 1940, he moved to Pensacola to work with the Naval Aviation Depot until retirement as a production supervisor.

During the genesis of the Fiesta of Five Flags Contest in 1958, Tommy, among others was instrumental in its inception, organization, and set up the contacts, policies and procedures that exist today.

CARL SPIELMAKER

Carl has been interested in model airplane engines all of his life, attempting his first engine while still in high school at age 17. That year was 1944. Using drawings from Popular Mechanics magazine, he tried to make his first model engine.

Carl has been chosen because of his pioneering work in the building of SAM. He started SAM Chapter 4 in the early days, and has been the driving force along with his friend Bob Pattison in building the SAM legend in the Michigan area. His other claim to fame, and probably the most unheralded support to the SAM movement, is the long list of replica model engines he built to sustain the modelers' need for old time engines. The easiest way to describe Carl's efforts is just to go down the list by the year:

In 1953, he designed and built his own .15 displ., front rotor engine, notable for its copper-plated head.

In 1963, he built his first "Golden Eagle", a .53 displacement engine. 30 engines were built.

In 1964, Carl built 40 copies of the Dallaire "Peewee". Many modelers attending the first "CHAMPS" at Denver bought this engine for \$40.00!

In 1965, Carl made 10 copies of the "A" Marvin.

Starting in 1965, Carl produced Super Cyke cylinders for Ralph Morock's Remco Replicas. Over 7 years he made 1200 Super Cyke rods.

In 1965, he developed the Spielmaker-60". Between 1968 and 1981, he made 65 motors.

In 1984, he built the Megow .19 Concept engine, and made 84 engines.

In 1986, he built 8 copies of the Edco Diesel. The last copy sold for 1200 dollars!

In 1987 he produced 35 copies of the "Bantam-16", and 35 copies were made before production ceased.

His current project is the "Denny" (round head) race car engine. Production was started in 1970 and is continuing.

In conclusion, let me say that Carl Spielmaker's sense of humor and his friendly smile are reason enough to induct him into SAM's Hall of Fame. Carl is everybody's friend!

Jim Adams



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EUROPEAN SAM CHAMPS

Middle Wallop, England, August 1994

by Jim Adams

The 1994 European SAMCHAMPS was held the third week of August under sunny and slightly breezy skies. The meet was run by David Baker of SAM-1066, and the venue this year was again the British Army Helicopter Museum located at Middle Wallop, about sixty miles South West of London. Middle Wallop is the BIGGEST grass airfield that you can imagine. It is all mowed better than your lawn! The place is a godsend for the old time British model fliers. SAM-1066 gave the income from the parking concession to the museum, which assured them of being invited back next year.

The attendance was larger than last year, augmented by 35 modelers from Italy, 25 from Czechoslovakia and 20 modelers and wives from the U.S.A. The American team first attended the two-day Old Timer Day at Old Warden on the previous weekend. The field at Old Warden is part of the Shuttleworth Museum. On Friday, after we arrived, we watched Castle Films taking movies of several of the WW-I planes located in the museum.

On Saturday and Sunday, several old time events sponsored by SAM-35 and SAM-1066 were flown at Old Warden. Events, such as small diesel sport models, flying wings, Earl Stahl high and low wing rubber scale, twin pusher, all three Wakefield sizes, U-control stunt and speed and old time R/C. A large mass launch of twin pushers was marred when Jim Adams' twin pusher was set afire by his helper while lighting the DT fuse. Jim later got even by winning second place in the Earl Stahl high wing scale event. Low wing was won by Andy Faykun of Los Angeles, flying his new SPC-3 Curtis Observation. Britain's best free flight scale modelers were there. The Old Timer radio control event remains low key; in fact the fliers don't seem to even time their flights as is done in the U.S..

The European SAMCHAMPS were flown the second weekend at Middle Wallop, located close to Winchester, South of London. A great time was had by the American modelers who were staying in college dorms or bed and breakfast pubs near the field. A large contingent of modelers arrived on Friday night from Czechoslovakia. Since they had no hard cash, they immediately went to work setting up a boot sale (similar to a garage sale in the U.S.). The British Army set up a tent city for their use the first night, since they didn't have accommodations in advance with any of the local hotels. A large number of Czech diesel and CO2 engines changed hands at the meet. There was a group from SAM Chapter 10 (AAMA) in Virginia, headed by Don Srull. With him were Bert Phillips, Hurst Bowers and Ray Rakow. Also from the East Coast was Dave Platt.

On the first flying day, which was Friday and very breezy, Sal Taibi was flying and repairing his Dodgers as fast as he could. He told me that the wings broke during the landing after every flight.

Sal won first in Pre-December '42 spark event, but only after a great deal of flying, chasing and repairing. The other Americans left their rubber models in the boxes the first day. Saturday, Mik Mikkelsen, from Hollywood, CA was flying a brand new jumbo rubber version of Earl Stahl's Fairey Barracuda. The ship is flown without landing gear, and performed like a Wakefield. Don Srull, from McLean, VA won the high wing Stahl event. The rules for this event were different than I had flown before. The contestant takes three flights, and no matter how bad your times are, the total determines which flyoff you will be entered in. The one flight during the flyoff determines your placing in the event.

The four ounce Wakefield event was won again this year by Brit Dennis Davitt, with 8 min. 42 sec. in a nine-man flyoff. There were 41 entries. Eight ounce Wakefield was won by Britisher Stephen Willis, who posted 9 min. 58 sec. in an 11-man flyoff. There were 62 entries. Flyoffs were very risky because of strong breezes late in the day. Art Watkins from California placed 28th, Ed Smull from Denver placed 34th and Jim Adams took 41st. Ed Smull also won the Wakefield Concours, the judge for the event being none other than the famous Robert (Bob) Copland. Outdoor rubber-powered helicopter was won again this year by an American. Jim Adams posted a flight of just under one minute to win this year's competition. The mass launch twin pusher was hotly contested this year with our British friend Peter Michel posting a time of 8:07. Mik Mikkelsen, of the American contingent, posted 5:22 for second and Jim Adams placed fourth with an untested model, rebuilt since the fire.

Several American modelers were in attendance who did not bring models, but who were visiting Europe and decided to attend the meet. I saw Herb Kothe, who was on the 1958 FAI team, Ralph Kummer, 1929 Nationals winner and Alf Faulkner, SAM "USA's" flying wing expert.

The HIGHLIGHT of the entire meet was Sunday afternoon when a new Guinness world record was set when 253 models were launched in a single mass launch. The sight was AWESOME! In fact, the sky turned black! I took advantage of the good air by putting my Lanzo Duplex up for an official flight during this mass launch. There is absolutely no doubt about it....the Brits have more fun at their meets than any SAM group in the world! The collection of perpetual and place trophies at the awards table was breathtaking. The British, Italians and Czechs certainly put a tremendous amount of effort into having the most beautiful trophies to award to the winners.

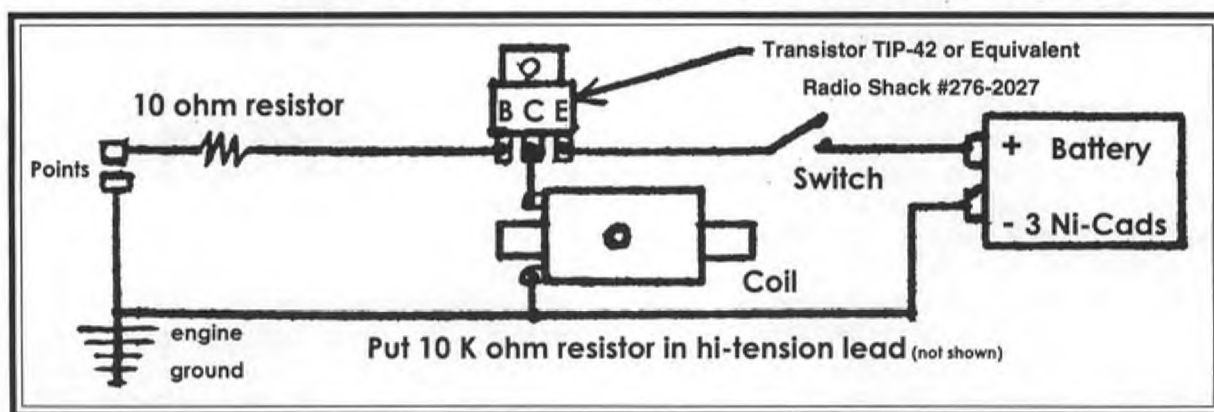
Jim Adams

R/C MATTERS! By Bob Angel

TRANSISTORIZED IGNITION SYSTEMS are the way to go. A transistor just acts as a relay switch, letting the points do their job with a much smaller triggering current passing through them. The main current then passes through the transistor instead of the points.

For the purist who may be offended by such modern contraptions, try thinking of the transistor as a little device to preserve those old original points from pitting and burning. For the practical flier, think of them as a necessity to prevent many of the ailments we used to have when the full 1 to 3 amps of battery current had to be pushed through an oily set of points, and a sometimes poor ground connection between points and engine. Remember those nostalgic stuttering engine runs? Not all of us want to duplicate everything from the good old days.

The diagram shows a simple, easily assembled transistorized system that works well. No condenser is used or needed. And with 3 Ni-Cd cells you don't have to use booster batteries. Some people locate the switch between transistor and points instead of in the battery lead. That lowers the current the switch must carry, but I guess others of us just don't trust that transistor not to leak a little. Use your ingenuity to locate any charging leads or jacks.



There are more exotic transistorized circuits, but simpler is often better. One more complex system (not shown) was designed for Texaco use. It featured an automatic shutdown, designed to prevent cooking a coil, and exhausting batteries if the engine stops (as it usually will) with points closed. This is useful for Texaco free flight, and could also be handy for the R/C Texaco pilot who forgets to switch ignition off after the engine quits. The system sensed when the points stayed closed for a short time and would then shut itself off. Open the points for a short time and it would switch back on again.

Here's a short story which might prove the simpler can be better theory: My flying buddy Ron Doig once had an interesting problem involving the automatic shutoff ignition system. Ron invited me to help troubleshoot why his otherwise good running Super Cyke could only be started with a starter and not by hand. He had the transistorized system on a bench running setup. Several other engines would hand start fine on the system, but not the Cyke. Most of our time was actually spent in figuring out the "rules" of the problem, and once that was done, the "aha" light appeared over our heads very quickly.

What was the only difference the ignition system could possibly "see" between the Cyke and the other engines? - Dwell! We measured dwell, and sure enough the Cyke had several degrees more than the other engines which would hand start. Ron had assembled his transistorized system from "surplus" components, and the shutdown time was just a little shorter than it should have been. With it's longer dwell, the Cyke could not be hand propped fast enough to prevent the system from switching itself off. After widening the point gap slightly to decrease dwell, we could then hand start the Cyke. Maybe this can be of help to anyone still using that particular system. RLA

Bob Angel
1001 Patterson Road
Santa Maria, CA 93455

Editor's Note:

I thought, after reading all those scores, that a "change of pace" was in order, so the above article might prove interesting.

Well, enough of this!!! Let's get on with the show!!



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