

THE 'CHAMPS AS I SAW IT

by Bob Angel

The first poor guy to haul his airplane out to the R/C flight line looked up and thought he was being attacked. People converged from all directions, cameras in hand to record this historic moment. It had taken a while for the fliers to decide that "yes the wind really is going to blow like this most of the time, so might as well get on with it". As things progressed the photographer to flier ratio improved some, but not a whole lot.

A lot of time was spent at the R/C site, because for spectator-helper-photographers, the action there is concentrated in a smaller area. Besides we got to meet most of the free flighters one by one as they came over to retrieve their ships on a couple of the days.

In addition to standard events, the R/C'ers flew just two special events, electric and the new $1/2$ A scale duration. The scale ships were exceptionally well built and finished. When they started flying though, it became readily apparent to us kibitzers that most of the guys were using the maximum allowed 8" prop and were over propped, especially for the wind. About then, along came Bucky Walters with a more reasonable sized prop and we placed our bets on him. Bucky got airborne in much better style, but had one slightly mischievous engine run and placed second overall. I didn't get a fix on what prop winner Armand Cote used.

The free flight guys, by contrast, flew as many or more special events as regular events. Never saw so many plaques in my life! But this did give the contest a boost during the high winds, because most of the special events were rubber and glider, where the fliers seem a bit more willing to risk the winds to get in their flights.

Contest Manager George Armstead did an excellent job, along with the two Contest Directors, Bill Brenchley (R/C), and Jack Chilmark (FF). Traditionally a bit harder to manage due to frequency control; the R/C side seemed to operate smoothly, with lots of workers contributing. To keep things in order, each contestant became a "number" for the week. The only mild complaint I heard was that you couldn't look at the scoreboard and see how everyone was doing, because there were no names on the board, just numbers. Th C.D. noted this could be easily fixed in the future, by providing room on the board to add the names, along with the numbers. A reminder: the



Repeat R/C grand champ Jim Reynolds starts Orwick .29 in his Bomber. His pit crew, Nina assisted him to 2nd place in "B" L.E.R. ignition.

only "pay" received by the many folks who worked so hard putting on a large contest, is an occasional word of thanks. So why not let them know their efforts are appreciated by a good word for them in person, or maybe by a postcard later.

The Bean Feed broke with tradition by NOT running out of food. the banquet meeting facilities were excellent, with good lighting, air conditioning, acoustics, sound system, and food service. The collecto was so-so. I noted a few instances where you could pay the year 2019's prices today. The Hall of Fame Awards seemed to exude an even warmer feeling than last years inaugural event. Probably due in part to so many awardees and folks who knew them who are concentrated near that geographical area.

Besides the contest manger's brief report, we have a couple of other well written views of this year's event from John Delagrange and Art Grosheider. Both John and Art are "crossover" fliers, who enjoy both free flight and R/C, so we get good coverage of both sides. We can also thank John and Art for a good portion of our photo coverage. ♦



Mickey D'Angelis left, designed the Miss Fortune X free flight built by John Delagrange.

1990 SAM CHAMPS

By John C. Delargrange

The wind blew! The planes flew! We lost a few! We smashed a few! Made friends anew! Talked until blue! The SAM Champs. Four solid days of old-time model flying.

Was I dreaming or was I really there – walking with Sal Taibi across a beautiful Free Flight Field of high grass?

We were each carrying Rubber Powered Cabin Models and as we walked we talked about S.A.M. and the old-time modeling, the Good Old Days.

Sal talked about how he gets up at dawn and rides 15 miles on his bike, then home to breakfast. This great model designer, builder, flyer, who is twelve years my senior, keeps himself in the peak of condition. A shining example of how to live your life and proof that you never really grow old if you have a hobby like modeling to keep you young!

The plane Sal was carrying was not his! Here he was, at age 70, the Old Master, shagging after Free Flight ships for other modelers so they could get in all their flights in the high winds.

Keep in mind that Sal lives in California, and drove clear across this great county so he could spend most of his time helping other modelers have a good time. Is that the spirit of S.A.M. or what?

On Tuesday evening at the S.A.M. General Meeting, a group of S.A.M. old-time modelers were inducted into the S.A.M. Modelers Hall of Fame. Before us at the Head Table were the Guests of Honor. Could this be another dream?

There sat Henry Struck, Ben Shereshaw, Herb Greenberg, Joe Koval, Joe Elgin, Joe Beshar, Mike Granieri and Sal Taibi men whose names were legend to this modeler as a kid in 1940.

Listening to these men reminisce and exchange anecdotes of days long gone by was a heartwarming trip into the past.

Mickey DeAngelis was sitting next to me. Mickey rose to his feet and asked Ben Shereshaw if he remembered the Bantam engine that Ben had given to him back in the late 30's, and that it had no number on it, as it was one of the first Bantams out of Ben's garage workshop.

Ben asked who it was that was asking him, to which came the reply, "I'm Mickey DeAngelis."

With a look of almost disbelief, Ben said, "Micky!!!! How long has it been 45 years Where have you been?"

It's so good to see you after all these years..."

You could have heard a pin drop and I don't believe there was a dry eye in the whole room!

Carl Hatrak spoke up and verified the fact that the Bantam engine truly did not have a number on it. (That particular engine is presently in Carl's possession.)

After the induction of Hall of Famer's, they all gathered in a corner of the room as cameras clicked and flashbulbs flashed. Video cameras "video'd. It was almost as much commotion as a Presidential Press Conference, and a once in a lifetime event!

Herb Wahl was the "Red Flash" Free Flight retriever on a Honda Trail Bike. Herb spent most of this time, as Sal did, helping retrieve Free Flight planes for others, that traveled almost a mile downwind in 90 seconds (the planes, not Herb).

Herb saved me a long walk as my 60 inch Miss Fortune X with Ohlson 23 maxed and dethermalized just a few yards away from the R.C. Flyers area.

I could go on and on and on about the grand four days of flying, but there's not enough time or room to continue! All I can say is, if you weren't there, "you should have been!"

I do want to add my sincere thanks to George Armstead, Jack Chilmark, Bill Brenchley, Don Sachtjen, Mike and Dorothy Granieri, Jim and Marian Clark, and all the Free Flight and R.C. helpers who made this S.A.M. Champs a big success (even if the wind did not cooperate).

Looking forward to Jean, Nevada and the 1991 S.A.M. Champs. ♦



Larry Jenno Wearing his multi-badged Campaign hat readies his R/C Elfin Powered Kerswap. Model was slowly backed up into trees by stiff winds. Jim Adams observes. (Grosheider Photo)

1990 SAM CHAMPS – HERE'S YET ANOTHER VIEW

by: Art Grosheider

Chicopee is like they said – small with lots of trees. The ever present wind was a pain and caused a lot of flyaways, crashes and heartburn. It was especially tough on free flighters but the RC guys were eating it too (I got to see Larry Jenno's Kerswap ease back into the forest in spite of frantic efforts to keep the nose down and bring it back.) Even last year's FF Champ John Bortnak resigned himself to trying to just have fun. The last hour and a half of the last day got calm and, boy, was there ever a lot of activity then! The Air Force guys were pretty nice helping to retrieve models and giving rides to guys both out and back. Eut Tileston lost some weight by sticking his hand in his screaming Scorpion, and his buddy from down under, Colin Borthwick unearthed a nefarious sock theft ring at the Chicopee Inn. Saw a lot of MG's since it's Granieri country. Watched Walt Geary's pink Flamingo disappear (He forgot to turn the RX on – I ain't the only one). Joe Beshar chases on a Girl's bicycle (gotcha). Jim Adams get lost easily in the dark (scared me), and Sal now has 613,000 miles on his '56 Chevy. The collecto was kind of a dud but not so bad that I wasn't able to get rid of some surplus cash) (burning a hole in my pocket as my mother would say) Pinned Herb Wahl right there on the floor of his room until he sold me one of two Bunches he brung. Bert Pond brought and demoed a new compressed air motor now available – the thing works right nice and looks like a fun little dooda. Flies about a 36" model. I shared a room with Bob Angel the west coast VP. Bob has class – sleeps in pajamas unlike myself who sleeps in whatever I happen to be wearing at the time, a time honored Naval tradition. Certainly, the best part of any Samchamps are the people, my face hurt from four days of smiling and talking. The Champs are to modelers as chocolate is to chocloholics. I know without a doubt who had the most fun and that was John Delagrance who I quoted above. I never saw John the whole time where he wasn't in hog heaven. John is a crossover flier, so he was all over the place grinning from ear to ear. He even sang stupid songs at the bean feed and got the whole place doing it. Now there's a guy who's the spirit of SAM. ♦

1990 SAM CHAMPS MANAGERS REPORT

by: George Armstead

The 1990 SAM CHAMPS went off with only one hitch. No one could find the wind on-off switch. The wind blew 15-30 MPH and kept shifting around. Monday the drift was south, Tuesday it was southeast directly across the main runway. When a C-5A pilot reported a model crossing in front of his cockpit we shut down Free Flight for the day. Wednesday and Thursday the wind was dropping models east of the launch site, into the woods and swamp. Monday we could operate Free Flight at a 2 minute max but from Tuesday on, 90 seconds was a Max. The RC assist flyers had similar troubles. "I ain't got it" meant the model was blown out of sight.

Every other aspect of the CHAMPS went off very well. The hotel did a great job. The meals were good and well organized. The continental breakfasts were standing room only and the staff was most helpful.

The afternoon off on Tuesday allowed those who wanted to visit the Musket Collection at the Springfield Armory and the Granville Brothers Collection in the Springfield Museum.

There were two trophies awarded to the wrong contestants and both have been notified. There were 178 actual entrants 10 additional pre entrants did not show up. 907 models were entered, but obviously all did not fly. H.L.G. and Catapult Gliders had the highest percentage of entrants who turned in times. They were 62% and 72%. The Rubber Model events averaged about 50% fliers. The power and special events were in the 30% range. Even with this low activity, 17 models were lost.

Mark Twain said "if you don't like the weather in New England wait an hour, it will change." On that basis we'll invite you all back. The next time could be OK.

SPECIAL NOTE:

Since Tuesdays flying was cut short by wind, Tuesdays events were finished on either Wednesday or Thursday. Tuesday the max was 120, Wednesday and Thursday the max was 90 seconds. To compensate for this variation, all Tuesday event times turned in on Tuesday were discounted 25%. 120 became 90, 60 became 45 etc. Tuesdays events flown on Wednesday and Thursday were scored exactly as they were submitted. ♦

1990 SAM CHAMPS FREE FLIGHT RESULTS

Free Flight Grand Champion was Bob Edelstein

SMALL FUSELAGE (CABIN) RUBBER

Place	Name	Model	time
1 st	Ed Konefes	Crusader	720
2 nd	Don Ried	Dynamoe	539
3 rd	Stan Colson	Boxcar	425
4 th	Ed Wallenhorst	Dynamoe	360
5 th	John Bortnak	Peerless Red Bird	252

CLASS A PYLON

Place	Name	Model	Engine	Time
1 st	Ted Dock	Kerswap	Hornet 19	340
2 nd	Joe Beshar	Fox	Arden 19	270
3 rd	Sal Taibi	O.O.S.	O+R19	266
4 th	Gene Bowers	Ranger	O+R19	260
5 th	Gene Martha	Ranger	O+R19	240

CLASS C FUSELAGE (CABIN)

Place	Name	Model	Engine	Time
1 st	Bud Romak	Playboy	Cyclone	264
2 nd	Tom Lucas	Playboy	Atwood	258
3 rd	Hans Ochsner	Albatross	Atwood	247
4 th	Bob Edelstein	Clipper MK I	Cyclone	246
5 th	George Armstead	Bombshell	O+R 60	22

020 PYLON REPLICA SPECIAL EVENT

Place	Name	Model	time
1 st	Gene Martha	Interceptor	269
2 nd	Gerry Persh	Zipper	262
3 rd	Wayne Cain	Interceptor	228

RUBBER SCALE SPECIAL EVENT

Place	Name	Model	Time
1 st	Stan Colson	Skyfarer	241
2 nd	Bill Bell	Monocoupe	240
3 rd	Chet Bukowki	Comet Curtiss Robin	234



Another beautiful rubber ship— "The California Champ." This time we missed the builders name and picture.



Bill Bell with his Brown Jr. powered Trenton Terror free flight entry. Decals add interest.

CATAPULT H.L.G. SPECIAL EVENT

Place	Name	Model	time
1 st	Bill Colish	Huguelet	191
2 nd	Joe Konefes	Zoomer	162
3 rd	Henry Hill	Pete Bowers	158

BABY R.O.G. SPECIAL EVENT MASS LAUNCH

Last Down John Stott Ott Sky Flyer

LARGE STICK RUBBER

Place	Name	Model	time
1 st	Ed Konefes	Lanzo	692
2 nd	Jim Fiorello	Lamb Climber	615
3 rd	John Ried	Lanzo	540
4 th	Ed Wallenhorst	Lanzo	450
5 th	Stan Colson	Lanzo	360

30 SECOND ANTIQUE

Place	Name	Model	Engine	Time
1 st	Tom Lucas	Rambler	Atwood	260
2 nd	Herb Wahl	Clipper MKI	Bunch Tiger	246
3 rd	John Delagrange	Miss Fortune X	O+R 23	225
4 th	Bob Edelstein	Clipper MKI	Cyclone	206
5 th	Bill Bell	Trenton Terror	Brown	194

CLASS B FUSELAGE (CABIN)

Place	Name	Model	Engine	Time
1 st	John Lessig	Dodger	K&B 29	360
2 nd	John Bortnak	So-Long	O.S.25	270
3 rd	Bob Edelstein	So-Long	O+R 23	249
4 th	Gene Martha	So-Long	O+R 23	244
5 th	Mal Maclean	Cloud Chopper	OSAM 3.2	240

IGNITION SCALE SPECIAL EVENT

Place	Name	Model	Engine	Time
1 st	Karl Spielmaker	Corbin Super Ace	Vivell 35	163
2 nd	Jason Youck	BE-2C	AM 10 Deisel71	

1990 SAM CHAMPS FREE FLIGHT RESULTS

3 rd	Tom McCoy	Lanzo Classic	251
4 th	John Rice	Korda D/T	248
5 th	John Delagrange	Korda D/T	241

HAND LAUNCHED GLIDER

Place	Name	Model	Time
1 st	Jim Fiorello	Hervat	270
2 nd	John Bortnak	Zoomer	244
3 rd	Gerry Donahue	Wallerstien	170
4 th	Henry Hills	Pete Bowers	154
5 th	Ed Novak	Hervat	132

GLO-IGNITION PYLON SPECIAL EVENT

Place	Name	Model	Engine	Time
1 st	Bob Edelstein	Alert	Forster 29	250
2 nd	Gerry Persh	Zipper	?	237
3 rd	Tom Lucas	Playboy Sr.	Atwood	235

NOSTALGIA RUBBER SPECIAL EVENT

Highest at 45 secs. Stan Colson Jasco Traveller

SMALL STICK RUBBER

Place	Name	Model	Time
1 st	Bill Passarelli	Gollywock	450
2 nd	Bob Moulton	Korda Stick	362
3 rd	John Rice	Gollywock	360
4 th	Bud Romak	Korda	275
5 th	Stan Colson	Gollywock	270

CLASS B PYLON

Place	Name	Model	Engine	Time
1 st	Bob Edelstein	Wasp	Forster 29	325
2 nd	Jim Walston	American Ace	Torpedo 29	270
3 rd	Gene Martha	Ranger	O+R 23	265
4 th	Bud Romak	Zipper	?	82
5 th	Hans Ochsner	O.O.S.	O+R 23	76

CLASS C PYLON

Place	Name	Model	Engine	Time
1 st	Gene Martha	Alert	O+R33	265
2 nd	John Bortnak	Wasp	O.S. 30 Cov.	260
3 rd	Bob Edelstein	Wasp	Forster 305	260
4 th	Jim Walston	Playboy Sr.	Atwood	180
5 th	John Carbone	Zipper	Forster .305	161

NOSTALIA POWER SPECIAL EVENT

Place	Name	Model	Engine	Time
1 st	Gerry Persh	Powerhouse	Cox .049 Reed	270
2 nd	Bob Edelstein	Spacer	Fox 35	254
3 rd	Gene Martha	Y-Bar	O.S..09	250

GLO IGNITION CABIN SPECIAL EVENT

Place	Name	Model	Engine	Time
1 st	Mal Maclean	Stokes "C"	Owat 301	270
2 nd	Tom Lucas	Playboy	Atwood	218
3 rd	Gerry Persh	?	?	52

020 CABIN REPLICA SPECIAL EVENT

Place	Name	Model	Engine	Time
1 st	Gene Martha	Dodger	-	270
2 nd	Jim Onofri	Dodger	-	205
3 rd	Jason Youck	So-Long	-	193

CLASS A FUSELAGE (CABIN)

Place	Name	Model	Engine	Time
1 st	Sal Taibi	Dodger	Elfin 2.9	270
2 nd	Gene Martha	So-Long	O & R 19	266
3 rd	Bob Edelstein	So-Long	Arden 19	247
4 th	Jim Walston	Cab-Ruler	Arden 19	233
5 th	Hans Ochsner	Cornet	O & R 19	224

TOWLINE GLIDER SPECIAL EVENT

Place	Name	Model	Time
1 st	Jason Youck	Beaumont Soarer	261
2 nd	John Stott	Model Craft Soaring Glider	246
3 rd	Stan Colson	Floater	185

TWIN PUSHER SPECIAL EVENT

Last Down Bob Moulton Zaic Streamliner

LARGE FUSELAGE (CABIN) RUBBER

Place	Name	Model	Time
1 st	Ed Konefes	Korda D/T	540
2 nd	Bud Romak	Korda D/T	540

WAKEFIELD SPECIAL EVENT MASS LAUNCH

Highest at 45 Seconds Bob Moulton Cleveland Wakefield

1990 SAM CHAMPS RADIO CONTROL RESULTS



Bucky Walters stays alert as he releases his own Forster powered "Kerswap". Placed 5th in "B" L.E.R.

1990 SAM CHAMPS RADIO CONTROL RESULTS

R/C GRAND CHAMPION WAS JIM REYNOLDS

TEXACO

Place	Name	Model	Engine	Score
1 st	Jim Reynolds	Bomber	OS61FS	2325
2 nd	Robert Walter	RC Stick	Orwick	1980
3 rd	Joe Percy	Bomber	OS61	1861
4 th	Steve Boucher	MG-2	OS 60 4S	1633
5 th	Ed Schilen	Bomber	SPIT. 65	1493

1/2 A TEXACO

Place	Name	Model	Engine	Score
1 st	Armand Cote	Dailaire	Cox	1800
2 nd	Larry Davidson	Anderson	Cox	1492
3 rd	Fred Mulholland	Sailplane	Cox	1374
4 th	Steve Boucher	MG-2	Cox	1325
5 th	Buck Zehr	Playboy Jr.	Cox	1317

CLASS A GLOW

Place	Name	Model	Engine	Score
1 st	Tom Acciavatti	Playboy	Veco 19	1090
2 nd	Fred Mulholland	Bomber	OS 20	1089
3 rd	Larry Davidson	Bomber	K&B 3.25	1024
4 th	Eut Tileston	Scorpion	K&B 3.25	948
5 th	Walt Geary	Playboy Jr.	OS 15	704

CLASS B GLOW

Place	Name	Model	Engine	Score
1 st	Arthur Peterse	Swoose	K&B 29	1252
2 nd	Eut Tileston	Scorpion	Torp	1210
3 rd	David Robinett	Bomber	OS 28	1178
4 th	Murvil Lipsey	RC-1	OS 29	1119
5 th	Walt Geary	MG-2	Fox 29X	1095



Larry Davidson readies his Elfin-Playboy for a Ignition R/C. Larry placed second in overall R/Championship points. (Grosheider Photo)



Thad Kusak fires up Elfin in Wasp (A Ignition R/C). Cigar stays unlit around Diesel Fuel, doubles as a "Chicken Stick." (Grosheider Photo)

CLASS C GLOW

Place	Name	Model	Engine	Score
1 st	Larry Davidson	Playboy Sr.	ST 35	1163
2 nd	Arthur Peterse	Swoose	K&B 40	1131
3 rd	Fred Mulholland	Bomber	OS 50	1107
4 th	Richard Huang	Nomad	ST 40 RR	823
5 th	Peter Rafferty	Cumulau	Fox 50	723

CLASS A IGNITION

Place	Name	Model	Engine	Score
1 st	Larry Davidson	Playboy Jr.	Elfin 249	1158
2 nd	Walt Geary	Playboy Jr.	Elfin 249	1118
3 rd	Jim Reynolds	Bomber	Elfin 249	1084
4 th	Eut Tileston	Westerner	Elfin 249	999
5 th	Thad Kusak	Wasp	Elfin 249	964

CLASS B IGNITION

Place	Name	Model	Engine	Score
1 st	Fred Mulholland	Playboy Sr.	Torp 29	1260
2 nd	Jim Reynolds	Bomber	Orwick 29	1093
3 rd	Murvil Lipsey	Playboy	Torp 29	1093
4 th	Joe Percy	Bomber	Torp 29	1026
5 th	Robert Walter	Kerswap	Forester	973

CLASS C IGNITION

Place	Name	Model	Engine	Score
1 st	Peter Rafferty	Bomber	Super CYC	1886
2 nd	Jim Reynolds	Bomber	Orwick 64	1875
3 rd	Larry Davidson	Bomber	Orwick 64	1798
4 th	Arthur White	Bomber	Hornet 60	1785
5 th	Fred Mulholland	Bomber	Spitfire	1663

ANTIQUÉ

Place	Name	Model	Engine	Score
1 st	Joe Percy	Cumulus	Rossi 60	1800
2 nd	Larry Davidson	Bomber	Orwick 64	1800
3 rd	Jim Reynolds	Cumulus	OS 60 IGN	1692
4 th	Ed Schilen	?	?	1575
5 th	Steve Boucher	MG-2	McCoy 60	1513

PURE ANTIQUE

Place	Name	Model	Engine	Score
1 st	Charles Thuet	MS DEL	Spitfire	1543
2 nd	Fred Hulholland	Bomber	Spitfire	1521
3 rd	Eut Tileston	Westerner	Spitfire	1464
4 th	Walt Geary	Bomber	Spitfire	1424
5 th	George Muphy	Bomber	Spitfire	1328

1/2 A SCALE DURATION SPECIAL EVENT

Place	Name	Model (Engine)	Score
1 st	Armand Cote	Aeronca Chief	682
2 nd	Robert Walter	Cessna 37	362
3 rd	Pat Harrison	Piper Cub	223
4 th	Arthur Peterse	Piper Cub	12

O. T. ELECTRIC SPECIAL EVENT

Place	Name	Model	Engine	Score
1 st	Fred Mulholland	Bomber	05 Astro	1230
2 nd	Peter Rafferty	Bomber	05 Astro	1190
3 rd	Tom Acciavatti	Bomber	05	1056
4 th	Edward Goretzka	Playboy	05 Astro	960
5 th	George Chaplick	Bomber	05	752



Don Sachtjen and Bill Brenchley look over some finely built flying scale rubber jobs at the Spirit of SAM concours.

1991 SAMCHAMPS ANNOUNCEMENT

Art Grosheider, SAM's Rocky Mountain Vice President, has announced that the 1991 SAMCHAMPS will be held at Jean Nevada. Tentative date is the week of October 6-11, 1991. Art has appointed Mike Fields of SAM Chapter #1 in Denver as Contest Manager, and Ed Hamler of Napa California will be the R/C Contest Director. The F/F C.D. has not yet been named. Art selected the Jean NV site as being superior to any know available site in the Rocky Mountain area. Since it's far from home for the Rocky Mountain guys, Art is also enlisting lots of help from SAM's Western Region, including the Las Vegas chapter, and some California chapters. The 1989 'Champs were held at Jean, with the largest attendance ever. A new Motel-Casino with larger meeting room has been built, and should be able to accommodate everyone for the banquets, etc. this time. ♦

RULES CLARIFICATION

Two rules in the SAM rule book have presented recurring interpretation problems. Both were voted into the rule book the last time R/C rules were changed. For uniform future interpretation, both rules are going to be reworded administratively. The SAM Board of Directors has reviewed the proposed wording, and believe it more accurately reflects the original intent of both the authors of the rules, and of the voters at the time they voted.

First is the "no foam structures" rule, which is sometimes being interpreted more stringently than the author and the voters originally intended. For example; by placing strong emphasis on the words "wood construction materials called for on the original plans", some C.D.'s have called into question the substitution of spruce for balsa, or vice-versa. Reading the original argument in favor of this rule, checking with the original author, etc. it appears the intent was clearly just to ban foam. The proposed administrative fix should clarify this by eliminating the problem phrase.

The second fix is to clarify a perceived vagueness in the four cycle 60% rule, which has resulted in at least two instances of members attempting to use engines of later construction and/or other brands than the rule intended when it was voted in. By checking with a cross section of knowledgeable members, and the original author of the

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