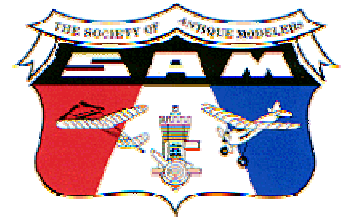


THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF ANTIQUE
MODELERS. **Early April 2011 #254**



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NEXT CHAPTER MEETING will be at Dick Fischer's on April 20.

WE WELCOME NEW MEMBERS: Famous electric flier **Dave Harding** has joined us and is eager to learn the mysteries of "wet" power, as he branches out into new territory. And **Harry Risley** joined after we met at the SW Regionals. Harry is eager to get started in SAM and had planned to come over from Nevada to the Taft contest, but couldn't make it at the last minute. And **Phillip Stephens**, the personable young man who's been a regular at our contests lately has officially joined us. Starting from scratch a couple of years ago, Phillip has developed his building and flying skills rapidly.

BIG BROTHER is after us, as the federal government continues to invade and control ever more of what was once our personal lives. You've read the pleas from AMA about contacting your representatives to try to minimize the damage to model aviation with the upcoming new FAA regulations and restrictions. Part of the scheme is to "regulate" model aircraft. Senator James Imhoff of Oklahoma has introduced a bill, S223, FAA amendment 86, hoping to deny FAA the ability to regulate Model airplanes.

Meanwhile the AMA Executive Council has just approved increasing the allowed weight limits for models to 100 pounds for turbine power and 125 pounds for prop driven! I have trouble seeing this as anything close to an intelligent move at this time. But with those big ARFs selling for \$10,000 and up I guess we can see why it happened. Money talks.

SAM 30 plans to run a contest, billed as the Loren Schmidt Memorial at the Schmidt Ranch on **July 23/24**. They've sent a flyer, but we'll run it next issue since most of our white space is already used up with contest stuff this issue. The **SAM 21 May 21-22** is closer, so we'll run that flyer, even though they plan to probably un-combine at least the B and C events from what's shown.

After the article on **fuel blending** was published earlier this year, Dan Carpenter sent me a more scholarly treatise on the subject. But it took up 10 handwritten pages, which happens to be the length of this newsletter. Dan says he thinks it gets us to the same place as the single page version I'd published. I agree. So anyone who'd like to see that paper can contact me directly.

CHARGING BATTERIES at too low a rate isn't as bad as charging at too high a rate, but it doesn't always get the job done efficiently, and isn't necessarily good for battery life. Try to hit a happy medium of at least 1/10 the MAH capacity. At that rate it would take 10 hours to charge a nearly depleted battery. In a pinch, Ni-Cds can be safely charged at the 1 C rate, or over a period of an hour (less if not fully discharged). For Other type cells follow the manufacturer's instructions carefully, especially for the potentially hazardous lithium chemistry cells.

GASOLINE VERSUS METHANOL. We ran a quick test at the field last week with Don Bishop's McCoy 60. We wanted to quantify the difference between the two fuels. First Don put a gasoline mix in the tank and adjusted both spark and needle valve. A tachometer reading was taken, and then a tank of FAI (no nitro) methanol based fuel was substituted. The engine was restarted and the needle valve was opened, adjusting it richer for the alcohol requirement. Spark timing wasn't changed. The engine ran about 900 RPM faster on the alcohol fuel.

That gives us a ball park idea of the difference, and tells us that for competition purposes the more expensive and harder to obtain fuel is worth the bother. The McCoy might have picked up a few more RPM with the spark advanced between gas and alky, but it probably wouldn't have been a significant amount. On a lower compression engine such as an Ohlsson or Brown, the power difference might be less, but other factors come into play. Browns run hot and can flame out easily if set a tad lean. Methanol runs cooler and with more fuel flowing, the needle is less sensitive.

SAM 21 has some heretofore never seen events in their flyer on the next page. Here is some explanation extracted from the information added to their newsletter:

100 Plus Texaco

A Contest for Antique Model Airplanes with an original wingspan of 100 inches or more, and designed prior to January 1943.

Criteria:

- 1) No scaling up or down. Copies of original plans or SAM approved plans must be used.
- 2) Any size internal combustion engine may be used (within AMA insurance rules).
- 3) Fuel: Contestant's choice.
- 4) Fuel allotment is 4cc of fuel per pound of model weight, rounded to the nearest pound.
- 5) No model weight limit, however, the weight must stay within AMA insurance rules.
- 6) Each contestant gets two flights. The single best time of the two flights will be counted.
- 7) Additionally, each contestant is allowed two attempts. An attempted flight is a flight aborted within two minutes of take off.

Notes: This is a Texaco event for larger models - 100 inch span minimum, but without the Seven pound max fuel allotment of the standard Texaco event. I've modified 1/8 oz per pound fuel allotment in the interest of commonality with the Standard Texaco event and most syringes on the field these days. FYI: 1/8oz = 3.637544cc

FOUR STROKE LER Experimental Rules 03/15/2011 snr

A Fun Fly Duration event for SAM flyers who normally don't fly at contests.

Standard LER rules apply with following exceptions.

Only Four stroke engines allowed.

Certain non-SAM .Old Timey. Designs allowed...

Such as MB DragonFly. Check with C.D.

The 225in2/0.1in3 rule is WAIVED for this event

Engine run times are as follows:

0.001 to 0.300 in3 . 50 seconds

0.301 to 0.650 in3 . 40 seconds

0.651 to 1.200 in3 . 30 seconds

Max is 7 minutes Score is sum of best 2 of 4 flights

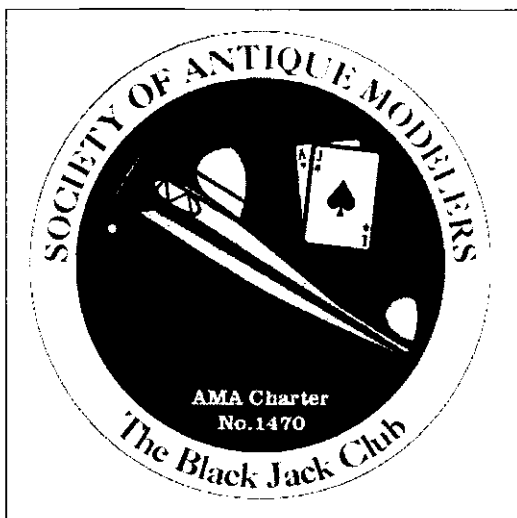
No fly offs . Tie scores decided by coin toss

FOUR STROKE L.E.R. event proposal

I've become aware that there many SAM sport flyers who power their models with four stroke engines. These engines have been long handicapped out of serious contention by the SAM rules. Four Stroke engines are quieter and less obnoxious than modern two Stoke engines.

They provide large amounts of low RPM torque.the perfect engine for SAM designs which are primarily Time-To-Climb vehicles. If you think of the four stroke engine as a Tractor, the natural affinity between them and Old Timer designs becomes clear!

Editors note: The B and C ER events shown in the flyer will probably be un - combined.



SAM 21 R/C OLD TIMER 35th ANNUAL CONTEST & FUN-FLY(*) MAY 21 & 22, 2011

This year we will again fly at Miriam Schmidt's ranch. Come and RELAX under shady trees in a grassy back yard while watching the flying action out in the 50 acre alfalfa field.

Your hosts: MIRIAM SCHMIDT & Family 916-684-2265
(11948 Franklin Rd, Elk Grove, Ca. 95758)

Rev. PRELIMINARY Revised: 16 MAR 2011

CONTEST EVENTS - Both Days

A GLO/IGN LER Combined
B/C GLO/IGN LER Combined
TEXACO GLO/IGN combined
1/2A TEXACO/SCALE Combined
ELECTRIC TEXACO
BROWN JR LER
ANTIQUÉ (combined)
OHLSSON SIDEPORT
OLD TIME GLIDER
100-PLUS TEXACO
S400LMR
FOUR STROKE LER

EVENT NOTES

FUN-FLY - special event (*) rules next pages)

Electric ETEX

SAM 2008 Rules will apply

NiCad-NiMh-Lipo Batteries OK

S400 LMR - a new event for 1/2A Texaco electrified models (Rules next page)

FOUR STROKE LER - an experimental event for 4-Stroke powered models (See proposal & rules >>>)

100 PLUS TEXACO - special event (rules next page)

OLD TIME GLIDER—We will allow any balsa, polyhedral, rudder/elevator glider to fly. SAM legal or not!

CONCOURS at Noon Saturday! Scaling allowed.

Participant Trophies! - Other Prizes T.B.D.
GRAND CHAMPION Perpetual Trophy!

C.D. JAKE CHICHILITTI

Email: jake.chichilitti@yahoo.com

650-595-8105

Assistant CD—Steve Roselle 650-969-1721

Pilots meeting: 8:30 AM both days. Contest closes Saturday at 4 pm, and ends Sunday at 3 pm.

Entry fees: \$10.00 First event + \$7.00 additional events. (includes \$2 per event to our hostess for putting up with our shenanigans all weekend!)

AMA Sanctioned meet AMA Insurance required

Narrow Band radios only

GRANDO RAFFLE

Dave Lewis is reputed to be donating another superb Lewis-Built model for the raffle.

Many Thanks to Dave!

TICKETS ARE \$1.00 EACH or 6 FOR \$5.00
RAFFLE TO BE HELD NOON—SUNDAY.

LOGISTICS

Pancake Breakfast both days (you fix it & wash up) **FREE**
Lunch Saturday & Sunday around Noon **\$5.00**
Banquet Saturday evening 6:00 pm-ish **\$12.00**

<u>SUPER 8 Motel</u>	<u>FLORIN Rd</u>	<u>916-427-7925</u>
<u>MOTEL 6 (2 locations)</u>	<u>MACK Rd</u>	<u>916-689-6555</u>
<u>MOTEL 6</u>	<u>MACK Rd</u>	<u>916-689-9141</u>
<u>GOLD RUSH Inn</u>	<u>MACK Rd</u>	<u>916-423-2003</u>
<u>JOHN JAY Inn</u>	<u>MASSIE Ct</u>	<u>916-689-4425</u>

CONTEST REPORT- SAM 26 Spring annual XXVIII., March 26/27 at Taft.. by Bob Angel

Arriving Friday, we were greeted by a herd of sheep estimated to be about 2,000 strong. We co-existed nicely, but when an engine fired and a ship took off, the sheep also took off. After the mini stampede, they left a good 200 yards clearance for landing. We welcomed them as the grass was pretty tall outside the cleared area. They mowed things down to a more reasonable level. They left the area that afternoon for the rest of the weekend.

The weather was the notable surprise. It once again proved that Taft just might have the most flyable weather in all modeldom. While rain fell all around, we lost just an hour or so of flying early Sunday morning due to a light mist which dried out quickly afterwards. Friday was beautiful shirtsleeve weather, Saturday was a bit cooler, requiring a jacket at times when the sun hid behind a cloud. Sunday was similar after the high overcast cleared. Being able to fly against either a white cloud or a blue sky background was an aid to visibility.

We had a couple of new faces show up to fly with us. **Craig Christensen**, was one of them. He brought along a finely crafted and nicely decorated Bird of Time and handily won the “sorta” old time glider event. Craig came with friend Keith Smith. And Sweepstakes winner Dave Warner brought along his Brother **Bob Warner**, also a first timer who won Electric Texaco. It was a good start for both these first timers at Taft.

Dan Carpenter arrived early with three new Foote Westerners. Dan builds them and Ed Hamler flies them. These guys make a hard to beat team when the equipment works well. We all lucked out for the time being when two of the new ships had mechanical problems that will no doubt be cured by the next time out. Then, lookout Bombers!

C ignition saw the usual string of max's with six guys qualifying for the flyoff. Phillip Stephens also qualified for a “hero award” by rescuing an early flameout at a low level, and picking up a thermal to place second. Ed Hamler won by a big margin, flying that hard to beat Westerner of Dan Carpenters. Phillip might have given Ed a tighter run for the money, but he came down early, thinking everyone else had landed.

No blood was spilled on the field, but there were several unfortunate crashes. Two of the OT glider entries were wiped out on the hi-start, when wind got under a wing at launch. A hi-start is unforgiving under those conditions, and just keeps pulling a ship to its destruction.

Bob Hampton, the principal member of the three land owners drove out in a pickup Friday afternoon, and we had a conversation. He agreed to allow use of the field for the event, but asked that I contact him before planning our fall John Pond Commemorative. I think these owners have had the land for sale for a few years now and are hurting from asking too high a price and there being little potential usage and potential customers. They actually bought several sections, and with a section being 640 acres, they have a really big batch of acres and a potential for becoming either rich or broke.

They'd also like to collect rent for use, and cited some hi-tech outfit as paying \$800 a month to fly experimental planes on the field. I said our budget barely covered a porta pot and we'd have to seek out another venue if rent were charged. They are also rightfully worried about liability, so I recited the story of what Chevron's Attorney advised when Chevron owned the property. Chevron wouldn't officially grant permission for model flying use, but they'd look the other way when we used the field. Then if there was an accident, we'd be considered trespassers and would have little or no standing for a law suit. If we paid rent, that would put the owners in the position of condoning our use, making them more liable in the event of a problem. I believe the new owners are thinking that one over.



Dan Carpenter and the sheep pretty much ignore each other as Dan preps his newest fleet of Foote Westerners Friday afternoon. Ed hamler and Ned Nevels also arrived early to get in some test flying.

The sheep herd was huge and seemed to possibly be composed of three or more herds being tended together. The painted markings on their backs were repetitive with only 3 or more different marks but many copies of those identical marks.



These nice trophies were provided by Bob Holman Plans.

This new trend seems to be well received. Every entrant receives a souvenir plaque.

The stick-ons are awarded for places won, reducing the dust catching multiple plaques for those who fly and place in a lot of events.

The photo is by Ned Nevels

The stick-ons were made by Hardy Robinsons Daughter.

RESULTS- 29TH SAM 26 SPRING ANNUAL-2011

SATURDAY MARCH 26 SHOWN FIRST

ANTIQU	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1 Don Bishop	Bomber	1206	McCoy 60	10:00	7:39	7:07	10:00	13:48 flyoff
2 Bob Angel	Bomber	1206	McCoy 60	10:00	10:00			11:24 flyoff
3 Ed Hamler	Airborn	900	Spitfire	9:40	10:00	10:00		10:15 flyoff
4 Rick Holman	Bomber	1207	McCoy 60	9:33	10:00	9:18	8:28	19:33
5 Phillip Stephens	Bomber	1207	McCoy 60	10:00	2:58	7:43		17:43
6 Dave Lewis	Bomber	1380	OS 60H	4:13	10:00	5:02		15:02
7 Bob Warner	Bomber	?	?	5:21	9:19	4:20	3:50	14:40
8 Dave Warner	??	?	?	2:02	6:43	4:03	7:43	14:26
TEXACO								
1 Dave Warner	??	?	?	28:37				28:37
2 Ralph Cooke	Airborn	810	Saito 40	27:18				27:18
3 Dave Lewis	Bomber	1208	OS 60 FS	21:22				21:22
4 EdHamler	Airborn	900	Spitfire	16:59				16:59
A IGNITION								
1 Jake Chichilitti	Playboy Jr.	358	?	7:00	6:24	7:00		5:40 flyoff
2 Ed Hamler	Playboy Jr.	358	Elfin	7:00	7:00			4:08 flyoff
3 Bob Angus	Bomber	?	Shilen 19	6:39	5:05	7:00	5:08	13:39
4 Walter Angus	Korda Diamond	?	?	4:11	7:00	4:57	3:28	11:57
5 David Warner	??		?	2:16	3:43	7:00	0:30	10:43
6 Rick Holman	Lancer 49	490	McCoy 19	3:22	2:23	5:15	3:28	8:43
B GLOW								
1 Rick Holman	Stardust Special	470	Nova Rossi	8:00	8:00			8:02 FO
2 Bob Angel	Stardust Special	660	Torp 29	8:00	8:00			7:04 FO
3 Phillip Stephens	Airborn	490	Nova Rossi	8:00	8:00			6:45 FO
4 David Warner	??	?	?	6:22	4:35	8:00	3:45	14:22
5 Dave Lewis	Bomber	460	K&B 3.5	8:00	5:18			13:18
6 Ned Nevels	Bomber	790	S T 29	2:04	3:26	3:52	0:04	7:18
7 Ralph Cooke	Airborn	810	Saito 40	2:33	1:19	1:41	3:08	5:41
C IGNITION								
1 Ed Hamler	Foote Westerner	1024	McCoy 60	9:00	9:00			22:07 FO
2 Phillip Stephens	Bomber	1207	McCoy 60	8:37	9:00	9:00		15:08 FO
3 Bob Angel	Bomber	12:06	McCoy 60	9:00	9:00			11:24 FO
4 Rick Holman	Bomber	1207	Mc Coy 60	9:00	9:00			10:30 FO
5 Don Bishop	Bomber	1100	McCoy 60	9:00	9:00			8:17 FO
6 Dick Fischer	Bomber	1206	McCoy 60	8:14	9:00	6:11	9:00	18:00 dnfo
8 David Warner	??	?	?	0:00	9:00	3:46	0:00	12:46
9 Walt Angus	Bomber	1206	?	0:25	8:29	1:40		10:09
10SteveRemington	Playboy	800	O&R 60	1:52	0:05	0:06		1:58
1/2A TEXACO								
1 Jake Chichilitti	Baby Playboy	358	Cox	15:00	13:44			28:44
2 Phillip Stephens	Bomber	288	Cox	15:00	7:59			22:59
3 Keith Smith	Airborn	?	Cox	7:52	5:21	5:39		13:31
4 Dave Warner	Miss America	?	Cox	6:01	7:23	4:02		13:24
5 Jim Bierbauer	Bomber	350	Cox	2:29	1:05	8:17		10:46

O/T GLIDER								
1	Craig Christensen	Bird of Time	120	Hi Start	2:04	9:13	6:08	17:25
2	Jake Chichilitti	Gentle Lady	663	Hi Start	5:30	2:37	4:54	13:01
3	Jim Biuerbauer	Gentle Lady		Hi Start	5:17	4:49	2:14	12:20
4	Bob Angel	Nameless Waif	120''	Hi Start	1:58	4:51	3:18	10:07
5	Bob Warner	Wanderer		Hi Start	2:23	1:56	2:21	6:40
E TEXACO								
1	Bob Warner	Playboy	570		61:43			61:43
2	Dale Tower	Stardust Special	1836		00:43	44:41		44:41
3	Dave Harding	Stardust Special	1050	Nev 1107	35:06			35:06
4	Dave Warner	? ?	?		LOF			LOF
Speed 400								
1	Dave Harding	Stardust Special		S 400	15:00	15:00		30:00
2	Dave Warner	? ?	?	S 400	6:00	5:35	15:00	10:36 25:36
3	Phillip Stephens	Bomber	288	S 400	8:28	10:02	15:00	25:02
4	Mike Myers	Bay Ridge Mike	300	S 400	5:25	9:00	13:55	22:55

SAM 26 SPRING ANNUAL-CONT'D- SUNDAY'S EVENTS

A GLOW	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1	Rick Holman	Stardust Special	470	Nov Rossi	7:00	7:00		14:00
2	Dave Warner	? ?	?	?	3:48	0:30	2:54	7:00 10:48
3	Ralph Cooke	Airborn	490	Veco 19	LOF	3:42	2:41	6:23
B IGNITION								
1	Rick Holman	Bomber	490	McCoy 29	8:00	8:00		16:00
2	Don Bishop	Bomber	?	McCoy 29	7:44	4:52		12:16
3	Dave Warner	? ?	?	?	2:03	2:39		4:42
C GLOW								
1	Dave Warner	? ?	?	?	0:00	9:00	9:00	7:08 FO
2	Rick Holman	Bomber	900	Jett 40	9:00	9:00		5:20 FO
1/2A SCALE								
1	Dick Fischer	Taylorcraft	350	Cox Tex.	2:34	15:00	6:37	21:37
2	Jake Chichilitti	Taylor Cub E-2	276	Cox	9:39	10:51		20:30
BROWN LER								
1	Phillip Stephens	Folly	?	Brown	28:37			28:37
2	Bob Angel	Kloud Queen	830	Brown D	8:33	9:20		9:20
3	Jake Chichilitti	Buccaneer St'd	653	Brown	4:29	5:46		5:46
ELECT. LMR								
1	Dave Harding	Stardust Special			10:00	10:00		10:05 FO
2	Dave Warner	? ?	?	?	10:00	10:00		6:40 FO
3	Jay Higgs	Airborne	810		4:40	9:31		14:11
4	Dale Tower	Stardust Special	1836		10:00			10:00
OHLSSON SP								
1	Bob Angel	Clipper MK I	678	O&R 60	7:00	6:02	7:00	14:00
2	Dave Lewis	Clipper MK II	678	O&R 60	4:54	5:49	7:00	12:49
3	Rick Holman	Lanzo RC-1		O&R 60	Att.	2:33		2:33

The Overall Sweepstakes Trophy went to a very active **Dave Warner** who gathered 14 points on a three point scale. **Rick Holman** was runner-up with 12 points. These guys stay so busy flying they often forget to complete their time cards. This year Dave aced out Rick for the most missing time card data.



For those who never had the opportunity to meet the “legendary” John Pond, here’s a portrait released some time ago by Ned Nevels.

John liked model building and he liked beer. He was seldom found too far away from either.

The guys at an early SAM 27 meet once rigged up this RC controlled delivery truck and drove it out onto the field to deliver John a cold Coors.

While it isn’t recommended practice to drink alcohol during the flying day, John sometimes seemed to become slightly “saturated” before the day quite ended.

John was one of the founders of the SAM organization, and a great spokesman and writer for the movement.

Some of his columns can be found in the CD set of Model Builder now being sold by Roland friestad.

HISTORY REVISITED: The note below was posted to SAM Talk, and if true, demonstrates that not every exceptional model flyer is or was a physics whiz, at least not in every branch.

“It was claimed in the middle 1960’s by Hal DeBolt that model aircraft often exceeded the speed of sound. According to Hal, whatever ratio the A/C was smaller than a real one, was to be applied to the measured speed of sound. Thus if your A/C is 1/5th real size, the speed of sound must be at 1/5 as fast. The effects of very high speed travel were symptoms that could not be avoided, such as compressibility, and sonic boom.”

Sorry, Hal, but the speed of sound doesn’t respond to model scaling, although it can change a little with the density of the medium (commonly air) in which it travels.

WE’RE DRIFTING OFF TOPIC, but I’ll mention some things that you don’t see much of these days. The other day I heard a radio announcer mention he had the hiccups. Whatever became of hiccups? You hardly ever hear of them anymore. And what happened to all the red haired people? Aside from that little red headed girl in Charlie Brown, you don’t see nearly as many as you used to. And what became of the colorful old expression “Blithering Idiot”? For some reason that thought popped into my head while I happened to be listening to a Presidential speech about the budget. But it started me thinking: Is there such a thing as a “Non- Blithering” Idiot? OK hang in there; we’re getting near the end of this month’s issue.



If you've ever wondered what a "So Long" looks like, check out Alfredo Herbon's pink one at the right. Alfredo is a prolific builder from Argentina. He's full of innovative ideas which he posts regularly on SAM Talk, and which I regularly swipe.

If you're not familiar with the ship at the left, you're too young. I took some photos of my Bomber at this stage before finishing and covering. They've come in handy a couple of times already. I don't like conventional hatches, so I just cover everything up. If access is needed later, I just cut open a bay, do the work, and cover with a patch of the same covering material. The patch is hardly noticeable if you align it right along the edge of the sticks in the frame.

I think this makes a lighter stronger frame. Also a hatch may not be built in the right place if you need to gain access. That's the reason for the picture. It shows where to enter to get at a particular component. When Cutting a bay open I cut about a quarter inch inside the sticks and iron down the resulting flaps to the inside edge of the sticks. This makes sure the covering doesn't slip and loosen later. The patch area is so small it doesn't have a lot of stress on it and usually stays put nicely. That area also becomes sort of a hatch of its own and can be more easily be opened and re-sealed in the future.

ELECTRIC SCALE is being groomed as another special event for this year's SAM Champs. The rules are being hashed out with CD Steve Roselle. A basic consideration is whether the scoring emphasis should be on appearance judging, or performance. As we've found out with 1/2A Scale; performance requires a clean design with a reasonably high aspect ratio wing. That narrows down the choices to a small percentage of scale designs available. If performance is the chosen criteria, the 1/2A scale rules will probably be closely followed.

But if appearance judging is the prime consideration, then there are choices between selection by popular vote or judging by a small trained group of two or three people. I'm a little skeptical that this can be put together and have a reasonable turnout by the first week in October when this year's 'Champs is scheduled for Henderson Nevada.

OT GLIDERS will return to the 'Champs lineup this year, scheduled for Friday October 7. The event will no doubt follow the rule book and not allow our local loosely run event in which we allow "sorta" OT gliders. The sorta ships are defined as all balsa ships using only rudder and elevator controls. That was started some time ago to raise participation by allowing older glider designs constructed closer to other OT ship standards. Incidentally, Dave Thornburg's Bird of Time design looks to me like it could easily be passed off as a Thermic 100 without anyone ever noticing the difference.

ABOUT THOSE DUES: Would you believe it's April and there are still a few guys who haven't ante'd up for the year? You ought to know who you are, so please sit down and make a check for a measly \$15 to SAM 26 and mail it to treasurer Jim Bierbauer whose address is on the front cover. Last chance!

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

