



DAVE LEWIS won ANTIQUE at the last week's SAM Champs in Muncie, In. Flying his COMO 51 Glow Bomber against Barbara Mullholland's McCoy 60 Igniton Bomber in a two way flyoff, Barb went West but Dave went East and got the air. Barb was consoled by winning the overall RC Grand Champ in spite of Dave's excellent performance.



SEPTEMBER 2008 # 99 snr
(official newsletter of the BlackJack Club)

SAM-21 CLIPPER

Society of Antique Modelers Chapter 21 AMA 1470

next meeting: **Thursday**

SEPTEMBER 25th 7:30 pm

at **SARATOGA FIREHOUSE**

Corner Saratoga Ave & Hwy 9

Park in rear & Enter thru Front door

Goodie Schedule - page 2

Thanks to **BILL METTE** for **AUG Goodies!**

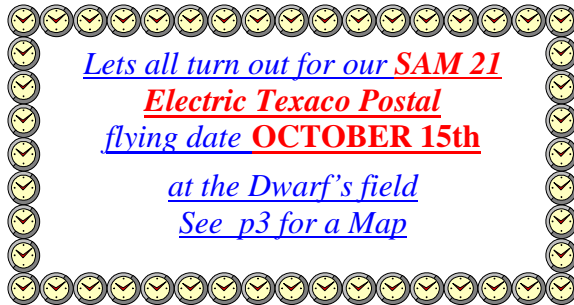
& Thanks to **Lescher** for the **Coffee!**

Sam 21 Dues : \$25 Full member - \$15 associate

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94040



Lets all turn out for our **SAM 21**

Electric Texaco Postal

flying date **OCTOBER 15th**

at the Dwarf's field

See p3 for a Map

42 cents,
Please!

In this issue:

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- **P 12 MECA COLLECTO 08 Nov**
- **Plus More outrageous photos & amazing information!**

First class (You Betcha!)

GUEST COPY



2008 SAM WEST COAST Event Schedule

Call Steve Roselle 650-969-1721 Email: rosy@cheerful.com for corrections or additions

"Revised 28 Dec, 2007"

Month	Saturday	Sunday	Event Date	Event
JAN	5	6		
JAN	<u>12</u>	<u>13</u>	1/11-13	AMA Trade Show—Ontario, Ca
JAN	<u>19</u>	<u>20</u>	1/19-21	SOUTHWEST REGIONALS, Eloy Az
JAN	26	27		
FEB	2	3		
FEB	9	10		
FEB	16	17		
FEB	23	24		
MAR	1	2		
MAR	8	<u>9</u>	3/9	NCFFC Spring Bash (Walt Ghio CD)
MAR	<u>15</u>	16	3/15	SABBATINI COLLECT(flyer Dec 2007)
MAR	22	23	Sunday 3/23	Easter
MAR	<u>29</u>	<u>30</u>	3/29-30	SAM 26 SPRING ANNUAL Taft, Ca
APR	<u>5</u>	6	4/5	NCFFC Sierra Champs (Chris Borland CD)
APR	12	13		
APR	19	20		
APR	<u>26</u>	<u>27</u>		NCFFC; Nor Cal (Bill Vanderbeek CD)
MAY	3	4		
MAY	10	11	Sunday 5/11	(Mother's Day)
MAY	17	18		
MAY	24	25	Monday 5/26	Memorial Day weekend
MAY/JUN	<u>31</u>	<u>1</u>		SAM 21 RANCH ROMP Schmidt Ranch
JUNE	<u>7</u>	8	6/7	NCFFC Western States Champs (Mike McKeever CD)
JUNE	14	15	Sunday 6/15	(Father's Day)
JUNE	21	22		
JUNE	28	29		
JULY	5	6	Friday 7/4	Independence Day
JULY	12	13		
JULY	19	20		
JULY	<u>26</u>	<u>27</u>	7/26-27	SAM 30 Annual - Schmidt Ranch tentative
AUG	2	3		
AUG	9	10		
AUG	16	17		
AUG	23	24		
AUG	30	31	Monday 9/1	Labor Day
SEPT	6	7	8-12th	SAM CHAMPS at MUNCIE, Indiana
SEPT	13	<u>14</u>	9/14	NCFFC SGMA Combo Annual (Bill/Mike Davis CD)
SEPT	20	21		
SEPT	<u>27</u>	<u>28</u>	26-28	SAM 27 CRASH & BASH Schmidt Ranch
OCT	4	5		
OCT	11	12		
<u>OCT</u>	<u>15</u>			ELECTRIC TEXACO POSTAL-SAM 21 team-DWARFs fld
OCT	18	19		
OCT	<u>25</u>	<u>26</u>		SAM 26 JOHN POND COMMEMORATIVE Taft, Ca
NOV	1	<u>2</u>	11/2	NCFFC SGMA Sweeper (Dick Myers CD)
NOV	<u>8</u>	9		COLLECTO, SAM 21, LOS GATOS, Ca (Henry Smith)
NOV	15	16		
NOV	22	23		
NOV	29	30	Thursday 11/27	Thanksgiving Day
DEC	6	7		
DEC	13	14		
DEC	20	21		
DEC	27	28	Thursday 12/25	Christmas Day

SAM 21's Website:
www.SAM-21.ORG

Sam 21 Meeting Dates

7:30 p.m.

@ SARATOGA FIRE
DEPARTMENT

Corner Saratoga ave &
Sunnyvale-Saratoga Hwy

2008

January 24

February 28

March 27

April 24

May 22

June 26

July 24

August 28

September 25

October 23

November 20

(due to Thanksgiving Conflict)

December 18

(due to Christmas Conflict)

2008 GOODIE Schedule

Here are the choices for the year. I went by alphabetical order on the roster (but Started with me) excusing those who normally do not come to meetings on a regular basis.

If you cannot accommodate this schedule, then it will be your responsibility to Shang-Hi (uhh) persuade another member to take your place.

And If you feel 'The Call'
(and aren't on this list), please call some unfortunate soul on the list and offer to take their place.

JANUARY	Gurney
FEB	Roselle
MARCH	Hofstetter
APRIL	Joki
MAY	Leopold
JUNE	Lewis
JULY	Marshall
AUGUST	Mette
<u>SEPT</u>	<u>Smith</u>
OCT	Saso
NOV	Vanderbeek
DEC	Dowling



Minutes of Sam 21 meeting on Aug 28, 2008, at Saratoga Fire House, Saratoga

Meeting called to order by President **Henry Smith** exactly at 7:30 PM. No guests or visitors were in attendance. There were no additions or corrections to the July Minutes.

CONTEST REPORTS: **Steve Roselle** reported on the SAM 30 contest at Schmidt's Ranch. Saturday was OK for flying, not great, but Sunday was generally a "blow out". Attendance was down from the usual.

Steve also reported on the San Francisco Vultures meeting at the Randall Museum in S.F.

[Jake & Gary Leopold also attended. Only 2 SFV members were in attendance—snr]

This was the club started back in the 1930ies that John Pond might have had a hand in getting going.

OLD BUSINESS: **Walt Gurney** reported on the SAM 21 phone call sheet (in case the Saratoga Fire Station is shut down for some reason). He passed around the call sheet and described its operation. Everybody seemed to like the concept.

Question was raised as to whether the club will engage in the International **Electric Texaco Postal** event. It was affirmative and the date chosen was **October 15, 2008**, at the Dwarfs Field in San Jose.

It looks like the club can field a team of 4 or 5 fliers.

NEW BUSINESS: **George Joki** asked whether the club would be interested in more smaller contests during the year. He was talking about having one day contests (at Schmidt's Ranch) for all-electric, all Texaco, all Ohlsson, etc, etc. The club seemed in agreement with this concept. Prizes would necessarily be very limited, if any. More on this at a later meeting.

Dick Douglas described how this concept is working for the NCFFC events at Waegell Field in their Gold/Silver events. Dick also discussed the AMPS club that got started around 1970 by Cliff Silva. AMPS was an Old Timer Free Flight club that flew at Montivadeo Rd, San Ramon.

SHOW AND TELL: **Lescher Dowling** handed around a copy of the SAM 21 CLIPPER dated December, 1984. It contained some contest reports for contest held that autumn. He also passed around an old Aurora Slot Car Catalog that featured K&B engines.

Jake Chichilitti flew an electric model around the meeting room doing take-offs and landings on the tables and also loops around the light fixtures. Meeting adjourned.

Respectfully submitted by **Dave Lewis**,
substitute scribe (again).

MAP to DWARF's field in South San Jose—site of the

October 15th

Electric Texaco Postal flyoff for SAM 21. Look on SAM 21 website for a better printable image.





Rosy's Outlook

September 2008

(last month) After coming down from the EAA high, I turned to building a trailer for mine and Dave Lewis's models to the Muncie SAM Champs in September. Not wanting to fly but needing a higher MPG model Bus than my venerable 94 Dodge Caravan, I remembered an aside comment the Dave Harding made several months earlier, - Namely that a light streamlined trailer should not exact a tremendous penalty on mileage. Unable to locate a prebuilt cargo trailer in that range I assembled a 1175# gross trailer chassis from Harbor Freight (piece of cake!) then set to building up a 1/4 inch plywood box (48x96x30"). Should take maybe 3 to 5 days, right? Wrong! Three weeks later I was just putting on the finishing touches on my handiwork, at the expense of my models. Read how it turned out in the SAM Champs report elsewhere herein.

The History of SAM - according to Mike Myers

Last month we read part 1 of Mike's farewell epistle (written upon his retirement as editor of the Southern California SCIF club. The rest of the article will be found NEXT MONTH within these hallowed pages, as I need the space for the SAM Champs report.

At



the August meeting
Jake Chichiletti tweaks his indoor RC Vapor prior to a tabletop flight

ELECTRIC TEXACO POSTAL (date decided)
At the August meeting it was decided to field a team for the annual ELECTRIC TEXACO POSTAL contest. We will fly on Wednesday 15 October at the DWARF's field in south San Jose. How about meeting there at 8am or so?

See map p.4 & on the SAM 21 website:
www.sam-21.org (Don't forget the dash!)

BILL HOFSTETTER

Sometimes this editor job gets really tough. News came to us as we were driving to the Champs that Bill had passed away. His year long battle with colon cancer was over, and our club members have lost a close friend.

An ex President of SAM 21 in the 1980's, Bill epitomized the essence of SAM modeling. More a sport flyer than a contestor, Bill often flew at the club's DWARF's field on Wednesday with 'da guys'. Always a happy, cheerful, gentle guy, Bill was keen to share his machinist & modeling expertise with myself and others. Like most of us he had a lot of projects backed up and enjoyed the mental challenge they provided. He machined a Titan 60 glow engine some years ago and successfully flew it at the Schmidt Ranch.

Our heartfelt condolences go out to Bill's wife Jane, and accomplished artist in her own right, and to his grown children. (More pics of Bill p.8)



Jane and Bill at the January Banquet. (Bill Copeland photo)

JOHN CARLSON—SAM 27

As this was going to press, Ed Hamler informed us that John had passed away suddenly last week on the eve of John's 88th birthday.



SAM Champs 2008

Muncie, Indiana by S.Roselle

Weather was milder than expected with max temps being in mid 80's by late afternoon. Several days were spent with jackets or windbreakers, but weather remained dry during daylight hours until Friday. This was anticipated so RC management allowed the flying of Fridays events all day Thursday. A good move as it turned out. Free Flight canceled their Friday events mid morning. Friday events are mostly special events and the Championships are decided well before then. Wind was a factor on some afternoons but never to the point of cancelling the contest.

DAVE LEWIS won the ANTIQUE championship in a three way flyoff. Someone aborted early so it was really a two way flyoff. Eventual RC Champ Barbara Mulholland from Florida flew against Dave with a McCoy 60 ignition powered Bomber. They separated to the East and West. Barbs luck ran out sooner and Dave was the clear winner.

I managed a respectable 3rd in LER Ignition with my venerable Sailplane (built by the late Don Parmenter). Edco 65 powered, I shut off lower than the 60 or 8 others but the Sailplane soon began gobbling up the Bombers like an aerial shark until I made a tactical mistake and headed downwind searching for the killer thermal which turned out not to be there.

Bill Vanderbeek was off to his usual Free Flight matters but I didn't get much of a chance to find out how he did. I should have more info on Bill for the October issue. I watched the FF Twin Pusher mass launch 9am Wednesday. It was a zinger with midairs and alien triangle forms whirring overhead in the early morning sunlight. I believe that Bob Laybourne won the event this year.

I spent some time familiarizing myself with the Tomboy model given to me last year by our Australian buddy **Allen Laycock**. He got the Irvine Mill .75cc diesel tuned for me and I proceeded to spend a happy morning chasing it around the vast green lawns of the AMA flying field. Climb was anemic but the event was to be a 60 sec precision task, so I would have had a good chance of placing even so. Alas, on Tomboy day I could not get the Mills to run long enough for a flight so scrubbed the event.

I had two HLGs left over from last years Champs including my best Hervat. Remember, it had almost flown away in a monstrous thermal over El Dorado

dry lakebed but I chased it on bike and by foot until I saw it land a mile or more down the flats. I timed it then at 19:37 minutes. It so happens that the Hervat esign dates from 1937. How weird is that?

This year I was not so fortunate and on the third trim flight of the day it grabbed a dribbler thermal and gaily circled toward the AMA HQ buildings. Tongue hanging out from shuffling after it, I saw it hit the high tension power lines and plunge into the soybeans maybe 100 feet into the field. Though I spent almost a hour carefully threading the beans, my beloved Hervat was not to be found. I am somewhat comforted by the fact that it rests in the cradle of American modeling activity—The AMA homeland—and will gleefully dig into my Tofu hoping to bite down someday on a splinter of balsa that might be my Hervie!

SO! I was left with my Hugulet B glider that for once trimmed out nicely. After a 40 second flight in the event, I was enveloped by another humongous thermal complete with swarms of swallows flitting about.

I could not miss! The Hugulet quickly flew off to the NorthEast and was outa-site by 3 minutes. An easy two minute max, eh? Well old Eagle-eye Lewis lost it at 1:35 and I was denied my max. Suprising my two flight performance was enough to bring home the 2nd place HLG plaque, so Dave, all is forgiven.

Wipeouts

There were several goodies, and Dave & I were right in there bashing models with the big boys. My venerable (& most of my models are!) electric Playboy Cabin wing failed at three minutes into a bouncy thermal and it rocketed down into the parking lot grass to crash with a loud thump that woke a fellow napping in a van only 10 ft away. Fortunately the PB missed humans and vehicles so the only damage was to itself.

But that shunt put me out of the electric event business for the week. Oh well!

Dave managed to totally discombobulate one of his Bombers on takeoff for reasons unknown to me. That was one less to stuff back into the trailer at weeks end.

Lastly the Anderson Pylon built by the late Al Ward suffered an inflight receiver battery failure (me bad!) at high altitude and slowly spiraled down to destruction in the gravel parking lot across the street. Amazingly the fuselage was totally still intact including the OS40 4C I engine that was performing so well until that point. The right wingtip was splintered into shards but the balsa section joiners that Al had built snapped taking much of the crash stresses, dividing the remaining wing sections into neat panels. I should



be able to rebuild the wing, and hereby vow to faithfully load check my flight batteries prior to future attempts at unmanned Texaco flight.

Dave Harding debue'd his full sized Boehle Giant this year after a yearlong blog on its design & construction (see SAM website). Dave attempts a windy takeoff in Electric Tezaco but the wind upended it & I could not stop it time before the prop struck asphalt, damaging his gearbox. He later flew it with a gassie Forester 99 but I have not heard how it turned out.

MECA's Collecto was good but somewhat down in attendance. I heard there were 145 or so SAM Champs entries overall as compared to over 200 last year. Outgoing president Mike Myers turned the gavel over to Jim O'Reilly and I'm sure Jim will do a fine job at the helm of our organization, as did Mike. Likewise, Key Crawford from Texas took over from the ailing Gene Wallock as Rocky Mountain VP. Key has described himself as one the only three Democrats in Texas, so we have a friend down there!

Grand Champs were as follows:

RC Glow—Barbara Mulholland

RC Ign—Andy Latowski

RC Electric—Dave Harding/Jack Hiner (tie)

RC Texaco Champ—Harold Sprague

FF Power—Larry Davidson

FF—Rubber—Herb Kothe

Concours FF Rubber Champ - Richard Thompson

Concours RC Power Champ—George (Doc) Shacklett

The **Banquet** was well attended even thou some had left the area early due to the Friday rainout. So we said So Long to our SAM friends and began the 3 day journey back to California. We'll see them next year at the 2009 Boulder City, Nv. Champs!

=====
Champs Transportation report.

Well, we made it there and back pulling our newly fabricated model trailer. It handled well and carried the models for three flyers. Loading was a problem time-wise but mods are in the works to reduce this. Rain was encountered but the trailer was tarped and no moisture reached the fragile models. The Prius tow car performed admirably and was very comfortable for two people and baggage. No nagging back aches were experienced this year.

Ahem—The driver managed to run it low on fuel—Twice! The gas gauge consists of a 10 bar LED graph. Shortly after reaching 'one bar' the following

behavior will ensue.

Prius owners should know that at about 10.7 gallons of gas consumed, the car will slowly ramp down in power until one is forced to pull over and stop. This power reduction is gradual over maybe a minutes time and both times we were able to disengage from traffic and reach the safety of the road shoulder. In the process the electric battery pack is depleted. One wonders about situations where there is no shoulder however!

I found nothing in the operating manual or maintenance manuals which document this 'feature'!

After cycling the POWER button, the engine will soon turn back on and one can continue to the nearest gas station. The listed capacity of the car is 11.9 gallons so over a gallon remains to convey one safely to a refueling point. I guess this behavior is Toyota's way of simulating the carrying of a spare gallon of gas along with the traveler!

As now-seasoned Prius travelers, we heartily recommend refueling when the bargraph drops below four bars!!!

Our basic car mileage since new in April has averaged 45 MPG. Towing the trailer it dropped to 35-36 MPG—a 20 percent reduction.

Trailer weight loaded was measured after returning home. I was shocked to find that the All Up weight was much more than anticipated. This certainly contributed to the chumminess we developed with the big highway Semi's we encountered on uphill sections. Loaded measured 730 lbs with empty weight being close to 530 lbs. I had estimated 400 for the empty weight. With a given 200 lb payload I am thinking building a lighter box for next season.

Outbound for Muncie we drove the southern route—US40 thru Oklahoma city then up to Muncie With the advent of hurricane Ike a specter for our return, we chose the northern rout I-80 even though it was 100 miles longer and had much higher mountains.

Interestingly gas prices in Muncie spiked 60 cents overnight—even before Ike had come ashore in Houston! GO Figure!

With the success of our hybrid/trailer model hauler in regards to fuel mileage, I am seriously considering retiring my venerable (there's that word again) 22 MPG Dodge Caravan. For 5000 miles I figure we saved 90 gallons of gas. At the average rate of \$3.81 for the trip that's \$343 saved toward trailer construction expenses. As Howard Hughes often said, **"It's the Way of the Future!"** snr



SAM Champs 2008

The WEDGY Boys!



The Prius does Muncie!



Texaco Champ Harold Sprague, RC Glow Champ Barbara Mulholland, & husband Fred

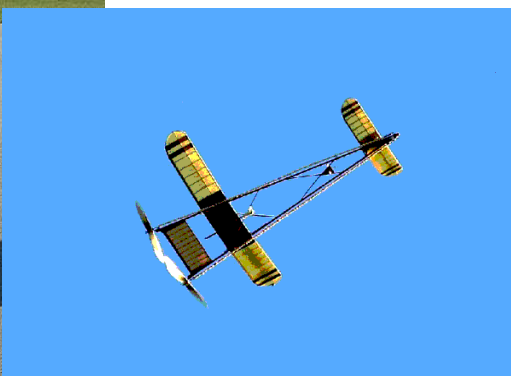
Walt Gears preps his Soaring Eagle B >



< Da kid and Allen's Tomboy

Hamler attends to my big Anderson's pain after an Rx batter failure

Twin Pusher overhead in early morning sunlight.!



NEVA NICHOLAU

Northern California SAM modelers lost a Sweetheart last month..

I published a obit page for her in the Aug Clipper, but neglected to print the below pic of Meriam Schmidt & Neva taken sometime in the past century.

Wearing their official SAM jumpsuits, aren't they a fine pair of SAM hotties!

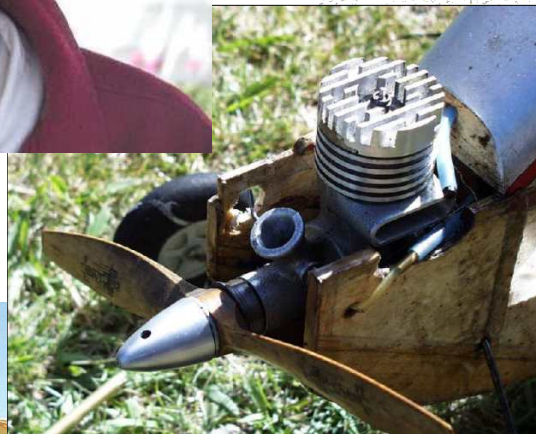


BILL HOFSTETTER
Hams it up!
Bill's Titan 60 >

Bill with Inspiror at
Schmidt Ranch 2002



Bill with Rambler at
Las Vegas 2001



Below— Bill unwraps a
Pirates Exchange Gift at a
2006 Christmas meeting.





33rd Annual SAM 27 Crash & Bash

Schmidt Ranch, Elk Grove, California
September 26, 27, 28, 2008

AMA Sanction #08-1796 with \$1000 Added Purse

CASH PRIZES

All Flying Event Entry Fees will be \$5 each, no maximum.

Schedule of Events I

September 26 Friday 3 PM – 7:30 PM AND
September 27 Saturday 8 AM – 5:30 PM
A, B, C Ignition LER + A, B, C Glow LER + Ohlsson 23
Flying Scale Practice - Saturday 8 AM – 10 AM
Saturday Noon Lunch \$5 – Flyoffs, if necessary, begin at 2 PM

Schedule of Events II

September 27 Saturday 8 AM – 5:30 PM AND
September 28 Sunday 8 AM – 3 PM
½ A Texaco, ½ A Scale, Class A Texaco, TEXACO, Ohlsson Sideport
Brown Junior LER, Electric Texaco, Electric OT LMR, Speed 400 LMR
Judged Scale Flying & Old Time Glider - Sunday Morning Only
Sunday Noon Lunch \$5 – Flyoffs, if necessary, begin at 2 PM

Special Events III

Friday Night Taco Buffet \$5, 6 till 8 PM, RSVP call (916) 684-2265
SAM Champs Commemorative Models - All weekend, score glide time only
Spirit of SAM Concours d'élégance 12 noon Saturday
20th Crash & Bash Anniversary at Schmidt Ranch – 4:30 PM Saturday
SAM Sweethearts Happy Hour - 5 PM Saturday
TEXAS BAR-B-QUE Banquet with Napa Wines \$15 - 6 PM Saturday RSVP
GRAND RAFFLE Drawing at 3 PM Sunday, Tickets 6 for \$5

All RC events are presented in accordance with the 2006 SAM Rulebook except OT Glider, Flying Scale, Commemoratives (Fokkers, Dodgers, Trenton Terrors, etc.), and Speed 400.

Please note new flexible 2 day schedules for most basic SAM events.

Directions to Schmidt Ranch : Traveling south on I-5, exit Hood Franklin Road, turn left (east) over overpass, turn right (south) on Franklin Blvd (J8). Traveling north on I-5, exit Twin Cities Road, turn right (east), turn left (north) on Franklin Blvd (J8). Camping OK.

Nearby Motels: Best Western John Jay Inn, 15 Massie Court, Sacramento (916) 689-4425; Motel 6, Mack Road at 99 Sacramento (916) 689-9141; Motel 6, 7407 Elsie Ave. Sacramento (916) 689-6555; Holiday Inn Express, 620 Lincoln Way, Galt (209) 745-9500.





33rd ANNUAL JOHN POND COMMEMORATIVE

OLD TIME RC CONTEST

Sponsored by SAM 26, the Central Coast Chapter
Taft California, October 25 & 26 2008

SATURDAY: Class A ignition

Class B glow
Class C ignition
Texaco
Electric Texaco
Ohlsson Sideport
O/T Glider
SOS Electric
Speed 400

SUNDAY: Class A glow

Class B ignition
Class C glow
Antique combined
1/2A Texaco
1/2A Scale
Brown Jr. LER
Electric LMR

AWARDS: Through third place in each event, plus the John Pond perpetual Sweepstakes trophy based on all events flown. And the Perpetual Texaco trophy will go to the high time in Texaco.

ENTRY FEES, despite inflation, remain at a mere \$6 per event, with a \$36 maximum if Paid on initial entry.

RULES: SAM and AMA rules for 2008 will be followed with reasonable regularity.

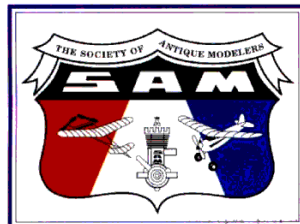
SCHEDULE: Registration opens 8:00 A.M. both days. Pilot briefing 9 A.M. Saturday, 8:30 Sunday, with flying immediately after. Last takeoff 4 P.M. Sat., 3 P.M. Sun.

BANQUET: Saturday 7 P.M. at the Ranch House, 200 Kern St. near the Caprice motel. Order off the menu. Saturday's awards will be presented.

CHECK with the C.D. mid week before the contest regarding the event. No problems are anticipated, but it's always a good idea before traveling. And remember if there are weather problems where you live, Taft sits in a unique little weather zone of its own. Over the years we've never lost more than 2 or 3 flying hours to wind, rain etc. on any weekend.

OHLSSON SIDEPORT will use a 45 second run time for all engines as per the SAM Champs.

C.D. Bob Angel Ass't.
1001 Patterson Rd.
Santa Maria, CA 93455
805-937-5145
samrcflier@verizon.net



C.D. Dick Fischer
215 Arabian Way
Arroyo Grande, CA 93420
805-489-4078
dickfischer@mac.com



THE FOURTH INTERNATIONAL ELECTRIC TEXACO POSTAL CONTEST, 2008

This International Postal Contest is open to pre-1942 Old Timers and pre-1942 scale models, and pre 1951 European Old Timers. This is an open contest to which non SAM teams are heartily welcomed.

GENERAL INFORMATION

Club results should be reported as soon as practical, using the attached form (*See note at top of page*). The winning club will receive an attractive antique trophy, and the names of the three highest scorers will be added to the perpetual Electric Texaco Postal Championship Trophy. The winning club agrees, as a condition of entry, to organize the following year's postal championship.

DATE

A participating team will select any date during the months of July, through November to make its contest flights.

Each club's team score will be the sum of the longest flight scores of the three highest scoring members.

RULES

2008 SAM Electric Texaco Rules allow the more popular and lighter NiMH and LiPo batteries.

The intent of the new rules is to attract more flyers across the world to this friendly and enjoyable event, and other SAM events, without having to buy special batteries and chargers. In addition these rules allow 1/2A gas models to be converted painlessly to LiPo electric flight without weight penalty.



Andrew Tickle, Member at Large, SAM 27, 723 Vanessa Way, Petaluma, CA 94952
Phone (707) 773-3857 Fax (707) 769-0342 Email tickleac@aol.com

SGMA FALL CONTEST

Sunday, November 2, 2008

8:00 am - 3:00 pm

Sacramento, California

CAT.III

Gold Cup Finale National Cup Contest Silver Cup Finale

Location: Waegell Field (1/2 mile north of Jackson Road on Sunrise Blvd.)

Entry Fee: \$10.00 first event. \$5.00 all others. One time \$25.00 entry will cover unlimited Entry. Junior - \$1.00 per event. Juniors are separate in each class

EVENTS:

<u>AMA</u>	<u>Old Timer RC Assist</u>
1/4A Gas	1/2A Texaco
1/2A Gas	1/2A Texaco
A Gas	Antique Combined
B Gas	A Limited Engine Run Combined
C Gas	B Limited Engine Run Combined
D Gas	C Limited Engine Run Combined
Mulvihill	05 Electric Limited engine Run
P-30	Ohlsson Ignition Side Port
F1G {No Rounds	Brown Jr. Limited Engine Run
F1H //	Engine Runs
F1J (Fly anytime	F1J,F1P,AMA,Classic Power
Hand Launch Glider	5 Sec. First Three Flights
Hand Held Catapult Glider	4 Sec. All other flyoffs
Nat Cup Towline Glider	Nostalgia & Classic 1/4A
Moffett Flyoff 2 Time Target	6 Sec. First Three Flights
Nostalgia Gas	4 Sec. All Flyoff Flights
1/4A	Towline 35 Meter
1/2A	
A	
B	
C	
Early 1/2A	

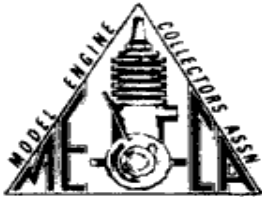
CD Dick Myers Phone 209-834-1767 dickbarb@comcast.net

Inky and Charla Davis will be serving lunch
Lunch will be served for each contestant from 12:00 noon to 1:00 pm. Each contestant will be provided a Burger or Hotdog w/ salad, Beans, chips and soda. Non-Flyers may purchase lunch for \$5.00 Ea. Soda and snacks may be purchased throughout the day.



REGION 2 M.E.C.A. COLLECTO

SATURDAY 8 NOVEMBER 2008



----- LOCATION -----

Nordahl Hall
580 West Parr Ave.
Los Gatos, Ca. 95031

BUY, SELL, SWAP, TRADE, ANY MODEL RELATED ITEM.
ENGINES, PARTS, PLANES, KITS, CARS, BOATS, ETC.

SELLERS IN AT 8:00 am, PUBLIC AT 8:30 am, CLOSE AT 12:00 NOON

ADMISSION--\$ 4.00, TABLE--\$8.00 MORE, FREE COFFEE & DOUGHNUTS

Sponsored by S.A.M.-21. A chapter of "Society of Antique Modelers".

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8 Nov 08 PRE- REGISTRATION form Tables held until 8:30 am

Make out check to "SAM-21" and mail to---
H. Smith, PO Box 110128, Campbell, Ca., 95011-0128

Name: _____ # of people @ \$4.00 ea. _____ Total \$ _____
of tables reserved @ \$8.00 ea. _____ Total \$ _____
Total enclosed \$ _____

For more information; e-mail mummyzy@pacbell.net RSVP by 25 Oct 08



Dave Harding readies his Boehle Giant and flight crew for an attempt at Electric Texaco. It Flies! >>

