



(Official
newsletter of
the
"BlackJack"
Club)

may2021#2105bhc



SAM

CLIPPER

Society of Antique Modelers

Chapter 21

AMA Charter Club 1470



Scene from the Nor-Cal FF Championships @ Waegell Field, April 30th - May 2nd. Bill Vanderbeek, C.D. and behind him is Fred Terzian.

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Next Meeting:

Thursday , 7:00 pm

Saratoga Fire

The May Meeting's assignments are:

()

Coffee: ()

See Page for Annual Goodie Schedule

Meeting Cancelled



SAM21 Current Affairs

No news is good news again? The front office seems to be healthy. All have been vaccinated?

SAM21 45th Loren Schmidt Memorial is scheduled for June 26th-27th at The Ranch. Book your hotel early, price is high and availability is limited as of May 20th. See flyer elsewhere in the Clipper.

SAM 27 Crash & Bash is scheduled for August 20th to 22nd, 2021, Mike Clancy C.D.

SAM Champs @ Muncie, IN is still on the schedule. September 6th-10th. Updates can be seen at SAM web site, http://www.antiquemodeler.org/sam_new/SAM%20Champs/Current%20SAM%20Champs.html

Or go to SAM web site: <http://www.antiquemodeler.org/> and click on the "2021 SAM Champs" button on the right side of the page.

Priceless Quote:

"Doctor Anthony Fauci, medical advisor to the president, California Governor Gavin Newsom, and the Santa Barbara County senior epidemiologist each live on different planets which orbit randomly. If and when all three planets happen to come into alignment, we'll hold a meeting."

From the SAM 26 Coastal Flyer, Bob Angel, Editor



Pretty airplanes, Paco Scale Models Star 13, 3.12 m electric glider.
<http://www.pacoscalemodels.com/star13-electric-glider-3120mm-full-1c-kit/>

2021 Meeting Dates*

7:00 p.m.

@ SARATOGA FIRE
DEPARTMENT

Corner of Saratoga Ave &
Sunnyvale-Saratoga Hwy

January 28

February 25

March 25

April 22

May 27

June 24

July 22

August 26

September 23

October 28

November 18

(For Thanksgiving)

December 16

(For Christmas)

*** when we are allowed to have meetings by Sacramento or Washington, D.C.!**

2021 "GOODIE" Schedule

Here are the assignments for 2021, excusing those who normally do not attend meetings on a regular basis.

If you cannot accommodate this schedule, then it will be your responsibility to "volunteer" / coerce another member to take your place. Don't say you weren't warned.

And, if you feel 'The Call' (and aren't on this list), please call one of the unfortunate souls on the list or the 'Standby' and offer to take their place.

JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

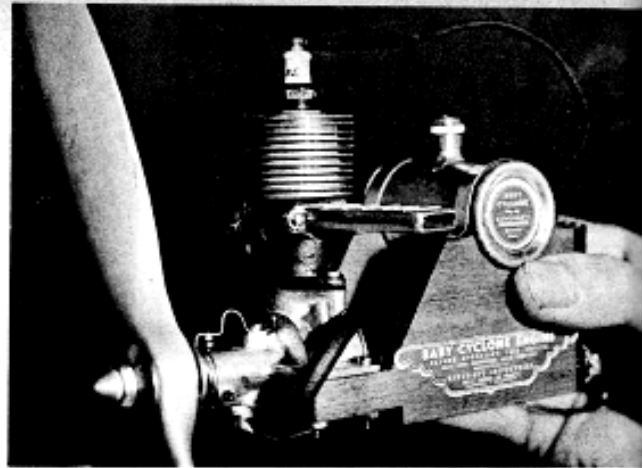
DECEMBER

Will
Update
List
When
Meeting
Resumes.





Mel and the first of his successful free flight models, the "California Chief." Model kitted by Aircraft Industries, powered with Baby Cyclone.

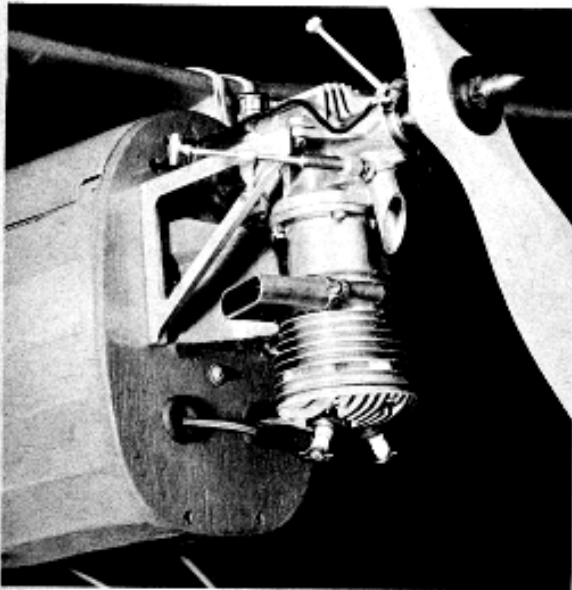


The first production "Baby Cyclone." Model X complete with test mount, coil and condenser was available Christmas time, year 1935.



World record model, time 2 hrs., 1 min., 54 secs. L. to R. Ira Hassad, R. Hall pilot chase plane, Joe Nikrant official NAA timer, Mel Anderson.

Who can forget the Super Cyke twin ignition the late 30's and early 40's. Outstanding 60 powered many National winners to new records.



22

PIONEERS.

by JOE WAGNER

While Mel did not create the first model gas engine, he has contributed substantially to its present high state of design development, performance and efficiency.

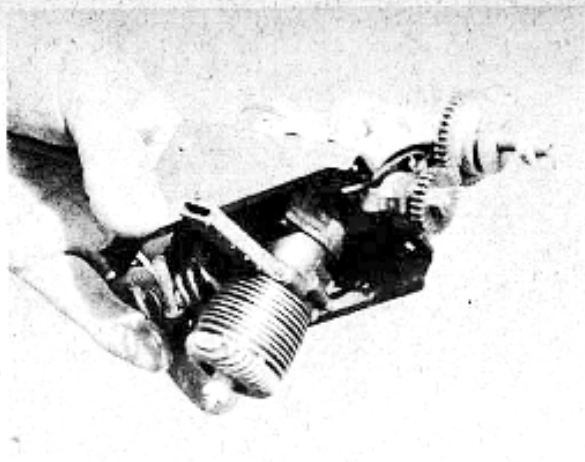
► Mel Anderson a modeling great and one of the pioneers of Model Aviation; whose experience dates back to before the First World War and who has been active in modelling right up until recently. A man, who has contributed greatly to the development of model engines as we know them today. Model engines of his design are still in production today.

Mel designed and built the first crankshaft-rotary valve model motor. He made the first twin-engine gas model. He held two World's records, and he had much to do with the "Baby Cyclone" motor, the first production rotary-valve model engine. He designed the "Super Cyclone", the best by far of the prewar 60's, and he built the Anderson "Spitfire"—probably the finest big engine made. He is responsible for the "Baby Spitfire", one of the first 1/8A motors. Yet, with all these achievements, Mel Anderson's name is all but unknown to today's generation of model builders.

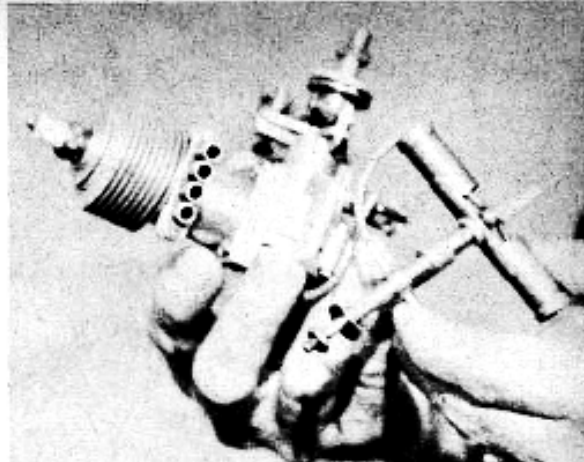
Nowadays we have things quite easy—engine of excellent quality priced as low as \$3.95, and completely finished ready-to-fly models are found in any hobby shop. Even model kits have reached the stage where hardly any patience and little skill is necessary to complete an attractive and fine-performing model. But this did not come about by itself! Years of thought, hard work, and painstaking experiment on the part of the "Early Birds" of modeling were required before the model-building hobby reached today's level of perfection, and the earliest of these "Early Birds" was Mel Anderson.

The first time that Mel saw an airplane was not too long after the Wright brothers had made their first flights. Mel had come to California in 1908, at the time when the first airplanes were beginning to rise into the skies of Southern California. Many were the great names in Aviation that Mel watched fly their primitive craft: Glenn Martin, Glenn Curtiss, Lincoln Beachy the incomparable stunt flier, Cal Rodgers the first to fly from Coast to Coast.

MODEL AIRPLANE NEWS • September, 1960



Experimental geared-down Baby Cyke built in 1939. Gears reduced prop rpm by one third, double ball bearings used in prop drive shaft.



Two pioneer Anderson designs. Twin-cylinder compressed air engine made in '19 and first crankshaft rotary valve engine designed '32.

MEL ANDERSON

In these days flying was a tremendous adventure; every flight a triumph of the ingenuity and courage of man over the implacable force of gravity. A pilot sat in his frail wood, wire, and fabric contraption, completely exposed to the airstream, not even strapped to his seat! Little was known of aerodynamics. Motors were lumpy and unreliable, stability was almost non-existent, parachutes had not yet been invented. No wonder that, with his cap on backwards and his motorcycle goggles, the Birdman of the 1900's was regarded as the bravest of the brave and worshipped by every American boy. Young Mel Anderson was no exception! Even today he recalls the thrill of watching these early Giants of Aviation as if it were only weeks instead of years in the past.

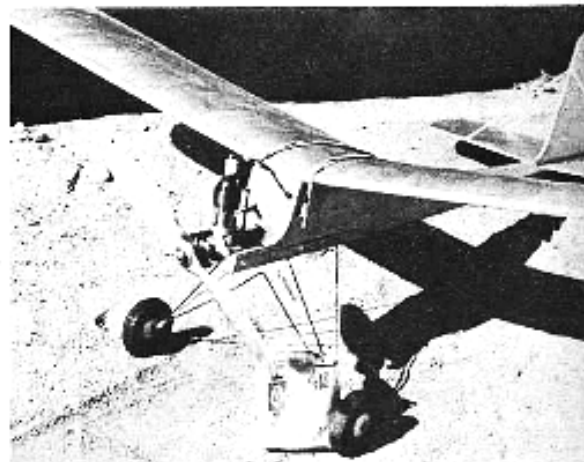
The first model airplanes that Mel saw were at a "Kite Meet" held in Los Angeles in 1911. Even at this early date, the models were marvels of craftsmanship. Some were stick-type rubber jobs of very thin solid hardwood; others were beautifully made scale models of Wright Gliders, Blériot Monoplanes, and Curtiss Pushers made from bamboo and wire and covered with silk. Balsa was unknown then, and the models were heavy and inefficient, but they flew! A 5-second flight was average and the winner of the meet only stayed aloft about 15 seconds, but they FLEW!

Young Mel was inspired. He built many models—from redwood and shingles, bamboo and canvas, spruce and wire and silk. But none of them would fly. He didn't know enough about it! The factors of lift and drag, thrust and weight were unknowns to Mel—there were no books or magazines to turn to for help and no kits to buy; but he kept trying, and by 1915 he was finally able to make his first really successful model. It would stay up for over 30 seconds under its own power!

Mel built his first model motor in 1919. It was powered by air stored under pressure in a tank carried in the model. Mel made this motor from brass fishing rod ferrules, brass tubing, and steel drill rod and assembled it with soft solder. It is a real landmark in Model Aviation—because it used a rotary valve in the shaft to control the flow of air to its twin cylinders. It was this same principle that Mel later used in his gas motors.

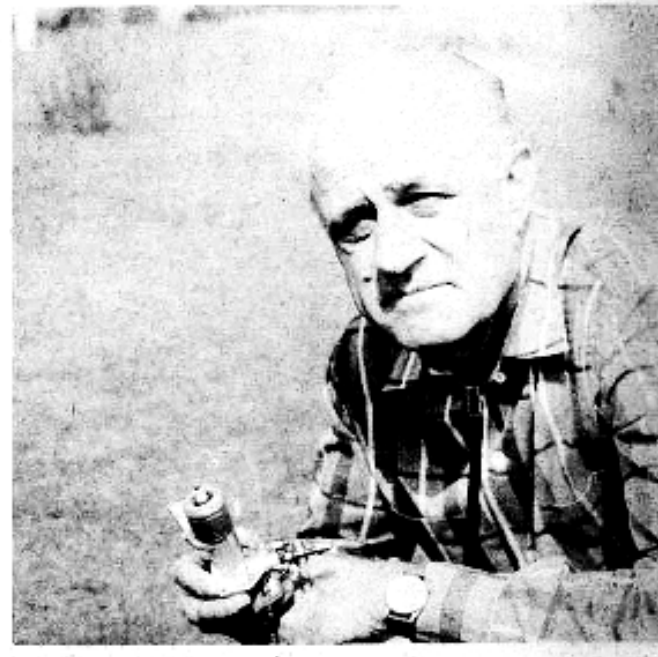
After World War I, Aviation fell into disrepute, and Model Aviation along with it. The achievements of the pilots in the war had largely

(Continued on page 44)



One of the first .09's used at the Nats. Mel's first small engine better known as the "Little Motor" had a displacement of .098 and used '36.

A little older, we hope a little wiser. Here we have Mel today holding his first small rotary valve motor. Made in '33 it had .363 displacement.



gone unnoticed in America, the public attention being taken by the Doughboys and the Submarine Menace and the Marines at Belleau Wood. It was not until years after the Armistice that the feats of the “Warbirds” were publicized. The post-war barnstormers with their reckless flying did not make a favorable impression, and people were forced to the conclusion that Aviation was a harum-scarum proposition that no right-thinking person would have anything to do with. And this went double for model airplanes! A boy of the '20's who indulged in such a foolish fad as “toy aeroplanes” was letting himself in for nothing but ridicule from his friends and family! Along with many other “Junior Birdmen”, young Mel soon had enough of this treatment. He drifted away from models toward the more manly pursuits of motorcycle racing, speedboats, and hopping up Model T Fords.

But in 1925, Mel got a job in Aviation! He went to work for Douglas—but his career here was short, due to the well-meant advice of a friend. This man, who was in a position to know, said, “Mel, get out of this crazy business. There's no future in it, it's only a fad. Quit while you can and get a job where you can have something to look forward to!”

Silly as this advice may seem today, it was actually the way the picture appeared at the time and except for one incident, Mel's friend's prophecy could well have come true. But one morning in May of 1927 a young man sat down in a seat at Roosevelt Field, New York and some 33 hours later arose from that seat at Le Bourget Field in Paris, France—and the world went wild. Charles Lindbergh had wiped the tarnished escutcheon of Aviation so bright that people were blinded by its glitter!

Gone was the derision for the aviator. Even the model aviator was forgiven, and model airplane clubs formed and flourished; contests were held; model magazines were published—and Model Aviation was here to stay! The stigma removed, Mel Anderson returned to modelling, and his thoughts turned to a new challenge - a gas-powered model! He started by making what was essentially a miniature motorcycle engine; a 3-port job about 1.00 cu. in. displacement, with movable points and a two-throat, two-speed carburetor. The spark plug was made by AC; it was one of a number of miniature plugs made as watch-chain ornaments for an advertising stunt! Mel used these plugs in many of his motors and they worked as well as if they had been specifically designed for the job. He made several 3-port engines, each an improvement over the last, but he was not satisfied. He wanted to build a model engine that was really simple, strong, and reliable, and that put out real power! And one day in 1932 the memory of that soldered-together compressed-air motor with the rotary valve that he made in 1919 came back - and Mel began the design of an entirely new kind of model airplane engine, one with a rotary intake valve. Completed, this motor was unlike anything ever seen before. It had a bore and stroke of 7/8” (.525 cu. in.), with an updraft intake and the first true needle valve. It was made from aluminum castings for which Mel had made his own patterns, and it ran beautifully right, from the start.

Mel of course built models to fly with his. He had little trouble with them—partly because of his experience with rubber ships and partly because of the great size of these early gas models. A typical example had a span of 8 feet, was .66 in. long, and weighed almost 7 lbs. Mel's first engines did not produce a great amount of power judged by today's standards—5000 rpm on a 16” prop was quite respectable in those days. And so his models flew much like real airplanes of the same period. Having made his first rotary-valve engine and flown it, Mel was happy—but not yet satisfied. He knew he could do better! His next engine was much smaller and a lot more powerful. It had a displacement of .363 and it was a real beauty. It looks modern even today, but in 1933 it was revolutionary. It had a one-piece case, updraft intake, movable points, and a swept-back exhaust. It ran like a charm and was the best performing motor that Mel had yet built. It would turn a 16” prop up to 7,000 rpm.

In 1933, Mel became acquainted with Bill Atwood, an accomplished model flier and an expert with indoor models. He had done some experimenting with model engines himself, and Mel's new “Midget” really aroused his interest. Bill, set to work and soon had a similar motor finished—only a little like Mel's, although the same size; and it ran nicely. Bill made a model for it and flew it - and one day a great idea struck him.

Mel had never even considered the possibility of manufacturing a model engine for sale to others. To him, his model motors were just a hobby. But Bill Atwood could see into the future! And he began to search for a man with both the vision and the money to back him in the manufacture of a model motor—that anyone could buy at his local hobby shop! Bill found such a man in 1935: Major C. C. Moseley, president of Grand Central Air Terminal, Los Angeles' largest airport. Bill told the Major what he had; let him see it run; flew his model for him. The Major, was a far-seeing man too, and it wasn't long before Bill came to Mel and said, “Mel, I'm in the model airplane engine business! Come on down and get in on the fun! And, that is how the fabulous “Baby Cyclone was born.

The first “Baby Cykes” were built and placed on sale around Christmas-time of 1935. It had a displacement of .363 and was made from 1935 until 1939, during which more than 15,000 were sold. There were 7 different models of this motor: “X”, “A”, “B”, “C”, “D”, “E” and “F”. Each version was an improvement over the last, but the basic design was never changed. It was somewhat primitive judged by today's standards, but in its day it was the finest engine on the market. The “Baby Cyke” could fly a model as well as or better than any .60 of the same period.

But one day in 1939 the Major came to Mel - Bill Atwood had left the company some time before to start his own model engine business—and said, “Mel, I think the “Baby Cyke” has seen its day. I know you've got a lot of good ideas, so I'd like you to design us a brand new motor—the best you know how to make!”

And Mel started to work—and that is how the incredible



“Super Cyclone” was begun. Mel made up 12 different experimental engines, with innumerable modifications to each, before he was satisfied. He had come up with the absolute ultimate in performance and reliability, and not only that - the engine was beautiful! In fact, at the end of 1940, all records for the .60 class engine were held by the “Super Cyke”. Another record, that the “Super Cyclone” broke was the sales recorded “Baby Cyclone”. Over 50,000 “Super Cykes” were sold! But then came the attack on Pearl Harbor and production of model motors was halted by order of the government.

However, it was permitted to make engines from parts already on hand, and fortunately Mel had plenty, so he was able to keep turning out "Cyclones" for a few more months. And during this time something happened that showed just how highly regarded the "Cyke" was. Many servicemen were modelers, of course, and hundreds of thousands of them were stationed in California. So a good bit of traffic developed between the various camps and the “Cyke” plant by servicemen in search of motors and parts—the most notable of which was a regular trip via B-17 from March Field to Grand Central Terminal—sometimes piloted by the C.O. of March himself!

But good things cannot last forever. Soon the “Cyclone” parts were gone and the plant closed. Mel got a job in war industry, but his heart was still with the model engine, and he spent many hours in designing and experimenting—improving on the already near-perfect "Super Cyke".

When VJ day came, Mel had a decision to make: should he go back with the Major and make more “Cykes”, or strike off on his own as Bill Atwood had done, and produce the engine he had been dreaming of. during the war? In the end, Mel decided to try it on his own.

Mel put all his energy and enthusiasm into the plans for his new motor. It was to be the most wonderful engine ever made - brand new, with only one criterion to be applied: supreme quality! This was the incomparable Anderson “Spitfire”. But Mel guessed wrong! Oh, the engine itself was everything that he had wanted to make it—but now a trend had developed and Mel had been too busy to get out with the modelers and see for himself what was happening. The modelers were drifting away from the big engines! The .60’s once king of the flying fields, were rapidly giving way to their smaller brothers, the .29’s and .19’s. And so the Anderson “Spitfire”, acme of model engine perfection - turned out to be a “white elephant.

Many “Spitfires”, were made and sold -but not quite enough to keep the company going. Mel wasn’t sure just what to do about it. The only thing he was sure of was that modelers were buying small engines instead of large ones. So Mel stopped and took a look around. He saw that in Europe the diesel motor was king; and since there was no ignition system required by this type of engine, it could be made in very small sizes. But the

American market had already received some American diesels, and they were not popular. And then Ray Arden came out with his Glow Plug - and that gave Mel a real ideal The .29’s were ruining the sales of the .60’s because they were smaller and flew easier-to-build models? All right! Mel would build a small engine! It would be smaller than a .29; or a .19; or an .09! Mel's idea for the 1/2A motor was on its way.

Work was begun on the new baby - Mel threw himself into the project just as he had with his previous engines. He kept in mind the lessons he had learned during the war when mass production was really mass production. He got set to produce his new “Baby Spitfire” in quantity but with every bit of quality that he knew.

He was well on his way to finishing up his tooling, when a bombshell burst. K&B had beaten him to the punch!

Lud Kading and Johnny Brodbeck had had the same idea as Mel at about the Same time; but they were able to get their “Infant” motor on the market first. Mel was momentarily dismayed, but it didn’t take him long to recover. Maybe the “Infant” wasn’t too much of a threat to the “Baby Spitfire” after all; it was an .020 while the “Baby Spit” was an .045, over twice as big. Maybe they

wouldn’t compete with one another—after all, .293 and .60’s don’t fly in the same class. Why worry?

Then OK came out with their “Cub” .049.

Here was a case of three manufacturers all coming up with the same idea at the same time—and they were all right. There was plenty of business for all an everyone benefited. When Mel’s “Baby Spitfire” hit the dealers’ shelves it was an immediate success, as were the “Infant” and the “Cub” as well. Over half a million “Baby Spitfire” were sold, and nearly as many of its later successors, the “Spitzzy” .045, the “Royal Spitfire” .065, and the Royal Baby Spitfire” .049.

These last four engines were the climax of Mel Anderson’s career in the Model Industry, for they were the last motors he produced before leaving the model business. Mel finally decided to disregard the advice his well-meaning friend had given him in 1925, because he is now at work in the full-scale aircraft field. He is a production engineer for a manufacturer of high precision components for both airplanes and missiles. Mel’s background in model engines has suited him ideally for this position. He has no degree, but his wealth of practical experience - gained the hard way - enables him to be of tremendous help with the problems plaguing, aircraft engineers today. Mel may not be his name, but most of us will agree that he has every right to sign his name: **Mel Anderson, B.C., S.C., A.S., B.S. – for “Baby Cyclone”, “Super Cyclone”, Anderson “Spitfire”, and “Baby Spitfire”, of course!**

Anderson Spitfire .65



**Mel Anderson story, borrowed from:
Model Airplanes News, September 1960.**



Member's Input San Jose Glider

Jeff Stern



Soaring at Del Valle Regional Park, Livermore.



Nor-Cal Free Flight Championships Photos



C.D. Bill Vanderbeek and Fred Terzian. Bill is holding a recreation of Fred's 1/2A design from 1964-65, which Fred named CPO35288(Chief Petty Officer and Fred's AMA number.)



SAM21 and OCD member, Ates Gurcan launches .

Nor-Cal FF Championships Photos April 29-May 2 @ Waegell Field.



The 45th Annual SAM21 Loren Schmidt Memorial

AMA Sanctioned SAM Old Timer Contest



VENUE:

The World Class Schmidt Ranch
11948 Franklin Blvd, Elk Grove, CA. 95758
Phone: 916-215-2265



The Dates: June 26/27 2021

ON SITE VITUALS AND STUFF:

FREE BOTH DAYS: Miriam' Famous Pancake Breakfast (you fix 'em and wash up)
Lunch: On Site Saturday and Sunday - noon - Burgers and Dogs and Stuff \$ 10.00
Saturday Banquet @ Ranch: 7:00 p.m. Chef Sarg Famous Steak Dinner \$32.00
Questions: Call Brian @ (408)656-3662 or bhsargent@gmail.com

SUNDAY DRAWING...

Many Great Prizes:

- Kits
- Engines
- Supplies



EVENT SCHEDULE		DETAILS:
<p>Saturday:</p> <p>B GLOWIGNITION LER C GLOWIGNITION LER BROWN JR LER 1/2A TEXACO COMBINED ELECTRIC TEXACO OHLSSON SIDEPORT - COMBINED</p> <p>Notes:</p> <ul style="list-style-type: none"> • Last flight airborne by: 4:30 pm Saturday, 3:30 pm Sunday • Local Accommodations: <p>SUPER 8 Motel FLORIN Road 916-427-7925 MOTEL 6 ELSIE AVE, SAC 916-689-6555 MOTEL 6 MACK ROAD, GALT 916-689-9141 BEST WESTERN JOHN JAY INN MASSIE CT, SAC 916-689-4425 BEST WESTERN GALT INN LINCOLN WAY 209-745-9500</p> <p>Check local hotel COVID restrictions.</p>	<p>Sunday:</p> <p>A GLOW/ IGNITION LER SPEED - 400 LMR ELECTRIC - LMR TEXACO / COMBINED ANTIQUE / COMBINED</p>	<p>Contest Director: Brian Sargent Assistant CD: Steve Roselle SAM Rules: 2020 rules will be used Registration: Opens 8:00 AM both days Pilots briefing: 8:30 AM both days Entry Fees: \$10 First Event \$5.00 Each additional Awards: Through Third Place.</p> <p>Perpetual Championship Trophy award based on Points earned in All events flown</p> <hr style="border-top: 1px dashed black;"/> <p>Motor Homes/Trailers: Parking for Motor Homes and Trailers on first come basis but no hook-ups Drawing: To be held after Contest results announced on Sunday. Tickets: \$1.00 each or, 6 for \$5.00, 12 for \$10 ... etc. No limit! Need not be present to win ...</p>





SAM 27

INVITES YOU TO OUR
44TH Annual



CRASH & BASH OLD TIMER CONTEST

Schmidt Ranch, 11948 Franklin Blvd., Elk Grove, CA

AMA Sanctioned—Mike Clancy, Contest Director

DATE: August 20, 21, 22, 2021

LOCATION: Schmidt Ranch,
Elk Grove, CA

TIME: Breakfast 7:30,
Registration, 8:30-9.00,

PILOTS MEETING: 9:00 a.m.
followed by first flights

CLASSES/RULES: 2020 SAM
Rule Book

AWARDS: Cash and certificates.

ENTRY FEES: \$5.00 per event, no
limit. Fun fly anytime, for free.

Current AMA membership and
proper FCC license for 50 & 53
mHz. required.

We will use the 2020 Rule Book For RC events with Glow and Spark Ignition engine events combined.
The Ohlsson .23 event will follow the special 2019 SAM Champs rules. See SAM Speaks.

EVENTS

FRIDAY: 2-6 p.m. and **SATURDAY:** 9 a.m. – 6 p.m.

A, B, C, LER COMBINED. — Antique.— Ohlsson Sideport.— Electric LMR.—Electric Replica

SUNDAY: 9 a.m.-3 p.m.

Speed-400.— Electric Texaco.— 1/2 A Texaco.— Texaco.— Ohlsson .23.—Old Time Glider

*Awards Ceremony begins at 3 p.m. Sunday followed by a
RAFFLE of SAM airplane kits, and assorted prizes.*

Gourmet Dining

Friday Evening Buffet featuring MIRIAM's LASAGNA.

Pancake breakfasts and lunches.

Served Saturday and Sunday as usual.

ROBERT'S TRI-TIP BANQUET—6:30 p.m. at the Ranch.

Please telephone (415) 897-2917 or email
mikelsfv@comcast.net for banquet reservations

Best Western John Jay Inn
15 Massie Court, Sacramento
(916) 689-4425

Hampton Inn & Suites
Longport Court, Elk Grove
(916) 683-9545

Holiday Inn Express
9170 W. Stockton Blvd, Elk Grove
(916) 478-9000

Holiday Inn Express
2460 Maritime Drive, Elk Grove
(916) 478-4000

Best Western
620 Lincoln Way, Galt
(209) 745-9500

Motel 6
7407 Elsie Ave., Sacramento
(916) 689-6555

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, NO hookups.

GPS Coordinates: N 38° 19' 48" — W 121° 26' 51"



SAM News:

The **SAM Champs** is scheduled for September 6th to September 10th at AMA HQ, Muncie, Indiana.

Planning for the 2021 SAM champs is underway and the date that has been approved by the AMA is Sept 6 to 10th. This is a premium week for weather in the Midwest. This week should also help with conflicting schedules with Ball State university.

So far we have been very blessed with many SAM members who have committed to be volunteers. Bob Galler has made it clear that this year the show must go on. Registration is Sunday the 5th at the McCullough room by the AMA museum. Flying will start Monday morning and end Friday afternoon. The awards banquet is Friday night at the beautiful Delaware Country Club. There will be food for the social events in the evening and provide lunch Monday through Friday. By popular demand we plan to have ice cold beer in the kegerator.

SAM Champs 2021 Events Schedule

Sunday Registration 2-8

RC Event Schedule

Monday

Electric LMR
B-glow
C-Ignition

Tuesday

Electric SOS
B-Ignition
Texaco ignition
C-glow
Electric Texaco

Wednesday

Speed 400 90 second engine run 10 minute max
Electric Rubber LMR 2020 provisional event
Brown JR LER
A- Ignition
A-glow
Texaco glow

Thursday

Electric Wakefield
OR Side port
Classic Texaco
Fox-Coy
1/2 A

Friday

Antique glow
Old time Gliders
Pure
Antique
Old time Electric Glider

The Electric events & championship

points will be figured in the usual way. We will be awarding first through third on the awards stickers. Three points for first two points for second one for third. All seven glow and ignition events go toward the overall championship.

2021 SAM Champs

Free Fight Schedule

Championship Events - flown only on specified day.

Monday

A fuselage - Large Rubber Stick - Small Rubber Fuselage

Tuesday

A Pylon. - B fuselage - Small Rubber Stick - Commercial Rubber

Wednesday

B Pylon - C fuselage - Large Rubber Fuselage - 4 Oz Wakefield

Thursday

C Pylon - 20 Second Antique - 8 Oz Wakefield - Catapult Glider

Special Events - First group may be flown any day Monday thru Wednesday (start any day/finish any day Mon thru Wed)

Old Ruler
Compressed Air
OT Towline Glider
OT HLG
Tom Boy

Second group may be flown any day Wednesday thru Friday (start any day/ finish any day Wed. thru Fri.)

020 Replica

Gas Scale

Jimmy Allen

Rubber Scale

36 inch Hi Start Glider

Twin Pusher Mass Launch -

Wednesday 9:30 am or 6:30 pm ?

Dakota target time event to be held

after official flying one day.

AMA and NFFS Events First group may be flown any day Monday thru Wednesday (start any day/finish any day Mon. Thru Wed.)

Early 1/2A Nostalgia

1/2A Nostalgia

B Nostalgia

A/B Classic

Classic Towline

SmallNostalgia Rubber

1/2A E Nostalgia

E- 36

HLG Vintage Wakefield

Second group may be flown any day Wednesday thru Friday (start any day/finish any day Wed. Thru Fri.)

1/4A Nostalgia

A Nostalgia

C Nostalgia

1/2A Classic

C/D Classic

Large Nostalgia Rubber

P-30 Rubber

ABC E Nostalgia

Vintage FAI

CatApult Glider

1/2A Golden Age

Check SAM web site for latest updates. This information was taken from SAM SPEAKS, 2021 Mar-Apr issue.



SAM MEMBERSHIP AND RENEWAL APPLICATION



Membership Rates:

- 1 Year eCopy SAM Speaks - \$30
- 1 Year Hard Copy SAM Speaks (USA Only) - \$40
- 1 Year Hard Copy SAM Speaks (All other countries) - \$50

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Please Print:

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City: _____ State: _____ Zip: _____

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I agree to abide by the Constitution and Bylaws of the Society of Antique Modelers and uphold the spirit of its Preamble. _____

Members may pay using Paypal at SAM26Walt@gmail.com

* Make All Checks Payable to SAM * All Payments in US Dollars *

Send All Payments to: **Society of Antique Modelers International**
P.O. 73215, Phoenix, AZ 85050

SAM membership can be renewal on-line.

Go to <http://www.mysamstore.com/> click on "Join/Renew Membership" on the upper left. It will redirect you to a renewal form. Fill in the form and click on the "submit form" button. The next page will be to select the online/print option. After that it will direct you to Paypal page to pay the dues.

PRESIDENT: Brian Sargent: 15575 Upper Ellen Road, Los Gatos, CA 95033 Tele: 408-656-3662 E-mail: bhsargent@gmail.com
VICE PREZ: Tom Faith: 1132 Roy Avenue San Jose, CA 95125 Tele: 408-267-0645 E-mail: seaspidar@att.net
SECRETARY: Alan Peterson: 1115 Seena Avenue Los Altos, CA 94024 Tele: 650-941-6557 E-mail: alansoars@aol.com
TREASURER: Cliff Shekell: 2473 Briarwood Dr. San Jose, Ca. 95125 Tele: 408-269-5065 E-mail: tedbear1@pacbell.net
MEMBERSHIP: Steve Roselle: 16114 Janet Way, Grass Valley, Ca 95949 Tele: 650-465-1996 E-mail: sroselle@earthlink.net
CHIEF EDITOR: Brian Chan: 113 Starlite Drive, San Mateo, CA 94402 Tele: 650-867-8813 E-mail: SAM21editor@gmail.com
COMP. COORDINATOR: Brian Sargent: Same as President, See above.

Mail Form To Treasurer

Cliff Shekell
2473 Briarwood Drive
San Jose, Ca 95125

SAM 21—2021 Membership Application Form

Check one: NEW MEMBER RETURNING MEMBER
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Make Payment to SAM21

SAM No. _____ AMA No. _____

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