



In the early morning sunlight, R/C CD Woody Woodman gasses up Clarence Andre's classic Custom Cavalier for the Texaco event.



Mike Guarnieri (sp?), New Jersey, and his own M-G design (what else?) from way back. A real pretty airplane, Mike.

Joe Beshar appointed Pond and Hellman to head up a committee to write up the duties of the office. These are to be submitted to the general membership for approval by vote and incorporation into the SAM Constitution.

The West Coast V-P then moved that the 1977 SAM Championships be held on the West Coast. This was passed by the members present despite the fact the meet was scheduled for the "coast" on the automatic site selection rule. Sponsoring clubs are to be SCIFS and SCAMPS Clubs for Free Flight and SAM 21 for R/C. In addition, the VAMPS (Nevada, Las Vegas Club) are to be called on to help in the event Las Vegas is chosen for a site.

Among the other business transacted was the complaint on the combining of the cabin and stick rubber events. As pointed out by Tim Banaszak (interpreting the SAM Rule Book) these are

"Basic Events", i.e., the events that must be run at every SAM Champs. Future SAM Champs are to adhere strictly to the format, unless changed by a vote of the SAM membership.

After noting the excellent job of editorship by Jack Bolton in putting out "SAM SPEAKS", and the lists being compiled by Clarence Andre of old timer supply sources, the meeting broke up around 10:30 p.m.

BACK TO THE CONTEST

Probably the best day of all for weather was the main feature of the third and final day of the SAM Champs. About the only real problem to mar the contest was the radio interference experienced by quite a few of the O/T R/C boys on the first two days. It appeared that the early arrival of the Nationals contestants complicated matters, as some were not aware that R/C competition was going on. Some innocent and

indiscriminate turning on of transmitters cost several contestants their models and their chances to win! Another problem to be carefully looked at in future SAM Championships.

Before we forget it, the other big distraction on the flying field was Pat Krapf, "Miss SAM Championships." As extensively billed by Joe Beshar as a living doll, she lived up to all advance notices. At times it was almost comical to watch the action stop as Pat strolled through the contestant areas. As a show stopper, she was sensational!

Particularly noteworthy on the field were our foreign visitors, Mike Beach, of England (see last month's column) and Lars Olofsson, the 1975 FAI Worlds' F/F Power champion. Revisiting Mike was a real pleasure (having seen him in London last year) as he was also taking in the EAA Annual at Oshkosh. He has

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CALIFORNIA CHAMP

OLD TIMER Model of the Month

Designed by: Tom Engleman

Drawn by: Al Patterson

Text by: Bill Northrop

• One of the slickest looking Wakefields ever developed (back in the days when competition models had character), and a ship that flew as good as it looked, was Tom Engleman's "California Champ."

Built and flown by Ralph Baker, the "Champ" had an excellent performance

record, and in recent years, has proven itself capable of being highly competitive . . . not only in Old Timer events, but also in the contemporary Unlimited category.

Published in the September 1940 issue of Air Trails, the plans did not show a balance point, nor was it mentioned in the text. Start out with the wing in the position shown, and go

from there. Baker suggested moving the wing about 3/8 inch forward on days with abundant thermals. The slight stall induced made the Champ gobble up lift like it was going out of style.

One construction note; the fuselage is built in upper and lower halves, over the plan. When joined, you have a double 1/8 square longeron running down the centerline of each side.

