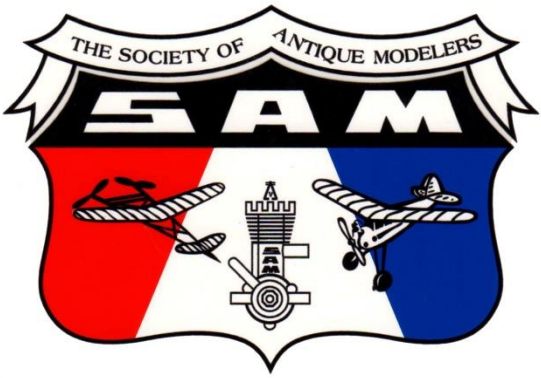
THE SOCIETY OF ANTIQUE MODELERS

Official Rule Book
Constitution and Bylaws

2025

1st Printing – January 2025



Preamble

The competition flying of free flight and RC model aircraft of vintage design is intended to be casual, enjoyable and interesting for both competitor and spectator alike. It is neither desired to advance the state-of-the-art of aeromodeling, per se, other than to increase participation in the sport generally, nor to reprove that which is already recorded in aeromodeling history books.

The intent of these rules is to categorize the basic types of vintage models and establish an equitable and simple framework of regulations for competition purposes.

Therefore, model designs that revolutionized flight competition and necessitated the formation of two basic classifications, "Antique" and "Old Timer" are expected to compete in the Old Timer Events.

The Society of Antique Modelers
SAM

Section I – General Definitions and Competition Regulations Applicable to Free Flight and Radio Control

A. SAM model airplanes are divided into two categories: 1) Models originally designed for gasoline engine power are called Gas Powered and 2) Models originally designed for rubber motors, or as gliders, are called Rubber Powered.

B. SAM Gas Powered model airplane designs are divided into two types for free flight events: **Fuselage** and **Pylon.** Typical Fuselage designs have the wing mounted directly to the fuselage. Parasol designs having a cabane structure supporting the wing are also Fuselage types. Pylon designs have the wing mounted on vertical sheets or built-up structures above the fuselage proper. SAM Approved Design Lists specify the model type.

C. Gas Powered model airplanes designed prior to 1951 plus those designed prior to 1957 showing installation of spark ignition on the original plans are defined as Old Timers. Old Timers designed prior to 1939 are called Antiques and are accepted in Old Timer events provided the specific event rules are met. Rubber Powered models designed prior to 1951 are categorized as Old Timers.

D. The **construction** of Old Timer models shall be in the character of the original model. Minor modifications to thrust lines and landing gear; upright instead of inverted engines; structural strengthening, "Beefing-up the built-ups"; provisions for dethermalizing (FF) and control surfaces (RC); and adding additional spars within the upper and lower cambers of wing and stab airfoil, a common Old Timer practice called "multi-spars," are acceptable. However, "multi-spars" may not be substituted for sheeted surfaces. Plastic foam may not be substituted for structural elements. Plastic foam may be used for scale detail only.

Spars outside of the wing and stab upper and lower airfoil cambers are prohibited. Outlines, areas, moments, wheel sizes, and cross sections may not be changed except for direct scaling when event rules permit. Airfoil sections and dihedral angles shall be the same as the original model or plans.

Substitution of sheet balsa for original built-up structure; modifications which prevent the model from making normal, unassisted, Rise-off-Ground (ROG) takeoffs; dropping landing gears (except the Mystery Man); Vertical Takeoff (VTO) and catapult devices are prohibited. Some SAM Old Timer designs have a single landing gear wheel and a single

sub-fin; therefore, a three-point stance is not required. Two-wheel fixed landing gears may be substituted for single wheel fixed or retracting landing gears but not vice-versa.

E. In those events where **scaling** is permitted, the plan-form wingspan shall be limited to a maximum of 120 inches.

F. **Authentication** of design is the responsibility of the contestant. Many SAM Old Timer designs may be found in the Zaic yearbooks, in old model airplane magazines, and in other supplements such as the SAM Approved Designs Lists. Additional designs, particularly from the years 1943 through 1950, may require documentation by the contestant. Design dates may be documented by photographs, affidavits, and published articles. Documentations shall be submitted to the SAM Design Review Committee for announcement in SAM Speaks and for publication revisions.

G. A contestant may enter two models of different designs in the same event but only the better placing model shall earn a prize or championship points in the event.

H. **Free Flight only:** A model airplane may be entered in more than one event but only once in a given event. Different contestants may enter the same model airplane in different events.

I. **Radio Control only:** A model airplane may be entered in more than one event. A model airplane may be entered by different contestants in the same or different event(s). In the event of tie scores the CD shall determine the flyoff procedures.

J. **Thermal detection devices** such as thermal sniffers, electronic thermal devices, bubble machines and Mylar ribbons are prohibited. Autopilot type equipment such as gyroscopic, infrared, and electronic stabilization devices is prohibited. Any equipment indicating to the contestant the direction of flight of the model or the entry or presence of his model in rising or falling air is prohibited.

K. The regulations for SAM competitions are complemented by **AMA Safety Rules** and the **General Rules for AMA** sanctioned contests covering models, equipment, fuels, and contestants. No official AMA or FAI records shall be established in any SAM competition. Models shall bear the owner's name and address or AMA number.

L. The **official flight time** of a model starts the instant a model is released for flight (or a glider is released from a towline) and includes the engine/motor run of powered models. The time ends when the model first touches down, flies out-of-sight of the timekeeper, or when the flight exceeds the maximum scored time allowed in the event. Unless otherwise noted, the

timekeeper shall remain on the ground within 200 feet of the launch point during the flight (AMA 9.1).

M. Grand Champion awards shall be presented at the annual SAM Championships in the following categories: Free Flight Gas Power, Free Flight Rubber Power, Radio Control Spark Ignition, Radio Control Glow Ignition, and Radio Control Electric. Grand Championships shall be determined by awarding 5 points for each first place, 4 points for each second place, etc., down to 1 point for each fifth place in each basic event of the group.

N. Special Events are those events that deviate from the basic championship events and may be featured at regional contests as well as the annual SAM Champs. Special event rules are described separately in this booklet.

Section II – General Engine Definitions and Classifications

Applicable to Free Flight and Radio Control

A. All SAM Gas Powered model airplanes shall be powered by one of the following types of conventional reciprocating piston engines: Original Spark Ignition engines, Converted Glow-to-Spark Ignition engines, Cross Scavenged Glow engines, and Schnuerle Glow engines. Turbines, Wankels, supercharged, turbocharged, and non-reciprocating motors are prohibited. Tuned pipes, tuned mufflers, mini-pipes, and other performance enhancing attachments are prohibited. Standard mufflers are accepted.

B. **Original Spark Ignition** engines are those engines manufactured prior to 1951 using compression or cam operated breaker points; spark plugs; batteries or magnetos; coils; and transistorized switches to ignite the fuel mixture. Pre-1951 Diesel engines having displacements less than .651 cubic inches are classified as Original Spark Ignition engines. Original Spark Ignition engines modified by the original manufacturer and produced as Cross Scavenged Glow engines are classified as Original Spark Ignition engines when converted back to spark ignition. Replicas of Original Spark Ignition engines bearing the same name are classified as Original Spark Ignition engines. The SAM Engine Committee shall approve all custom spark ignition engines in accordance with Converted Glow-to-Spark Ignition criteria. A list of approved Original Spark Ignition engines including pre-1951 Diesel engines is available from the SAM Librarian and is posted on the SAM Website.

C. **Converted Glow-to-Spark Ignition** engines are defined as glow plug ignited engines to which breaker points and a spark plug have been added and include post-1950 spark ignited engines. Converted Glow-to-Spark Ignition engines shall be cross-scavenged engines only.

D. **Cross Scavenged Glow** engines include all conventional non-Schnuerle, non-PDP transfer/bypass port glow plug ignited 2 cycle and 4 cycle engines, all post-1950 cross scavenged Diesel engines, and all cross scavenged glow engines converted to Diesel.

E. **Schnuerle Glow** engines include multi-transfer/bypass port engines and engines with Perry Directional Porting (PDP), whether Diesel or glow ignited.

F. Spark ignition engines shall use only fuel blends of gasoline and lubricants or alcohols and lubricants (FAI fuel) without nitrogen compounds. Diesel and glow engines may use any AMA approved fuel. Gasoline is prohibited in 1/2 A engine fuels.

Section III – Rules for Free Flight Gas Powered Basic Events

A. The eight Basic FF Gas Power Championship events are Fuel Allotment Antique, 30 Second Antique, Class A Fuselage, Class A Pylon, Class B Fuselage, Class B Pylon, Class C Fuselage, and Class C Pylon. Spark ignition engine shut-off shall be a circuit breaker.

B. All models entered in the Basic FF Gas Powered events shall be the original size of the design. The contestant shall be allowed two models to complete the official flights in an event. Except for the Fuel Allotment Antique event, models shall have a minimum weight of 8 ounces per square foot of projected wing area. When practical, engine runs for the Old Timer Class events shall be 20 seconds for hand launch or 25 seconds for ROG. Binoculars and timing aids are accepted.

C. Except for the Fuel Allotment Antique event, the contestant has six attempts to make three official flights; a flight of less than 40 seconds is considered an attempt and the score shall be the sum of the official flights. The Contest Director shall announce maximum flight times. Radio controlled functions shall be limited to one dethermalizing action per flight using only AMA approved equipment. If an RC/DT action is initiated, then the attempt rule of 40 seconds shall not apply and the actual time to the ground shall be recorded as an official flight.

D. Old Timer class definitions and rules for the basic gas powered events are as follows:

1. **Fuel Allotment Antique** entries shall be Antique designs having a minimum plan-form wingspan of six feet and powered by an Original Spark Ignition engine. Diesel engines are prohibited. Entries are allowed 1/8 ounce of fuel per nearest pound of model weight up to a maximum allotment of 7/8 ounce. There is no minimum wing loading or minimum weight. Models shall ROG and may be guided during takeoff by one wing tip. The contestant has four attempts to make two official flights; a flight of less than four minutes is considered an attempt. The timekeeper goes with the contestant. The score is the better of two unlimited flights.

2. **30 Second Antique** entries shall be Antique designs powered by an Original Spark Ignition engine. Diesel engines are prohibited. The engine run is limited to 30 seconds. Models shall ROG.

3. **Class A Fuselage** entries shall be fuselage type Old Timer designs powered by an Original Spark Ignition engine with a displacement less than .201 cubic inches or a Converted Glow-to-Spark engine with a displacement less than .151 cubic inches.

4. **Class A Pylon** entries shall be pylon type Old Timer designs powered by an Original Spark Ignition engine with a displacement less than .201 cubic inches or a Converted Glow-to-Spark engine with a displacement less than .151 cubic inches.

5. **Class B Fuselage** entries shall be fuselage type Old Timer designs powered by an Original Spark Ignition engine with a displacement between .201 and .300 cubic inches or a Converted Glow-to-Spark engine with a displacement between .151 and .250 cubic inches.

6. **Class B Pylon** entries shall be pylon type Old Timer designs powered by an Original Spark Ignition engine with a displacement between .201 and .300 cubic inches or a Converted Glow-to-Spark engine with a displacement between .151 and .250 cubic inches.

7. **Class C Fuselage** entries shall be fuselage type Old Timer designs powered by an Original Spark Ignition engine with a displacement between .301 and 1.200 cubic inches or a Converted Glow-to-Spark engine with a displacement between .251 and .400 cubic inches.

8. **Class C Pylon** entries shall be pylon type Old Timer designs powered by an Original Spark Ignition engine with a displacement between .301 and 1.200 cubic inches or a Converted Glow-to-Spark engine with a displacement between .251 and .400 cubic inches.

Section IV – Rules for Free Flight Rubber Powered Basic Events

A. The FF Rubber Powered events are based on the original AMA (NAA) Competition Rules and on the FAI Wakefield International Rules and Sport Competition rules that were in effect prior to 1951. The designs are divided into two categories: Fuselage and Stick. Fuselage designs have landing gears to facilitate ROG. A cabin is not required on a Fuselage design. Stick models may have landing gears and/or cabins, and are hand launched.

B. There are no wing loading requirements in the Old Timer Rubber events but Wakefield models shall meet the minimum weight requirements of their class. There is no limit on the amount of rubber power that may be used. Geared motors are allowed if shown on the original plan. A single motor may be substituted for multiple motors, but not vice-versa. Propellers shall be the same design as the original model, e.g. folding, single blade, two blades, or freewheeling. The maximum propeller diameter shall be as shown on the plan or 1/3 the plan-form wingspan, whichever is greater. The propeller block design shall be the same as shown on the original plan. Propeller blade turbulators and wire hubs are prohibited. The Gollywock may use a 13.5-inch diameter two bladed folding propeller as recommended by Wally Simmers, the designer.

C. Except for Hand Launch Glider, six attempts are allowed to make three official flights in the Basic Rubber events. A flight of 40 seconds or more is considered an official flight. The score shall be the sum of the official flights. The Contest Director shall announce maximum flight times. The contestant shall be allowed two models to complete the official flights in an event.

D. The eight Basic FF Rubber Powered Championship events are Small Rubber Stick, Small Rubber Fuselage, Large Rubber Stick, Large Rubber Fuselage, 4 Ounce Wakefield, 8 Ounce Wakefield, Commercial Rubber, and Hand Launched Glider.

1. **Small Rubber Stick** models shall have a projected wing area of 150 square inches or less and a maximum fuselage cross section area of $L^2/200$ where L is the distance from the front of the nose block to the end of the body, not including any overhanging stabilizers.

2. **Small Rubber Fuselage** models shall have a projected wing area of 150 square inches or less and a minimum fuselage cross section area of $L^2/100$. Models shall ROG.

3. **Large Rubber Stick** models shall have a projected wing area greater than 150 square inches and a maximum fuselage cross section area of $L^2/200$.

4. **Large Rubber Fuselage** models shall have a projected wing area greater than 150 square inches and a minimum fuselage cross section area of $L^2/100$. Models shall ROG. 4 Ounce and 8 Ounce Wakefield designs may enter this event.

5. **4 Ounce Wakefield** models are defined as those designed during the years 1934 through 1936 and shall weigh a minimum of 4 ounces, have a minimum fuselage cross section area of $L^2/100$, and have a wing plan-form area between 190 and 210 square inches. Models shall ROG.

6. **8 Ounce Wakefield** models are defined as those designed during the years 1937 through 1950 and shall weigh a minimum of 8 ounces; have a minimum fuselage cross section area of $L^2/100$; have a wing plan-form area between 190 and 210 square inches; and a stabilizer area no greater than 33% of the wing. Models shall ROG.

7. **Commercial Rubber** models are defined as model airplane designs commercially kitted prior to 1951 with a maximum projected wingspan of 36 inches. Entries shall not be scaled and shall have the original dihedral. The motor shall be enclosed. Designs with folding propellers on the original plans are prohibited. Free wheeling propellers may be substituted for those shown fixed to the motor shaft. The maximum propeller diameter shall be 1/3 of the plan-form wingspan or that shown on the original plan. The propeller shall be of wood unless plastic was shown on the original plans.

8. **Hand Launched Gliders** designed prior to 1951 are allowed. They may be modified only in the following ways: adding finger grips, adding dethermalizers if outlines remain unchanged, and changing the body material and/or thickness if both the height and length remain unchanged. Wingtip and discus launches are prohibited. Three gliders are allowed to make nine official flights with maximum flight times of 120 seconds. The score is the sum of the three best flights.

Section V – Rules for Free Flight Gas Powered Special Events

The following are recognized as Free Flight Gas Powered Special Events: 1/2 A Texaco, Gas Scale, Old Ruler, Replica .020 Power, Texaco, and Compressed Air.

1. **1/2 A Texaco** entries shall be Antique models powered by a reed or rotary valve glow engine of .050 cubic inches maximum displacement with alcohol based fuel only. (Diesels and Diesel conversions are prohibited). Scaling is acceptable; there are no size or weight limitations. A dethermalizer is optional. The fuel allotment is 1/2 ounce. If conditions warrant, then the Contest Director may reduce the allotment. Models may be hand launched or ROG as announced by the CD. The timekeeper goes with the contestant. The score is the longest of three unlimited flights.

2. **Gas Scale** is a casual event for scale models of any full-size aircraft designed prior to 1951. Plans may come from any source. Construction shall be built-up, i.e. no sheet balsa and no profile type fuselages. Any internal combustion engine is acceptable. Models may be hand launched or ROG. The timekeeper goes with the contestant. No scale points are awarded. The score is the longest of three unlimited flights.

3. **Old Ruler** is an event for any model that meets the 1941 AMA Rules, including original designs, and pre-1951 designs that meet a minimum fuselage cross section area of $L^2/100$; a minimum wing loading of 8 ounces per square foot of projected wing area; and a power loading of 80 ounces per cubic inch of engine displacement. Engine runs and flight rules are the same as the basic FF Old Timer Gas events.

4. **Replica .020 Power** entries shall be any gas model designed prior to 1951 powered by an engine of .020 cubic inches maximum displacement. Gas powered rubber models like Comet's rubber powered Clipper, Scientific's Flea, etc., are accepted. Scaling is acceptable; there are no size or weight limitations. Construction is at the discretion of the builder. Engine run shall be 15 seconds for hand launch or 20 seconds for ROG. Flight rules are the same as the basic FF Old Timer Gas events.

5. **Texaco** entries shall be un-scaled Antique models powered by an Original Spark Ignition engine (Diesel engines are prohibited). Fuel allocation is 1/4 ounce per nearest pound of model weight up to a maximum allotment of 1-3/4 ounces (there is no minimum wing loading or minimum weight). Models shall ROG and may be guided during takeoff by one wing tip. The contestant has four attempts to make two official flights; a flight of less than four minutes is considered an attempt. The timekeeper goes with the contestant; flight time is terminated when the model first touches down or flies out-of-sight of the timekeeper. The better of two unlimited flights is scored.

6. **Compressed Air** entries may be any model airplane, including original designs, powered by a compressed air motor. Air tank pressure is limited to 150 psi maximum. RTF/ARF models and foam constructions are prohibited; wing, stab, and fin shall be built-up and covered on both sides. Protective folding propellers restrained from folding in flight are acceptable. Models shall ROG. The sum of the best three of six flights is scored.

Section VI – Rules for Free Flight Rubber Powered Special Events

The following are recognized as Free Flight Rubber Powered Special Events: Jimmie Allen, Rubber Scale, Twin Pusher, Catapult Glider, and Towline Glider.

1. **Jimmie Allen** entries shall be any of the twenty recognized Jimmie Allen designs listed in the SAM Approved Designs List 2008 Rubber, HL Glider, and Towline Glider. Scaling is prohibited; the model shall maintain the outlines, airfoils, dihedral angles, wheel diameters and widths as shown on the original plans. Plastic and folding propellers are prohibited. Free wheeling propellers are acceptable. Propeller diameter shall not exceed that shown on the original plan; that provided in the original kit from the 1930s; or 33% of the plan-form wingspan if the information is unavailable. There is no limit on rubber motors or model weight but reducing the structure, the wood sizes, or covering material is prohibited. Minor modifications to reinforce the structure or to accommodate a winding tube or dethermalizer are acceptable. Wing mounting rails or dowels may be substituted for wire hold-down fittings; wing/body spacing shall be maintained. The models may be hand launched or ROG. The contestant has 6 attempts to make 3 official flights. An official flight is 20 seconds or greater. The maximum flight time is 120 seconds. The score is the sum of the three best flights. One reserve model is allowed to complete the official flights.

2. **Rubber Scale** entries represent any full-size aircraft that was designed prior to 1951. Plans may come from any source. There is no limit on rubber motors, wingspan, wing area, model weight, or the type of propeller. The propeller diameter shall not exceed 33% of the plan-form wingspan. The Contest Director shall announce the method of launch and the maximum flight times. The score is the sum of three flights. There will be no scale judging.

3. **Twin Pusher** entries shall be any of the 91 recognized pre-1943 pusher propeller designs listed in the SAM Approved Designs List 2008 Rubber, HL Glider, and Towline Glider. Free wheeling propellers may be substituted for fixed shaft propellers. There are no attempts, only one official flight; timekeeper goes with the contestant. The models are mass launched at an announced scheduled time and the longest flight is the winner.

4. **Catapult Launch Glider** entries shall be any hand launched or catapult launched gliders designed prior to 1951 with a rigid wing. They may be modified only in the following ways: adding a fuselage extension or small vertical tab of no more than one square inch in area as a rear finger grip; adding a launching pin and fairing to catch the rubber launching loop; adding dethermalizers if outlines remain unchanged; and changing the body material and/or thickness if both the height and length, except for a rear grip extension, remain unchanged.

The hand held catapult shall be composed of a dowel not exceeding 6 inches in length with a 9 inch loop of flat model airplane rubber 1/4 inch wide attached to the dowel. To launch, the contestant shall hold the dowel in one hand and release the glider from the other hand. Three gliders are allowed to make nine official flights with maximum flight times of 120 seconds. The score is the sum of the three best flights.

5. **Towline Glider** entries shall be towline gliders designed prior to 1951. In reference to the 1938 Zaic yearbook, launching shall be by towline with a length no greater than 200 feet or a Hi-Start of 50 feet of elastic rubber and 150 feet of non-stretch towline. Circle towing is prohibited; auto rudders and detachable tow rudders are acceptable.

Section VII – General Rules for Radio Control Events

A. Unless otherwise noted: scaling is acceptable; all entries are Gas Powered model designs; all entries shall have a minimum 10 ounces per square foot of plan-form wing area; all models shall ROG; all engine cut-offs are by radio control; and no distinction is made between fuselage and pylon type designs. Entries powered by Converted Glow-to-Spark Ignition engines, Cross Scavenged, and Schnuerle Glow engines shall have a minimum of 225 square inches of plan-form wing area per 0.10 cubic inch of engine displacement. To account for stabilizing area, the actual wing area of tailless, flying wing, designs shall be reduced by one third in calculations of minimum wing area and minimum model weight. Unless otherwise noted, only fixed pitch, non-folding, two bladed propellers of wood, injection molded plastic, or fiberglass reinforced plastic shall be permitted.

B. Unless otherwise noted, the flights in all events are climb and glide with flight scores accumulated at one point per second. Limited engine run time starts when the model is released and ends when the RC shutoff is activated and the engine stops. The timekeeper shall see the model release to start the flight and shall see the model touch down to terminate the flight time. It isn't necessary that the timekeeper have the model in view at all times during the flight. For reasons of safety the timekeeper may accompany the contestant throughout the flight and retrieval. All model releases shall be recorded as one of the following: actual flight time; maximum flight time; or zero for engine over-runs, landing off field, lost model, or for transmitter operation by someone other than the contestant.

C. Each day prior to the start of flying, the Contest Director shall hold a pilots' meeting of all contestants to present the events, field rules, information, and orders of the day. The CD shall designate the takeoff flight line and landing area. The flight score for models coming to rest outside the landing area and for engine overruns is zero. The CD may combine classes if there are fewer than five entrants in any one class or event. The CD shall insure that every contestant has a reasonable opportunity to fly and may reduce engine run times and flight maxes; however, such changes should only be made as a last resort when no other option is practical. The CD may reschedule events due to weather conditions. In case of tie scores, the CD shall determine fly-off procedures.

D. The contestant is responsible for adherence to all contest procedures and to the rules for all events in which he is entered. Timekeepers are acting contest officials and are responsible for minimum knowledge of the rules. They shall record all model releases and their results including flight times. Safety issues, accidents, and flight irregularities shall be reported to the Contest Director.

E. The routine use of binoculars is prohibited. An exception is the use of binoculars to help prevent the loss of a model flying out-of-sight. The exception shall not be abused nor provide an advantage for the contestant.

F. Four cycle engines having exposed rocker arms and originally manufactured by O.S., Saito, Enya, and Kalt prior to 1986 and all four cycle engines manufactured prior to 1951 are classified at 60% of their actual displacement for minimum wing area and weight calculations. All other four cycle engines, including modern enclosed rocker arm engines, are classified at 80% of actual displacement in calculations of minimum wing area and model weight.

G. During the past thirty years the general availability of small electric motors and lightweight rechargeable batteries has made possible their substitution for both conventional reciprocating piston engines and traditional rubber motors in all types of model aircraft. During this period aeromodeling organizations worldwide have expanded the number of competition events and adapted new rules to accommodate such substitutions and take advantage of the quiet nature of electric motors. The use of model airplane flying fields in populated areas has often been preserved. SAM has participated in this expansion and now awards an annual RC Electric Championship based on the events listed separately in Section X where electric motors are specified in three events for gas powered Old Timers and two events for rubber powered Old Timers. Unless specifically noted in Section X, the general definitions, rules, and regulations for SAM competitions shall apply.

Section VIII – Rules for Radio Control Spark Ignition Basic Events

The five **RC Spark Ignition Championship** events are Class A LER Ignition, Class B LER Ignition, Class C LER Ignition, Pure Antique, and Texaco Ignition. Specific rules for these five events are as follows:

1. **Class A LER Ignition** entries shall be Old Timer designs powered by an Original Spark Ignition or Converted Glow-to-Spark Ignition engine from .051 to 0.200 cubic inch displacement with limited engine runs of 35 and 28 seconds, respectively. The score is the sum of the best two of four 7 minute max flights.

2. **Class B LER Ignition** entries shall be Old Timer designs powered by an Original Spark Ignition or Converted Glow-to-Spark Ignition engine from .051 to 0.300 cubic inch displacement with limited engine runs of 35 and 28 seconds, respectively. The score is the sum of the best two of four 8 minute max flights.

3. **Class C LER Ignition** entries shall be Old Timer designs powered by an Original Spark Ignition engine from 0.051 to 1.200 cubic inch displacement or a converted Glow-to Spark ignition engine from 0.051 to 0.650 cubic inches. Limited engine runs are 35 and 28 seconds, respectively. The score is the sum of the best two of four 9 minute max flights.

4. **Pure Antique** entries shall be un-scaled Antique designs powered only by an Original Spark Ignition engine having a displacement of .051 up to and including 1.200 cubic inches. Engine run time shall be a minimum of 35 seconds or 8 seconds per nearest pound of model weight up to a maximum of 56 seconds. The score is the sum of the best two of four 10 minute max flights.

5. **Texaco Ignition** entries shall be Antique designs powered by an Original Spark Ignition engine having a displacement from .051 up to and including 1.200 cubic inches or a Converted Glow-to-Spark engine having a displacement from .051 up to and including .650 cubic inches. A contest official weighs the model and fuels the tank with an allocation of 4 cc per nearest pound of model weight up to a maximum of 28 cc. The score is the longest of three unlimited flights. The Roberts RC Texaco perpetual trophy will be presented at the SAM Champs awards banquet each year to the contestant having the longest winning time in either the Texaco Ignition or the Texaco Glow event. The trophy is engraved with the names of winners and resides permanently in the AMA Museum in Muncie, Indiana.

Note: It is acceptable for contestants to enter and earn championship points in both of the basic RC Antique and Texaco events, Spark Ignition and Glow.

Section IX – Rules for Radio Control Glow Ignition Basic Events

The six **RC Glow Ignition Championship** events are Class A LER Glow, Class B LER Glow, Class C LER Glow, Antique Glow, Texaco Glow, and 1/2 A Texaco. All entries shall be Gas Powered model designs powered by glow plug ignited, or modern (post 1950) Diesel, engines. Class definitions and rules are as follows:

1. **Class A LER Glow** entries shall be Old Timer designs powered by a Cross Scavenged or Schnuerle Glow engine having a displacement from .051 up to and including .200 cubic inches. Engine run times shall be limited to 23 seconds and 18 seconds, respectively. The score is the sum of the best two of four 7 minute max flights.

2. **Class B LER Glow** entries shall be Old Timer designs powered by a Cross Scavenged or Schnuerle Glow engine having a displacement from .051 up to and including .300 cubic inches. Engine run times shall be limited to 23 seconds and 18 seconds, respectively. The score is the sum of the best two of four 8 minute max flights.

3. **Class C LER Glow** entries shall be Old Timer designs powered by a Cross Scavenged or Schnuerle Glow engine having a displacement from .051 up to and including 0.650 cubic inches. Engine run times shall be limited to 23 seconds and 18 seconds, respectively. The score is the sum of the best two of four 9 minute max flights.

4. **Antique Glow** entries shall be Antique designs powered by a Cross Scavenged or Schnuerle Glow engine having a displacement from .051 up to and including 0.650 cubic inches. Engine run times shall be a minimum of 23 seconds or 6 seconds per nearest pound of model weight for Cross Scavenged engines; or a minimum of 18 seconds or 5 seconds per nearest pound of model weight for Schnuerle engines. The score is the sum of the best two of four 10 minute max flights.

5. **Texaco Glow** entries shall be Antique designs powered by a Cross Scavenged or Schnuerle Glow engine having a displacement from .051 up to and including .650 cubic inches. A contest official weighs the model and fuels the tank with an allocation of 4 cc per nearest pound of model weight up to a maximum of 28 cc. The score is the best of three unlimited flights.

6. **1/2 A Texaco** entries shall be Old Timer designs having a minimum 8 ounces per square foot of plan-form wing area; and powered by a .049 cubic inch Cox reed valve engine with a 5.1 cc integral fuel tank and a propeller limited to 8 inches maximum diameter. The engine shall be a stock Cox Texaco Jr. or Babe Bee. Other Cox reed valve engines, such as the Black Widow and the Golden Bee, are acceptable with a 5.1 cc capacity tank installed using a conversion kit such as the Cox #1596. The following modifications are allowed: moving the fuel pickup to the

bottom of the tank, adding a muffler, adding a needle valve extension, and adding head gaskets. An RC engine cut-off is not required. The fuel tank may be filled by the contestant and topped off with the engine running. The models may be hand launched or ROG. The score is the sum of the best two of three 15 minute max flights. 1/2 A scale models meeting the requirements specified in Section XI, paragraph 1, of the official rulebook are admitted.

Section X – Rules for Radio Control Electric Powered Basic Events

The five **RC Electric Championship** basic events are Electric Limited Motor Run (LMR), Electric Texaco, Spirit of SAM, Speed 400, and Electric Rubber LMR. All events shall have RC motor shut-off. A separate cell or battery may be used to provide receiver/servo power only, not to power the motor. Event rules and definitions are as follows:

1. **Electric Limited Motor Run** entries shall be Gas Powered Old Timer designs having a minimum 8 ounces per square foot of plan-form wing area and powered by an electric permanent magnet brushed or brushless motor. Scaling is permitted. Propellers may be driven directly or indirectly via a gear or belt speed reduction drive. Protective folding propellers restrained from folding in flight are acceptable. Batteries shall be 7 nickel chemistry cells or 2 lithium chemistry cells with a capacity rating of no more than 100 mAh per 1/4 pound of the model all up ready to fly weight. Alternate battery configurations with different numbers of cells are permitted provided the capacity in mAh is less than 700 divided by the number of nickel chemistry cells or 200 divided by the number of lithium chemistry cells per 1/4 pound of the model all-up ready to fly weight. The battery manufacturer's label shall be clearly visible in the model or the battery easily removed for inspection. Power flow from the battery to the motor may be controlled by any method. Models shall ROG. Motor run is limited to a single continuous time of 90 seconds. The motor run time limit may be reduced at the discretion of the CD. The score shall be the sum of the best two of three 10-minute max flights.

2. **Electric Texaco** rules are the same as for Electric LMR except: there is no maximum motor run time, the motor may be stopped, controlled, and restarted at the contestant's discretion. The score is the better of two unlimited flights. Charts on the next page list examples of two and three cell Lithium chemistry batteries with corresponding minimum all-up model weights. Other battery/weight configurations following the formula are permitted.

Model
Minimum Weight
with 2 Lithium Cells

2 Li-X mAh	Weight Ounces
800	32
900	36
1000	40
1100	44
1200	48
1300	52
1400	56
1500	60
1600	64
1700	68
1800	72
2000	80
2200	88

Model
Minimum Weight
with 3 Lithium Cells

3 Li-X mAh	Weight Ounces
600	36
700	42
800	48
900	54
1000	60
1100	66
1200	72
1300	78
1400	84
1500	90
1600	96
1700	102
1800	108

3. **Spirit of SAM** entries shall be replicas of a pre-1951 Rubber Powered model designs powered by an electric motor and having a minimum ready-to-fly weight of 5 ounces. Scaling is permitted. Models shall have a landing gear. Landing gear must be the same as original and must function even if retractable. Model without landing gear must add functional single wheel or two wheel gear and may be retractable. Dropping gears are prohibited. Any combination of motor(s), drive method(s), propeller(s), and power control is acceptable. Propellers may fold. Motor power shall be from a single Lithium chemistry cell of no greater than 160 mAh capacity. Cells shall retain the specifications label of the manufacturer and shall be clearly visible in the model or easily removed for inspection. A separate cell or battery may provide receiver/servo power. Models shall be able to ROG unassisted, but may be hand launched. There is no maximum motor run time; the motor may be stopped, controlled, and restarted at the pilot's discretion. There is no maximum flight time. Three flights are allowed but two are required to achieve a score. Only the SECOND longest flight is scored.

4. **Speed 400** entries shall be Gas Powered Old Timer designs having a minimum weight of 16 oz. Scaling is allowed. Thrust will be provided by a non-folding, non-metal propeller of any size driven directly by a Graupner Speed 400 6-volt, or a Maxx Products Promax Speed 400 6 volt part #ACC341, permanent magnet ferrite motor without ball bearings. Motor timing adjustments are allowed. Protective folding propellers restrained from folding in flight are acceptable. Batteries shall be 6 nickel chemistry cells or 2 lithium chemistry cells of any capacity. Batteries shall retain the specifications label of the manufacturer and shall be clearly visible in the model or easily removed for inspection. The models may be hand launched or ROG. The motor may be run only during the first 90 seconds of flight. Any running of the motor afterwards results in a zero score for that flight. The motor run time limit may be reduced at the discretion of the CD. The score is the sum of the best two of four 10-minute max flights.

5. **Electric Rubber LMR --** Entries shall be any SAM approved Rubber design prior to 1951 powered by an electric motor. Landing gear is as original design functionality. Scaling is allowed. Minimum ready to fly weight of the model is 12 oz. Model may be hand launched. Motors are limited to a Hacker A10-15S without modification. Folding props are allowed as well as prop savers. Batteries are limited to 2 series cell lithium chemistry cells of any capacity. The motor may run only during the first 90 seconds of the flight. The score is the sum of the best two of three 10-minute maximum flights.

Section XI – Rules for Radio Control Special Events

The following are currently recognized as RC Special Events:

1. **1/2 A Scale Duration** entries shall be scale replicas of an engine powered, man carrying airplane of pre-1951 vintage. Powered sailplanes are not acceptable. Plans may be from any source. Photographs or three views may be requested for documentation. Construction shall be traditional covering on open framework of balsa and plywood. Foam may be used only for scale details. Although models are not judged for appearance, reasonable effort to simulate original color schemes and markings of the full-scale aircraft is appreciated. Other rules are identical to the basic RC 1/2 A Texaco event except that the minimum model weight of a multi-wing replica shall be 6 oz. per square foot of plan-form wing area. These models may also fly in the ½ A Texaco event.

2. **Brown Junior LER** entries shall be un-scaled Antique fuselage or cabin type designs powered by an unmodified original or replica Brown Junior spark ignition engine. There is no minimum weight or wing loading requirement. Models shall ROG. The engine run is limited to 90 seconds. The score is the best of three unlimited flights.

3. **Brown Junior Texaco** entries shall be un-scaled Antique fuselage or cabin type models designed prior to 1938 and powered by an unmodified original or replica Brown Junior spark ignition engine. There is no minimum weight or wing loading requirement but the plan-form wingspan shall be a minimum of 84 inches. The fuel allotment shall be 4 cc per nearest pound of model weight up to a maximum of 28 cc. A contest official weighs the model, measures the fuel, and fills the tank. Models shall ROG. The score is the best of three unlimited flights.

4. **Class A Texaco** entries shall be Old Timer designs having a minimum weight of 10 ounces per square foot of plan-form wing area and powered by a Class A engine (.051 to .200 cubic inches.) In-flight engine speed control is prohibited. Fuel allotment is 14 cc (1/2 oz.) for Spark Ignition and Glow engine powered models and 8 cc (1/4 oz.) for Diesel engine powered models. Tank capacities shall be measured by a contest official. Acceptable tanks may be filled by the contestant and topped off with the engine running. Otherwise a contest official shall measure and dispense the fuel allotment into the tank. Models may use ROG or hand launch. The score is the sum of the best two of three 15 minute max flights.

5. **Classic Texaco** entries shall be un-scaled Antique designs powered by an Original Spark Ignition engine produced prior to 1943. Diesels and Converted Glow-to-Spark Ignition engines are prohibited. Modern needle valve assemblies, mufflers, and intake restrictors are accepted.

The fuel allotment shall be 4 cc per nearest pound of model weight. A contest official weighs the model, measures the fuel, and fills the tank. Models shall ROG. The score is the longest of three unlimited flights. The purpose of the Classic Texaco event is to encourage the building and flying of the original giant Texaco models from the mid-1930s. For that reason the event rules impose no limit on model weight or fuel allocation, e.g. a ten pound model would receive 40 cc of fuel.

6. **Foxacoy** entries shall be Old Timer designs with a minimum wing area of 788 square inches, a minimum weight of 10 ounces per square foot of plan-form wing area, and powered by a stock Fox stunt or McCoy Red Head FRV .35 engine. McCoy engines with lightning bolts on the bypass are prohibited. Pressurized fuel systems are prohibited. Engines may be chromed to restore compression and fit. Models shall ROG. Engine run time is limited to 35 seconds. The score is the sum of the best two of four 7 minute max flights.

7. **Ohlsson .23** entries shall be Old Timer designs powered by an Olsson .23 or .19 glow or spark ignition. Scaling is allowed. There is no minimum weight. Pressurized fuel systems are prohibited. Modern needle valve assemblies and balanced crankshafts are the only accepted engine modifications. ROG or hand launch allowed as pilot's choice. Run times are limited to 45 seconds for side port engines and 35 seconds for front rotary valve engines. The score is the sum of the best two of four 7 minute max flights.

8. **Ohlsson Sideport** entries shall be un-scaled Antique designs having a minimum weight of 10 ounces per square foot of plan-form wing area and powered by an Ohlsson Sideport spark ignition engine of any displacement, i.e. .19, .23, or .60 cubic inches. Pressurized fuel systems are prohibited. Modern needle valve assemblies and balanced crankshafts are the only accepted engine modifications. Models shall ROG. Engine run time is limited to 35 seconds. The score is the sum of the best two of four 7 minute max flights.

9. **Old Time (Vintage) Glider Rules:**

   Vintage Glider entries shall be a model Glider designs meeting current SAM cutoff dates. The Design must retain the original outline, and construction method, but may be scaled, and or modified for being practically steered, by Radio Control.

   Launching may be conducted by Hi-Start, Winch, or Electric Motor Power. The Maximum Towline length is 700 feet.

   Gliders using the Electric Motor launch option must be fitted with a SAM approved Altitude Limiter unit, that will Limit motor run Launch Altitude to 200 meters Maximum or a motor cutoff time of 30 seconds whichever comes first. There shall be no restrictions on Electric Motor, Battery Pack, or Propellers. The motor should be mounted in such a

manner as to retain the original fuselage lines; however Power Pod units mounted above the wing are a recognized option.

The Contest Flight attempt is timed from the release of the Glider, with motor running, and ends when the Glider touches the ground. The Maximum flight time will be 10:00 minute's duration. There is no precision measured landing; however, the Glider must touch down in the designated landing zone for the flight to count. The Contestants score will be the best two of three attempts. Max flights are 10 minutes. In the event of a tie, the Contest will be settled by an unlimited time Flyoff, between the Tied Competitors.

10. **New Rules for Electric Events**

    a. **Electric Altitude Limited Old Timer (EALOT)** entries shall be Gas Powered Old Timer designs meeting current SAM cutoff dates, having a minimum 8 ounces per square foot of plan-form wing area and powered by an electric permanent magnet brushed or brushless motor. Scaling is permitted.

    Propellers may be driven directly or indirectly via a gear or belt speed reduction drive. Protective folding propellers restrained from folding in flight are acceptable.

    No restrictions on Battery sizes. Battery chemistries are restricted to LiXX and NiXX. Motor must conform to SAM Electric Rules. Power flow from the battery to the motor may be controlled by any method.

    Models must ROG if design allows for it.

    The model MUST use a SAM Approved Altitude Limiter to shut off the motor at 200 meters above launch point. Maximum motor run is limited to a single continuous time of 30 seconds.

    Flight time starts on aircraft release from ground and terminates when aircraft contact a ground-based object. The motor run time limit may be reduced at the discretion of the CD.

    The Contestants score will be the best two of three attempts. A Max flight time is 10 minutes.

    b. **Electro R/C Replica 36" Rules**

        1. Not to exceed 36" in projected wingspan.
        2. Replica model of any fuel-powered model kitted or built from plans designs meeting current SAM cutoff dates.
        3. Motor - any electric brushed or brushless in-runner or out-runner.
        4. Battery - a 2-cell lithium polymer battery of any capacity.

5. Propeller - fixed, no folding propellers.
6. Landing Gear - Two-wheel landing gear may be substituted for a single wheel. No landing gear required if not on original.
7. Construction - Construction is at the discretion of the builder but no foam or 3d printing.
8. Airfoil - Airfoils may be modified, but must retain the characteristic shape of the original.
9. Motor Run and max-Motor run is 120 seconds. A restart of the motor after 120 seconds results in a zero score for that flight. Flight max is 10 minutes.
10. The model's score is the sum of the best two of three flight attempts, timed from the release of the model.
11. In the event of more than one competitor achieving two maximum flights, winner may be determined by a fly off. The motor run time limit may be reduced at the discretion of the CD.

Addendum: Information covering the SAM approved Altitude Limiter device information:

For the events EALOT and Vintage Glider, the required and approved unit is the Altitude Limiter device, Soaring Circuits Model ID "CAM" with 100, 150, 200 meter presets.

a. Contact Soaring Circuits directly for this device
b. Made in USA by Soaring Circuits
c. On the WEB as: Soaring Circuits.com

Note: The Nostalgia event was removed as it has not been flown since we went to 1950 models.

The Society of Antique Modelers

Jim Adams Memorial
Spirit of SAM
Concours d'Elegance

The Spirit of SAM Concours d'Elegance is a static beauty contest in honor of Jim Adams who founded this event in which the competitors themselves judge and decide which one of the models on display best represents the spirit of imagination, experimentation, and craftsmanship that characterized the early days of aeromodeling. Each year the SAM Champs Manager will appoint a Concours Director to manage the event at the Champs and together they will arrange a suitable place for the display of model airplanes and schedule a time on the published weekly program to hold the competition. General guidelines for conducting the Concours d'Elegance are as follows:

1. All models meeting the specifications for a scheduled event at the Champs are eligible to enter.
2. All entries are required to make at least one flight during the week of the SAM Champs prior to the awards banquet. This may be a demonstration flight witnessed by another contestant or any flight posted during a competition event.
3. On the evening of the event, the Concours Director will make a list of all models entered and their builders. For anonymity he will assign and affix a unique number to each model. He will provide a ballot to anyone in attendance at the event, and they will vote for their favorite model by number. Their selection may be based on workmanship, design uniqueness, complexity, and appropriate materials. Special interests and flight characteristics may also be taken into account. Criteria are deliberately vague and members are encouraged to vote for the model that best represents their concept of the Spirit of SAM.
4. The separation of models into distinct categories or classes for voting, e.g. Free Flight, Radio Control, Rubber Power, etc. shall depend on the types and numbers of models entered and will be at the discretion of the Concours Director.
5. When the voting is complete the Concours Director will collect all ballots at the exit and later count the votes to determine the overall winning model and its builder. The SAM Champs Manager and the Concours Director will announce the winning model at the awards banquet and make the presentation of the Jim Adams Memorial Spirit of SAM Concours d'Elegance trophy to the builder. The trophy is engraved with the names of the winners and resides on permanent display in the AMA Museum in Muncie, Indiana.

The Society of Antique Modelers

CONSTITUTION AND BYLAWS

As Amended July 2013

ARTICLE I
General

Sec. 1 The name of this Corporation shall be:
The Society of Antique Modelers, Inc.

Sec. 2 The principal office of the Corporation shall be located at Willingboro, New Jersey.

Sec. 3 This is an incorporated New Jersey non-profit Corporation.

ARTICLE II
Purpose

To conduct a Society offering advice, service and aid concerning the building and flying of Antique model aircraft. To establish, compile, issue, and publish rules and regulations for and on behalf of its members. To perform all other services usual in a Model Club or Society not inconsistent with the above.

ARTICLE III
Membership

Sec. 1 **Eligibility –** Any person who agrees to abide by the articles of incorporation and the Constitution and Bylaws of the Society of Antique Modelers and to uphold the spirit of its Preamble shall be eligible for membership in the Society.

Sec. 2 **Application –** Application for membership and renewals of memberships may be made on-line at the Society's website, www.antiquemodeler.org, or to the secretary in writing on the form prescribed by the Society and be accompanied by such fees provided for under the dues structure current at the time of application. Annual fees may vary according to the member's country of residence.

Sec. 3 **Types of Society Memberships**

a. Regular memberships are available on a calendar year basis and entitle the member to all rights and voting privileges under the Constitution and Bylaws of the Society, to an annual subscription to *SAM Speaks*, and to participate in all SAM rulebook events at the annual SAM Championships.

b. Life memberships providing privileges identical to those of regular members are available for a one-time fee that varies according to the applicant's age and country of residence. Inquiries regarding current life membership fees should be made to the secretary of the Society.

ARTICLE III (continued)
Membership

Sec. 4 Membership Limitations – Membership in the Society (Regular or Life) is separate from and independent of any membership in a SAM Chapter or chapters chartered by the Society. Likewise membership in a duly chartered SAM Chapter does not constitute membership in the Society.

ARTICLE IV
Dues and Fees

Sec. 1 Determination of Dues – Annual dues of the members shall be determined each year by the Board of Directors according to the financial requirements needed to carry on the functions of the Corporation.

Sec. 2 Termination of Membership – Any member who shall become thirty (30) days in arrears in payment of dues may be suspended from membership in the Corporation by the Secretary after being duly notified of such delinquency. All dues, membership rights and privileges shall cease immediately. Any member may be removed from membership by a majority vote of the members present at any annual meeting, or at any special meeting of the members called for that purpose, for violation of the Bylaws or rules and regulations of the Corporation, or for any other conduct deemed prejudicial of this Corporation, provided that such member shall have first been served with written notice of the accusations against him and shall have been given the opportunity to present evidence concerning such accusations, if any, and to be heard at the meeting at which such vote is taken. The Board of Directors shall have the opportunity to review such suspensions.

ARTICLE V
Board of Directors

Sec. 1 Number and Eligibility of Directors – The management and control of the business and property of this Corporation shall be vested in a Board of Directors of seven (7) members. All Directors must qualify for membership on the Board by a paid membership in the Society of Antique Modelers. The Board of Directors shall be comprised of the officers of the Corporation consisting of a President, four regional Vice-Presidents, a Secretary and a Treasurer. The four regional Vice-Presidents shall be a) Eastern representing the Canadian Maritime Provinces, CT, DE, DC, FL, GA, ME, MD, MA, NC, NH, NJ, NY, Ontario, PA, PR, Quebec, SC, TN, RI, VA, VT, WV, and b) Midwest representing AL, AR, IA, IL, IN, KY, LA, MI, MN, MO, MS, OH, WI, and c) Rocky Mountain representing Alberta, CO, ID, KS, Manitoba, Mexico, MT, ND, NE, NM, Northwest Territories, NV, OK, Saskatchewan, SD, TX, UT, WY, and d) Western representing AK, AZ, British Columbia, CA, HI, OR, WA, and Yukon**.**

ARTICLE V (continued)
Board of Directors

Sec. 2 **Term of Directors –** Members of the Board of Directors shall be elected for a two (2) year term by the general membership. The President, the Western and Rocky Mountain V.P.s and the Secretary shall be elected in even numbered years and the Treasurer and the Midwestern and Eastern V.P.s in odd numbered years.

Sec. 3 **Removal of Officers –** Any elected officer may be removed at any time by a vote of five (5) of the seven (7) Directors.

Sec. 4 **Rules of Board –** The Board of Directors may prescribe its own rules of procedure not inconsistent with the provisions of these By- Laws. Roberts Rules of Order shall be followed in the absence of any other prescribed rules.

Sec. 5 **Vacancy –** Vacancies on the Board of Directors may be filled by majority vote of the remaining directors at any regular or special meeting provided a quorum is present. Five Directors must be present or at a meeting to constitute a quorum. Meetings may be conducted with the Directors physically present, or may be conducted via telephone conference call or through exchanges on the Internet. In such cases, a quorum shall require that six Directors participate in the telephone conference call or exchange on the Internet. A director elected to fill a vacancy shall be elected for the unexpired term of his predecessor in office.

Sec. 6 **Action by Unanimous Written Consent –** If and when all the directors shall severally or collectively consent in writing to any action to be taken by the Corporation, such action shall be as valid corporate action as though it had been authorized at a meeting of the Board of Directors.

ARTICLE VI
Duties of the Board of Directors

Sec. 1 **General Powers –** The Board of Directors shall have authority to manage the affairs of the Corporation.

Sec. 2 **Duties at Annual Meeting –** At the annual meeting of the general membership the officers of the Board shall submit statements of the work accomplished during the preceding year including a financial report.

Sec. 3 **Nomination of Officers –** The nomination for officers will be accepted between January 1 and January 31 of the election year. Nominations will be submitted in writing to the President of SAM. Ballots will be published in the March April issue of *SAM Speaks* for an election to be held by mail. Newly elected or re-elected officers will begin their term of office at the earlier of October 1 of the election year, or the commencement of the SAM Championships conducted in the fall of the election year.

ARTICLE VII
Meetings of the Corporation

Sec. 1 **Annual Membership Meeting –** The annual membership meeting of this Corporation shall be held at such hour and place designated in the call and shall be held during the week of the SAM Championships. Written notice of the time, place, agenda, and purpose of such meeting shall be posted at the SAM Championships (SAM Champs).

Sec. 2 **Order of Business at the Annual Meeting –** The order of business at the annual meeting of members shall be as follows:

a. Roll call of the Board of Directors
b. Reading of minutes of last preceding meeting by the Secretary
c. Report of President
d. Report of regional Vice-Presidents
e. Report of the Treasurer
f. Other business transactions to include dates and place of next SAM Champs
g. Annual submission of deceased member's names.
h. Adjournment

Provided, that in the absence of any objections, the presiding officer may vary the order of business at his discretion.

Sec. 3 **Presiding Officer –** The President, or in his absence, a person appointed by the Board, shall preside at all membership meetings.

Sec. 4 **Annual Board Meeting –** The annual meeting of the Board of Directors shall be held at a time adjacent to the annual membership meeting during the week of the SAM Championships. (SAM Champs).

ARTICLE VIII
Committees

Sec. 1 **Creation, Dissolution –** The Board of Directors may from time to time establish or dissolve committees for Engine Approvals, Design Review Board, Bylaws Review, Rubber Events, Rules for Free Flight Competition and Rules for Radio Control Competition and for such other purposes as they deem appropriate.

Sec. 2 **Appointment –** The President, acting with the consent of the Board of Directors, shall appoint the committee chairmen, who shall be known as Coordinators. Coordinators shall be current full members of SAM North America.

Sec. 3 **Coordinator Function –** A Committee Coordinator may act alone as committee of one, or may recruit others, including non-SAM Members, to assist in the work of the Committee.

Sec. 4 **Committee Recommendations –** Committees shall make timely recommendations to the Board of Directors on current issues and rules proposals and perform such other duties as may be assigned by the Board of Directors.

ARTICLE IX
Competition Rules

Sec. 1 **An Official Rule Book** containing the Preamble, Constitution and Bylaws, Free Flight and Radio Control Rules for Competition and Provisional Rules for Special Events shall be published at least once every five (5) years, unless no changes have occurred since the last publication. Individual amendments and supplements may be published in *SAM Speaks* at lesser intervals. Publication of the Rule Book and supplemental rules is the responsibility of the President.

Sec. 2 **Changes to Rules for Competition** shall become effective only after approval by a written vote of the membership. SAM expects to review its general Rules for Competition on a five (5) year cycle.

Sec. 3 **Proposed changes to Rules for Competition** may be initiated in any of three ways: (a) by a written proposal from a member signed by at least 25 active SAM members, (b) upon the recommendation of one of the Committees, or (c) upon the recommendation of the Board of Directors.

However initiated, all proposed changes shall be reviewed by the Board of Directors, which may return them to their proponents with a request that they be revised. The Board of Directors may also reject a proposed rules change by unanimous vote in which case the proposed rules change will not be submitted to the membership. All proposals must be submitted to the Board of Directors for consideration by June 30 of years ending in 3 or 8 beginning in 2013. Review and revision by the Board of Directors shall be completed not later than December 31 of the year in which they are initiated.

The proposed rules changes shall be published in *SAM Speaks* and posted on the SAM Website not later than March 31 of years ending in 4 or 9 beginning in 2014 with a request for comments from the membership. The comments and a ballot for voting by mail on the rules changes will be published in *SAM Speaks* no later than June of the same year.

Approval of proposed changes will be decided by a majority of those members submitting ballots by September 30th of the same year.

The results of the vote will be published in the November December issue *SAM Speaks* issue of the same year and any changes in the rules will go into effect on January 1 of the year following the vote.

New rules become effective January 1 in years ending in 0 or 5 beginning in 2015 and will be included in the Official Rule Book bearing that date of publication.

Sec. 4 **The annual SAM Championships** will be conducted according to the latest Rules for Competition. Any deviations must be approved by the Executive Committee (Board of Directors) and announced accordingly prior to commencement of the SAM Championships.

ARTICLE IX (continued)
Competition Rules

Sec. 5 **The RC and FF Rules Committees** shall make the initial decisions concerning matters of rules interpretation and the SAM legality of new equipment and materials, other than engines. The Engine Committee shall decide the legality of engines. All such decisions are subject to appeal to and review by the Board of Directors that shall have the authority to reverse or revise such decisions for good cause shown.

ARTICLE X
Amendment of the Bylaws

Sec. 1 **Proposed changes to the Bylaws –** Proposed changes may be initiated at any time in either of two ways: (a) by a written proposal from a member signed by at least 25 active SAM members; or (b) upon the recommendation of a Bylaws Review Committee appointed by the Board of Directors.

Sec. 2 **Publication –** The proposed Bylaws changes will be published in *SAM Speaks* and on the SAM Website with a request for comments, pro and con. Those comments will published on the SAM Website and in the following issue of *SAM Speaks*, along with a ballot. Voting shall be by mail-in ballot, signed by the member with his name and SAM Membership number and shall be decided by a majority of those submitting ballots within 90 days of the date of initial publication of the issue of *SAM Speaks* containing the ballot.

ARTICLE Xl
Annual Recognition of Deceased Members

Whereas no formal acknowledgement has ever been given to those SAM members and Old Time Modelers who have passed on. Whereas it be fitting to recognize those persons who had thermalled to that ultimate flying site. Therefore, be it resolved that hereafter, names of those who have departed the preceding year, shall be submitted at the annual business meeting. Be it further resolved that the Master at Arms or other SAM officer designated by the President, will read these names during the Annual Banquet and be it further resolved, as this is to be a most happy occasion, those in attendance shall rise with glass held high, and will welcome them all as we know they are with us in spirit.

ARTICLE XII
Chapters

Sec. 1 Forming a Chapter – One or more members of the Society may form a SAM Chapter by applying to the SAM Chapter Coordinator. The applicant may suggest the new chapter's name and number. These will be granted provided they are not already in use. The SAM Chapter Coordinator will issue an official charter certificate to the new chapter and provide the SAM Webmaster with complete information to list the chapter on the SAM website.

Sec. 2 Maintaining a Chapter – Each SAM Chapter must maintain in good standing at least one member of the Society who will serve as correspondent. During the first quarter of every year the correspondent is to report to the coordinator the number of active members in his chapter and also notify him of any change in the correspondent's name and/or address. Chapters meeting the forgoing requirements will be considered active and may post their information on the Society's website. Inactive chapters will be delisted and removed from the website.

Sec. 3 Chapter Function – Chapters shall act as the local representatives of the Society. Their purpose is to further the goals of the Society by promoting and increasing participation in Antique and Old Timer aeromodeling activities as prescribed in the Society's Preamble. International SAM Chapters and organizations are granted the prerogative of establishing their own constitutions, bylaws, and rules for competitions provided they are in keeping with the spirit of the SAM Preamble.

For information previously listed in the SAM Rule Book, please refer to the following SAM website:

http://www.antiquemodeler.org/

The following information can be found at this website:

- SAM membership information
- A list of the current officers of the Society of Antique Modelers
- A current SAM Staff Directory
- A list of the Perpetual Trophies and Sponsors awarded annually at the SAM Champs
- A list of SAM Hall of Fame members and their year of induction
- A history of locations of the annual SAM Champs
- A history of SAM Presidents and ***SAM Speaks*** Editors
- A list of approved Original Spark Ignition Engines

For the latest SAM merchandise and pricing, please refer to the online SAM Store at the following website:

http://www.mysamstore.com

The following items can be purchased through this website:

- SAM Approved Designs List ~ Gas Models 2008 edition
- SAM Approved Designs List ~ Rubber, HL Glider and Towline Glider 2008 edition
- A History of the Society of Antique Modelers
- SAM Official Rule Book including Constitution and Bylaws
- SAM Cloth Patches for Jackets, Hats, and Caps
- SAM Enameled Lapel Pin
- SAM Vinyl Decals
- SAM Water Slide Decals
- Replica 1940 AMA Decals

These items may also be ordered directly from the SAM Secretary

SAM Speaks contains the following information:

- A list of the current officers of the Society of Antique Modelers
- A current SAM Staff Directory
- A SAM Membership Application

The SAM Library

The SAM library contains an extensive inventory of old time model publications, including:

- 80 percent of all issues of *Popular Aviation* magazine dating from September 1932 to October 1940
- All issues of *Flying Aces* magazines from November 1933 to December 1943
- All *Model Airplane News* from July 1929 through 1976
- All *Air Trails* from September 1935 to December 1974
- An 80 percent complete collection of *Model Craftsman* from August 1933 to April 1948
- A complete collection of *Model Builder* magazines

The SAM Approved Designs Lists for Gas and Rubber indicate the magazine and the date of the original construction article and often the plans that appeared in various publications. It is always a good idea to obtain a copy of the original article before starting a new project.

Copies of articles are available from the SAM Librarian:

Allen Heinrich
4184 South Roberts Road
Fort Mojave, AZ 86426-6330
AerodyneAl@aol.com

Prices are: One copy - $3.00; Two copies - $5.00; Three or more copies - $2.00 each. All are postpaid. Non-SAM members are welcome to use this source for copies of articles.