Antique Flyer

AMA Chapter #108 Winter II 2004 Issue 238

PREZ'S PROP WASH

The Antique Flyer will feature a new column, ***PROP WASH****, written by SAM 27 president,* ***Andrew Tickle****.*

GOALS FOR 2004

Discussions with the elders of SAM 27 revealed two major concerns: declining O/T participation and pilot skills.

BOOSTING OLTIMER BULDING and FLYING, GOAL #1
The first three technical presentations will be on oldtimers:

Rubber and Jimmie Allen, **John Pratt** (*see this issue*)
Electric Oldtimers and Events, **Dick Irwin**
Old Time Gas, and How to Win, **Don Bekins**

The purpose of these sessions is to inform and inspire while we are still in the "building season". Summaries of these (and future) presentations will be available on the SAM 27 website together with links to further information.

PILOT SKILLS, GOAL #2
The student pilot program is now established. We already have 8 student pilots. The willingness of instructors to give up part of their flying time is impressive.

Many of the technical presentations will be on flying skills, and how to set up your airplane (CG, motors, gears, props and computer radios) to get it to fly the way you want. Tune it for your style of flying.

THE CLUB PROJECT(S)
Previous club projects have been great while they lasted. But where are the Gollywocks, Dakotas and Spirit of SAM's today?

Let's look at what was the top model of 2003 at our field. What logged the most flights? The Playboy, the Bomber, the Airborn? No, Miss 2 had them all beat many times over.

Miss 2, an elegant meld of O/T cabins designs, is the club's most popular RC plane ever. There are about 12 in the club right now with some members even owning two! This makes the club Project choice a no brainer. Yes it's Miss 2 and we're ready to go!

There will be about a dozen Miss 2 events at TOFFF. The Miss 2 Pilot of the Year Award will be based on the 5 best scores. You won't have to worry about missing a few events. Check the web site to see who's in the lead for Miss 2 Pilot of the Year.

What if you are perfectly happy with your own plane? Enter it as Open Class, which will be flown at the same time with same rules. Open fliers will be competing for the prestigious TOF (Top Old Fart) Trophy.

First Event was: Bomb and Burst, 19 February 2004, the day after the monthly meeting.

SUCCESSFUL PROJECTS
Someone suggested Jimmie Allen as a club project. It already is. SAM 27 has skilled Jimmie Allen builders and fliers and popular contests. It's ongoing. You can join in at any time.



Jimmie Allen says to get out and fly your model.

It does not (and should not) need members or club officers to second guess what will make a good club project. (Some have worked better than others.) Any member can start one simply by inspiring a few other members to build the same plane. And the more projects the better!

One of the most successful projects is the FOFFFF float fliers group, which started when **Don Bekins** made Seamasters available at a price no sane flier could turn down. The number of fliers has actually increased, and the group is now in its 4th year of flying at Lake Hennessey. Last FOFFFF was scheduled for Friday 6 Feb.

Successful projects have a life of their own. Can you hear that gentle put-putting in the sky? It's that straggly formation of Tiger Moths crossing the field again, each brightly painted in its pilot's favorite color scheme. They're getting a little sharper each time....

Keep your tanks full,
Andrew Tickle

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MEMBER PROFILE
LARRY KRAMER

Larry Kramer is the subject of this Antique Flyer Member Profile. Larry has been SAM 27's official photographer for several years now.

Larry was born in 1927 in Remington, Ohio. He moved to California in 1942. He became involved in the printing industry, and joined the Coast Guard. Larry got married in 1946 and raised two boys and a girl. He now has five grand children and one great grand son. Larry worked in the printing trade as a lithographer finally retiring after 48 years in the business.

Larry is a life long model builder and flyer. His love of Aviation began when he was four or five years of age. He witnessed his father make his first parachute jump from a Ford Tri-Motor. It was almost his last jump as well. This story was told to Larry when was he older. Larry recounts it here.

"My Dad was taking lessons to become an exhibition jumper. And that first jump was to be his graduation from jump school. There were six men graduating that day. As it happened, my father was to be the first one out the door. Ford Tri-Motors were notorious for being very noisy and the instructor was yelling to the men 'when I say go, you go'. Of course, Dad only heard 'Go' and out he went. (Normally the motors are throttled back to allow exit without too much slip stream). The slip stream hit him hard and he pulled the rip cord. The chute opened in a lot of turbulence and he fell into the canopy. As he rolled out, one of the shroud lines wrapped around his leg. Now he is hanging upside down. Landing this way is not an option. He managed to extricate himself, but by this time he is far beyond the field. My mother was about to faint and I thought my Dad was doing tricks. As it turned out, all was ok." Thus was Larry's introduction into the world of Aviation.

Later Larry's father built him some kites and he flew kites all the time. He soon learned to build his own. He had all kinds of kites. One of his favorite tricks was to tie the string to a tree and let the kite fly while he was home eating lunch. His home was about three miles from the nearest airport and he would walk to it every chance he got. One day there happened to be a model airplane contest in progress. They were flying rubber powered, hand launch gliders, and a few gasoline engine powered models. From then on all he could think about was building one of his own. After many attempts he got one to fly (sort of). Soon after that he had a tow-line glider catch a thermal--that was his first. He ran after it until he couldn't see it anymore. Larry thinks the remains are still out there somewhere.

Larry's first favorite plane was his Varsity powered with an Ohlsson .23 which he built at age 16. It was a good flyer. Another favorite was his Brown Junior powered Buccaneer. It was destroyed in a crash in 1950.

Model building came to a temporary end because of WW II, marriage, and children. When the children were a little older he got the model airplane bug again and joined the *San Francisco Vultures* in 1948. Model airplanes became a way of life for him and he tried them all: free flight, rubber, gliders, gas engines, microfilm, u-control, jets, etc. One of his not so great planes was a control line Stanzel Tigershark powered with a Brown Jr. It was a good plane but quite underpowered. With the Vultures, Larry flew indoor rubber at the Cow Palace in San Francisco, control line at the zoo and the polo field in San Francisco and gas and glider free flight in Milpitas and Sacramento. Larry was president of the *San Francisco Vultures* for one year.

In 1953 Larry moved to Marin County. One day while visiting his mother, who lived on Mt. Tamalpais, he came across some fellows flying radio controlled sailplanes and was quite impressed. He became interested in radio control and concentrated on sailplanes and sailplane competitions. He joined up with Les Anderson and Sam Crawford and became a member of the *North Bay Soaring Society*. He was associated with this organization for 25 years.



Larry at age 15 in Ohio with a rubber-powered Zipper Junior.

Larry was a real workhorse for NBSS. He was president for a number of years. He was an AMA contest director and ran many contests for NBSS (including a slope race on Mt. Tam that had 40 entries on an Easter Sunday!). He made trophies for contest awards. And, despite a back injury which occurred at age 14, Larry, for years carried batteries and winches out to the field for contests and sport flying. Larry was a pretty good sailplane pilot. He won a fair number of trophies at contests including a very nice third place at a very competitive League of Silent Flight regional championship.

Continued on Page 3

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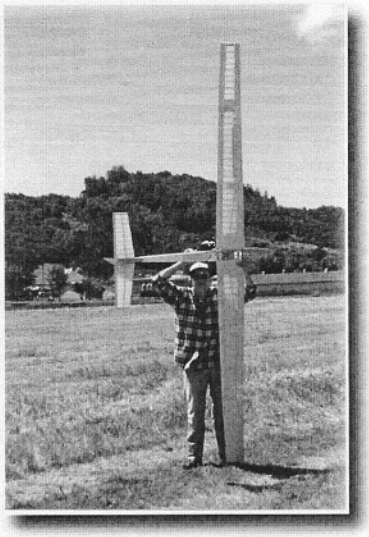
LARRY KRAMER PROFILE - continued

Unfortunately North Bay Soaring Society lost its fine flying field at the Marin French Cheese Factory and it was then that he became a member of SAM 27. Larry says "I was really impressed with that great bunch of model builders. I wish that I had joined them years ago".



Seventeen-year-old Larry Kramer, at Deer Park, Ohio, starts the Ohlsson 23 on his favorite plane, the Varsity.

Several anecdotes concerning Larry's model flying: One nice summer day at the Cheese Factory, Larry was flying a sailplane in a most relaxed manner, lying flat on his back in the freshly cut hay. Some spectators approached and began asking questions. Larry stood up to speak to the people. As he did so he lost sight of the plane. One of the spectators pointed it out and Larry continued to fly it. He soon noticed that it was not responding to control inputs. That mystery was solved when his plane then began to flap its wings! Larry never saw his Graupner Clou again.

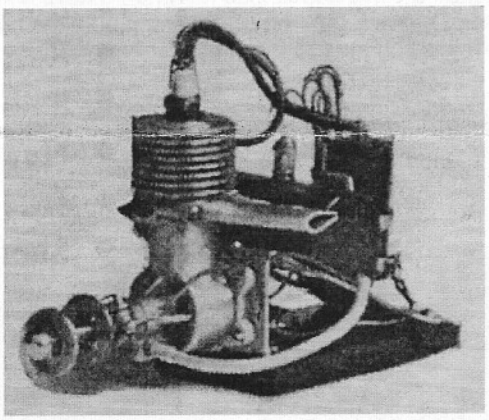


A 1997 photo of Larry posing with his 12-foot Challenger at the Cheese Factory in Marin, California.

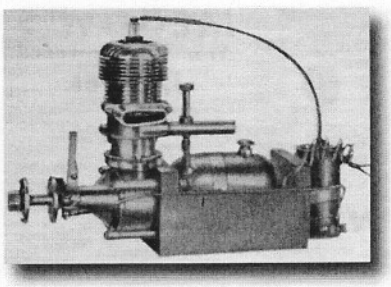
Another fine day at the Cheese factory there was not much lift and none of the flyers were able to do more than five minutes. Larry stepped up and launched his Graupner Cirrus. Larry suddenly exclaimed "I ain't got it!" It was quickly determined that he had not turned on the receiver. The plane climbed out nicely to about 300 feet, came off the tow line and began a nice flat turn. Twenty-two minutes later the plane landed in the top of an oak tree. A $20 bill to young Brian Chan for climbing services and the Cirrus was on the ground, Undamaged!

Thanks to **Mike Clancy** for writing this profile.

MYSTERY ENGINE



Here's an engine that may stump you. That aluminum angle makes a clever radial mount. This engine was advertised in MAN. Company went on to make history with a much better known model engine. Like some other model engine manufacturers, this company was also in the big airplane business. OK, what is it?



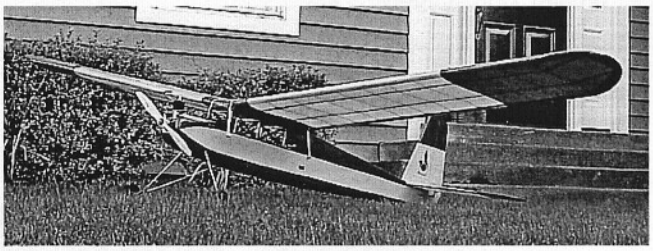
No mystery, just a nice picture from Model Airplane News of the Ohlsson Gold Seal 0.562. Ever fly one of these?

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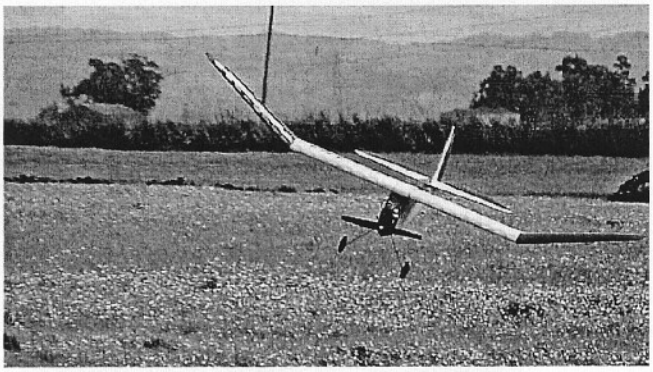
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Among The Model Makers

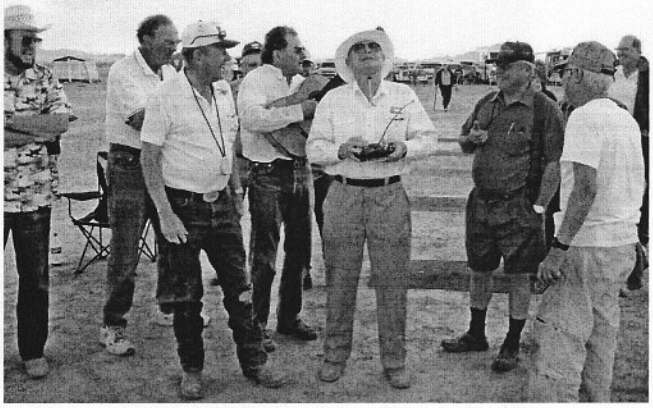
Ed Hamler has been very active this winter, with contests and new projects. Pictured here are some of Ed's projects along with a picture (below) from last summer taken by **Ned Nevels** with comments by Ned.



Ed Hamler's Dallaire from last summer. He uses an Ohlsson 60 teardrop for Texaco and a Super Tiger 60 for Antique - a cross-scavenged hummer! I have a kit that Bob Holman sent me that will probably get onto the new building board this spring. (Spring is almost here Ned!)



Ned Nevels camera caught Ed's new Airborn on its very first landing. Ned writes, "Here are some photos of Ed's recently completed 810 sq. in. Airborn from the Bob Holman laser-cut parts and the Jim O'Reilly plans. He has a good running Anderson Spitfire in front - which necessitated moving the radio gear all the way back to the tail for balance. Plane came out about an ounce over minimum weight and climbs like a homesick angel. SAMSpan covering and floral color spray over the SAMSpan. Construction article is being done for SAM Speaks." Oh, and model leveled before landing.



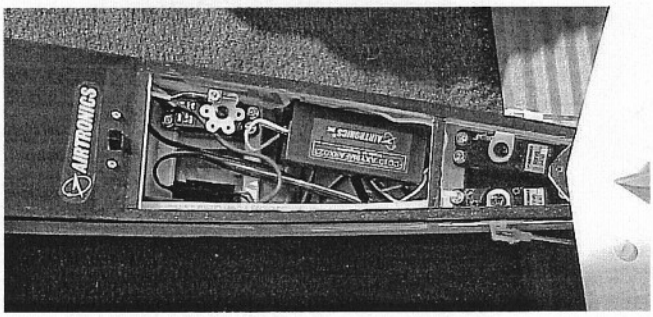
Picture taken at the Southwest Regionals at Eloy, Arizona. Ed Hamler is shown crooning to the thermal gods accompanied with his guitar while Gerald Martin is making a winning flight. Gerald said that Ed helped him win with all that hot air creating a special thermal. Don Bekins on the right.



First Flight Photos by Ned Nevels



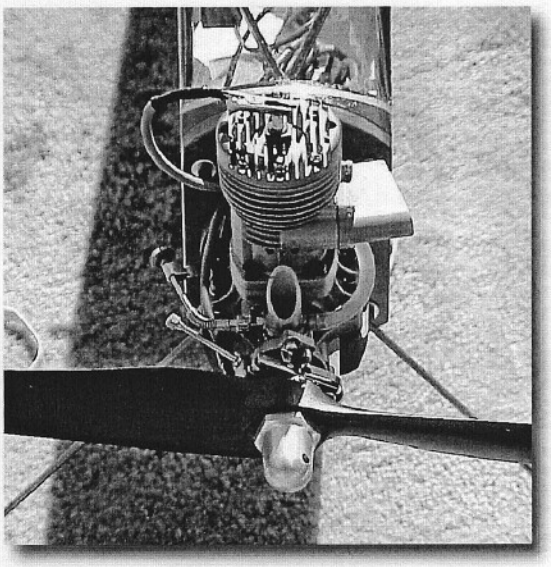
Ed Hamler's new 810 sq. in. Lanzo Airborn.
See next column for more.



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Among The Model Makers



Ed Hamler's 810 sq. in. Airborn's powerplant - a Anderson Spitfire. Photo by Ned Nevels.

Flying from the end of the long, rocking pontoon, with water all around, was a challenge. Despite all the body English, nobody fell in.

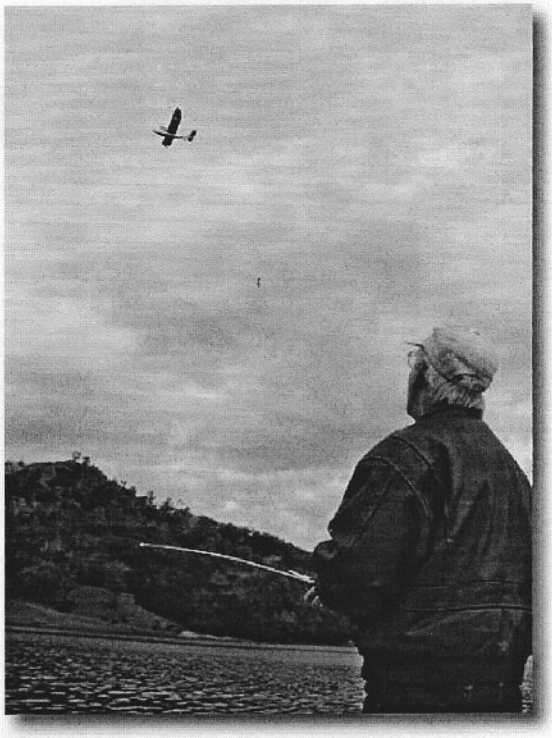


Very strong progress by student pilot **Steve Cohen**, new to R/C, new to SAM 27, new to float flying, but going all out. Welcome to **Larry Jobbins**, who added floats to an electric the night before and flew perfectly (pic in first column).

LAKE HENNESSEY FOFF

Don Bekins has provided these pictures that he took at a recent Lake Hennessey Fun Fly, or FOFFF. **Andrew Tickle** made the following comments on the February 6th float fly: High waters covered the beach of our usual launching site so we moved along the shoreline to the Marina. The skies were threatening, but only idle threats. Perfect flying weather with calm winds and eight airplanes. Usual float fly is the last Saturday of each month. Flyers in attendance were **Ed Hamler**, **Don Bekins**, **Hap Miller**, **Steve Cohen**, **Bill Watson**, **Larry Jobbins**, and **Andrew Tickle**.





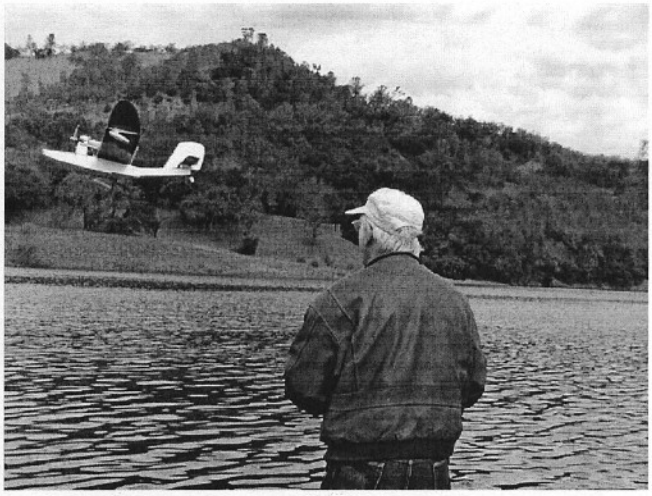


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Among The Model Makers



In contrast to the electrics at Lakeville, the float fly featured seven internal combustion engines (ah, grease and noise are what keeps airplanes up, ask the Wrights), and only one electric. Andrew said it's a pleasure to listen to a sky full of happy gas engines, including two Super Tigers and three 4-strokes. Crash statistics: ZERO.



Andrew Tickle *gives an idea of the size of the electric F4U and Doodle-Bug*



A twin-engine Coast Guard rescue ship, PT-17 and a Tiger Moth wait on the ramp for their call to duty, full of amp-hours.

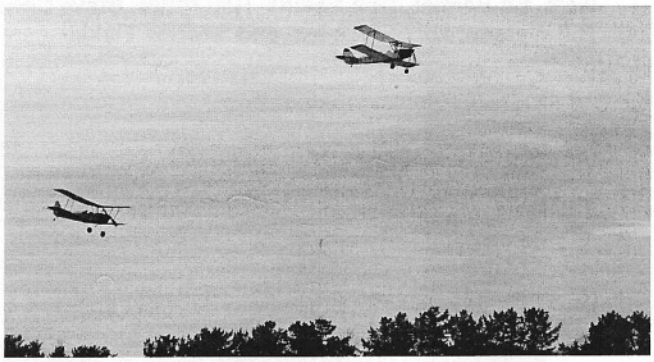
LAKEVILLE TOFFF



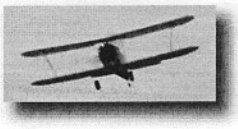
Some strange birds at TOFFF. Sandwiched between an F4U and a Puss-Moth is a "Doodle-Bug". All electric powered and R/C.



A Tiger Moth fly-by, or is it a fly-in?



These little electrics can sharpen up your R/C flying skills. Join in the low-voltage fun and become part of the Dawn Patrol at Lakeville.



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TECHNICAL PRESENTATION

OT RUBBER - by **JOHN PRATT**

Many of you know that for the last 20 years or so, I've been primarily flying high-tech free-flight rubber models such as this F1B aka Wakefield or this F1G (Coupe) model. There are many other rubber classes such as Mulvihill, P-30, Moffett, old-time rubber etc. I would be glad to answer any questions on these but what I want to focus on tonight is rubber power in general and then more specifically, on Jimmie Allen.

Free-flight means that the flight path is controlled by the trim adjustments in the model, the stability built into the model and how the wind blows. There are several other free-flight classifications too: gliders, gas powered, and electric powered.

The FAI is the organization that regulates much of modelling. The FAI defines the rubber power classification as "model aircraft which is powered by an extensible motor and in which lift is generated by the aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of camber or incidence. Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum extended mode." Clear huh?

The primary components of any rubber- powered model are:

1. The model itself
2. A motor made up of rubber stretched and wound up by a winder
3. The propeller
4. A dethermalizer mechanism that will knock the model out of its gliding motions and back to earth (hopefully!)

This may be pretty simplistic for most of you but it's worth reviewing: The rubber motor is stretched and lubricated, and turns are wound in using a winder. The turns put energy into the rubber. The rubber is attached to the propeller. You hold the model, keeping the propeller still until you launch. If you launch the model correctly and upward, the energy in the rubber motor transfers to the propeller making the model climb. As the propeller slows down, the model is increasingly affected by the air currents. And then... if you have trimmed the model correctly, once the propeller stops, the model will (hopefully) glide in the thermal (or air current) it finds itself in.

The dethermalizer mechanism I mentioned usually consists of a timer of some sort. When the set time elapses, the mechanism goes into action. In the early days, and sometimes still in fire-safe areas, we use fuses. A fuse is a short length of rope-like material. You light it just before you launch. The fuse burns down and releases a line that flips the stabilizer up to approximately 45 degrees.That usually is enough to knock it out of thermal and send it back down. Nowadays, we often use mechanical and electronic timers.

While most all models were originally made of balsa and tissue, over time the FAI classes such Wakefield and Coupe, have become increasingly highly technical and are made up of Kevlar, carbon fiber, etc. However, once in blue moon, a classic balsa/tissue model might just beat a high-tech model. Especially if Bob White happens to be among the contestants!

Until recently, the rules in FAI rubber contests included the builder of the model rule. That has been changed. Many FAI flyers now buy components from other flyers or a few companies who represent model builders because the components have gotten so high-tech. Sometimes a flyer may buy an entire model but many still put their own together from components.

Some of the challenges in flying rubber-powered planes are: Getting good rubber, Trimming the model, Winding the motor, Picking air, and launching the model properly.

First about rubber: For years, model rubber was produced by the same process that produced the rubber thread that wrapped around the solid rubber cores in golf balls. Golf ball manufacture changed recently and that dried up the source of the rubber that most flyers used. It's really caused some impact on free-flight and if anyone has any old Tanll rubber lying around, I'd like to talk him out of it after the meeting. John Clapp at FAI Model Supply has been working hard to get the best rubber available and now two types are available from him -- Tan Sport and Tan Super Sport. So far, I have been using The Super Sport for all my models. Another source for rubber recently is available from Tim Goldstein in Colorado. I have some but so far haven't used it enough to give it a recommendation.

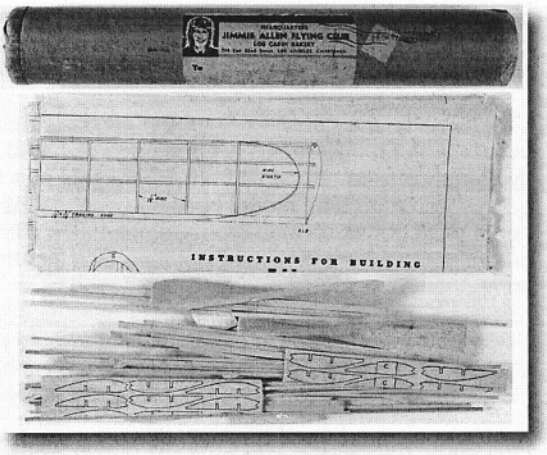
With regard to trimming, picking air and launching, I'll talk more about that when I get into Jimmie Allen a little later. But I do want to plug this book by Don Ross and I put details about it in the handout. It's a great book for everything about rubber power – building, flying, etc. Also, in the handout is the link to a very interesting article on the web by john Koptonak about trimming. And if you don't have internet access, someone else can probably print it out for you.

That's pretty much all I was going to say about rubber in general – now let's talk Jimmie Allen. So -- who was Jimmie Allen and why is there a model named for him? The Air Adventures of Jimmie Allen was first heard on radio on February 23, 1933. The 15 minute radio show was produced in Chicago and remained on the air until 1937. The general story line was about a daredevil pilot during the early barnstorming days of aviation. Jimmie's adventures took him all over the world on dangerous missions and he was always accompanied by his close friend, veteran pilot Speed Robertson, and his mechanic Flash Lewis. As a team they would solve crimes and fight the dastardly villains by the names of Black Pete and the dishonorable Digger Dawson. One movie, Sky Parade, was made in 1936 by Paramount. The radio show was sponsored by Skelly Gas and British American Oil Company. Skelly & British American gave out model kits as part of their premiums as did some other companies. There were a number of different models but they

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TECHNICAL PRESENTATION - Continued

were all about the same size and often had large wheels.



The program was very popular -- more than three million kids joined the Jimmie Allen Flying Club. The man who played Jimmie on the radio was in his 40s so for personal appearances, they hired a teenage boy. The character actor William Gargan played Speed in the movie... some of you might remember him. In the movie credits, Jimmie is played by Jimmie Allen – I am sure a lot of kids thought he was a real person. The radio scripts were written by World War I flying aces, Robert M. Burtt and Wilfred G. Moore. When the Jimmie Allen radio program came to an end, Moore wrote another hit radio show titled Captain Midnight. I am sure many of you remember that one!

One thing I noticed when pulling together the information for this. On a couple of websites, they list the designer of each Jimmie Allen model. I noticed that several such as the Blue Flash list Speed Robertson and Jimmie Allen as the designers – again, there was a big push to present them as if they were real people.

In the late 40s, new episodes were recorded for the International Shoe Co. of Kansas City but they never took off like the original ones! Enough of the history lesson -- let's talk about Jimmie Allen models themselves.

First, you need to know the rules for Jimmie Allen building and flying. I've put these in the handout (on page 2) but let's just go over them.

1 Model must be a recognized Jimmie Allen design.
2. Entrant must be builder of the model.
3. Model must be built in its original size (no scaling) with original outlines and cross-sections, including airfoils, dihedral and wheel diameter.
4. Propeller diameter cannot be longer than shown on the plan or provided in the kit. If no kit is available and the plan does not show it, the propeller diameter shall not exceed 33% of the wingspan. Propeller may be any pitch. Wood or plastic propeller may be used. No folding propellers, but free-wheeling is OK.
5. Covering may be Japanese tissue or its equivalent; bamboo paper; silk or SilkSpan. No plastic film may be used.
6. No limit on rubber motor size or model weight, but reducing structure, wood sizes or covering material is not permitted.
7. Strengthening the structure and minor changes to accommodate a winding tube and/or dethermalizer are OK.
8. All flights must be Rise-Off-Ground from earth or a suitable long hard surface, such as a sheet of plywood or a table provided.
9. The Contest Director sets the rules but typically the contestant's score will be the sum, in seconds, of the three longest flights of six attempts. Maximum flight time 120 seconds. Usually you can fly more than one model.
10. Any tie scores will be resolved by totaling the fourth highest flight time, and so on.

Since you need to be using one of the approved JA models, here are some ways to go:

1. Buy plans only.
2. Buy a complete kit.
3. Buy a short kit. A short kit usually includes the formers,ribs and some other parts. You get your own stick wood and covering and it doesn't include a prop or noseblock. Can't say one is better than the other. But in a kit, I usually discard the wood away and use my own.

Tools and Materials: Also on the handout, I tried to list what tools and materials you will need. This is how I start out building: Copy plans on my copy machine, Cement them down on the building board with a spray adhesive, A light spray of adhesive over the plans, Cover the plans with Saran wrap.

Flying Jimmie Allen: Once you've got your model built, you need to trim it. I'm not going to pretend I know everything about trimming, but basically what you are trying to do is to make sure that your model has a good climb pattern and a good glide. First, you want to make sure that your center of gravity is in the right place. On a Jimmie Allen, you want the CG to be about 50% of the wing chord from front to back.

Most models will require some incidence and thrust adjustments too. You can shim with small pieces of 1/32 balsa or plywood.

I also want to spend a little time on picking air and launching because I think these are really the secret of success. With JA, it's really important to be able to pick the right air because these planes don't have a really great glide.

"Picking air" is considered by some to be an art form. I think the only way you can learn it, is to just do it. For example, I went to the Lakeville field almost every day the week before last year's JA contest to study the air. It was an interesting experiment for me to better understand the air in that specific time period at that field and indeed, I think it paid off. Each flying field has its own idiosyncrasies.

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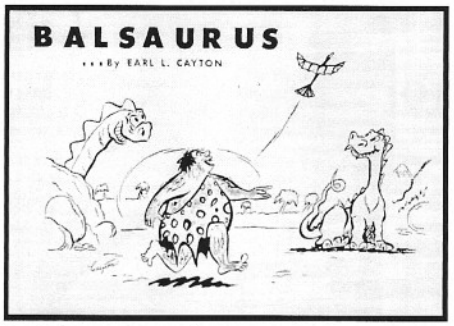
TECHNICAL PRESENTATION - Continued

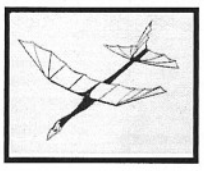
Because you can't use any thermal devices with Jimmie Allen, like fluffies or thermisters, to test for thermals, you really need to work on sensing and picking the air yourself. Another recommendation is to practice launching. In a contest, you need to ROG Jimmie Allen (although this can be done from a sheet of plywood or a door or something flat). You hold the model and you hold the propeller. In general, you let the prop go first, then the model – it's really a timing thing. Practice, practice, practice!

And of course, you don't want to forget to set the timer. I've lost a few models because of that... and a well-trimmed Jimmie Allen in a nice thermal could easily find its way to San Francisco.

Contests: As I understand it, Jimmie Allen contests are included at SAM contests and many major events, including the annual AMA Nationals in Muncie IN. I've only competed in two postal contests at Lakeville but I am starting to look at entering some others. I was in AZ this weekend at the SW Regionals – I flew F1B and F1G and didn't take my Jimmie Allens. Here in our club, we participate in the annual Jimmie Allen Postal Contest that's been going on for about 8 yrs. About 10-15 clubs across the US and Canada participate. We've won twice and this year we came in 2nd.just 8 seconds behind! The Thermaleers of St. Louis were first and the Pensacola club was 3rd. This year we had 14 participants with several flying more than one model. And according to Jerry, it's been picking up a few more participants in the last couple of years... like me.

In closing, I suggest you consider Jimmie Allen -- it offers simplicity and is relatively inexpensive. It's been really an adventure for me...unlike many of you, I didn't start flying models as a kid. So for me, getting into the oldtimers has been something new, rather than stepping back. I really love these little guys... I enjoy building them and I'm always amazed how well they can fly.





Earl Cayton model featured in Flying Models, Aug. 58. One million year-old flying machine!

SCRAP BOX

Oops! Your editor has to rectify an omission in the last issue of A-F. In the discussion of SAM 27 history, a list of A-F editors was presented and two gents were left in the hangar with the door closed. **John Hlebcar** and **John Carlson** should have been on the list.

Earl Cayton's Balsaurus glider is a rare prehistoric flying reptile with an uncanny skill of sniffing out even the weakest thermal and riding it for hours at a time at its heart's content and made it's nest in the ancient Balsa tree, according to *Flying Models*. If you'd a copy of the plans for Balsaurus, send a SASE to the A-F editor.

Ron Keil brought in an old SAM 27 roster of 25 members; date is unknown, but of interest, eight are current members: **Robert Allen**, **Don Bekins**, **Walter Gunning**, **Ron Keil**, **Ned Nevels**, **Ed Solenberger**, **Karl Tulp**, and **Tom Wernholm**, all SAM 27 Old Timers (or is it the Antique class?).

At the January 2004 SAM 27 meeting, a motion was carried to send a check and our thanks to **Art Croker** for half of the funds received for the sales of models he donated to the club. **Richard Beck** provided a product review of the Miss 2. **Andrew Tickle** gave us a flight review of the GWS Corsair, which he won at our Christmas party. Show and Tell items included a nice repro six cylinder Elf repro from Switzerland by **Ron Keil** and works under progress by junior member **Kevin Foster**.

DPC Models Ltd. is manufacturing some really neat laser-cut scale balsa flying model kits of WWI airplanes, most around 18" wingspan but several up to 26.5 inches. They are CAD drawn and very complete and are similar, but better (lighter), than the old Guillows, Comet or Sterling kits. I have the Sopwith Pup - even includes documentation and 3-view of real Pup. Check out their website, www.dpcmodels.homestead.com - their address is 1003 Sunset Trail, Kingston Springs, TN 37082.

A new book, **Flying Model Collectibles and Accessories**, by Jim Johnson and published by Schiffer, is a wonderful walk down modelling's memory lane with over 600 color pictures (and price guide) to kits, engines, magazines, books, contest memorabilia, catalogs and brochures, U-control, AMA, props, fuel, radio control, etc. - a history of model aviation in pictures and text. You can order a copy from your editor for $29.95 plus $2.32 tax and I'll pay the postage.

Also, check out kits at **Spirit of Yesteryear** in Canada. Website is www.soy.on.ca.

For SAMers flying any one of **Ben Shereshaw's** designs, his son **Jon** wants you to know that his dad can be contacted at 58 Village Dr., Montville, NJ 07045, 973-331-1771, and that at the age of 92 he is still designing models (on computer) and would appreciate a call or a card.

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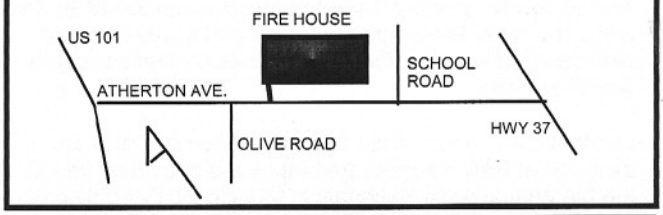
MEMBERSHIP

Membership is $15 ($18 Foreign) for the calendar year for both full and associate members. Dues are payable January 1st.

Full membership requires proof of current AMA membership to be presented at the time of joining or renewal by means of photocopy or presentation to the treasurer.

Associate members will receive the newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

Send dues to **John Dammuler**, Treasurer. Make checks payable to SAM 27.



Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

Antique Flyer

201 Foster Road, Napa, CA 94558

Winter II 2004







Ed Hamler is trying to figure out how he can obey that sign with his brand new 810 sq. in. Airborn; he's not sure it will go 15 MPH. See page 4 for more.

FIRST CLASS MAIL

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