Antique Flyer

AMA Chapter #108 Spring 2007 Issue 254

AT THE MEETINGS

by Jay Beasley

The regular monthly meeting of SAM 27 was held on Feb. 21st. **Mike Clancy** opened the business meeting at 7:15pm. We had 22 members and 5 guests in attendance. Two of our guests, **Ray Peterson** and **Sean Crowley** (a former member) decided to join the club at the meeting. Sean brought his young son Sterling with him. Secretary/treasurer **Jay Beasley** reported that as of the start of the meeting 67 regular members and 9 associates had renewed for 2007. We expect several more members to renew. Jay will send an email in the next couple of weeks to bug the delinquents. Our financial condition is sound.

Old Business: **Mike Clancy** reported that he has been working with **Steve Remington** concerning publication of the Antique Flyer. Steve and Mike agreed that the next issue will be electronic. Steve has made nice progress in working out software and programming bugs. Steve would really like to have the members give him material and photos for his newsletter. Steve's email address is: collectair@verizon.net SAM 27 had a booth at the Petaluma Hobby Expo. Several members attended, and we had several models on display. We sold some T-shirts, pins, and decals during the event. **Ned Nevels** designed and had printed some nice flyers about SAM 27 that were given out. He has also delivered some to **Richard Beck's** shop, Sonoma R/C Hobbies.

New Business: **Andrew Tickle** put together a couple of nice trophies featuring our plaques with wooden propellers. One is a perpetual Electric Texaco trophy that will remain at Schmidt Ranch, and the other goes to the annual winner of the Electric Texaco contest - in 2006 it went to SAM 76. Andrew reported that the next issue of SAM Speaks will discuss the rules for this year's Electric Texaco contest, and will probably feature smaller capacity batteries. **Dave Harding** is the honcho on that matter. Up coming contest CDs are: **Jerry Rocha**, Jimmie Allen and Small Rubber ; **Andrew Tickle,** Electric Texaco; **Mike Clancy,** 1/2A Texaco; **Ed Hamler,** Crash & Bash. **Ed Hamler** reported that this year's Crash & Bash events will include Electric Texaco, Fokker D-VIII, and Trenton Terror. Ed says about 15 kits for the Trenton Terror have been sold so far. Due to **Hap Miller's** previous work in grading our flying and parking areas, and having acquired a large mower to knock down this year's crop of weeds, the membership unanimously voted to extend him a complimentary membership this year. **Andrew Tickle** discussed safety rules at the flying field. Members are encouraged to review the AMA rules published in Model Aviation magazine. **Bob Rose** volunteered to help with the meeting raffles since **Richard Beck's** time is pretty well tied up with being a new daddy, and working full time at his business, Sonoma R/C Hobbies.

Show & Tell: New member **Sean Crowley** and his young son **Sterling** showed their Kerswap. Sterling is off to a good start in model building.



The legendary **Bud Romak** drove 120 miles to attend our meeting. Bud graciously donated a Red Zephyr to be raffled at Crash & Bash. He and **Ed Hamler** talked about the history of the 1936 design.





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Mike Clancy showed his 1938 design Record Hound powered by a Veco 29. Mike says it really glides nicely. It's hard to tell whether it has ever impacted the ground nose first.



Bill Vanderbeek donated his nice free flight Fokker D-VIII for a future raffle prize. Unfortunately, I didn't get a photo. **Nick Kelez**, master scale craftsman, gave a progress report on the Aeronca Champ he is building from scratch. He is working with **Sky Greenawalt**, and they will have this model available as a kit in the near future. This model features a scale instrument panel, opening door, landing gear, tail wheel, and another beautiful Kelez cowl. This model is so nice, it merits more than one photo. Until next month, happy building/repairing, and flying (weather permitting).
Jay Beasley







Members paying close attention to **Bud Romak** at the February 21, 2007 meeting of SAM 27 (above), and to a show and tell (below).



January 17, 2007 Meeting

The meeting of January 17 started was opened shortly after 7:00 pm by **Mike Clancy**. There were 24 members and 2 guests in attendance. Secretary/treasurer **Jay Beasley** reported that out of the 104 paid members for 2006, only 53 had renewed their memberships for 2007. He did expect most of the remaining members to renew. The balance of the treasury as of January 17 was $3723.57. Based on anticipated expenses and receipts for the rest of the year, we should have about the same balance at the end of 2007.

Old Business: An election (of sorts) was either held, or not held (due to anticipated and achieved apathy) for officers of SAM 27 for 2007. All of the previous officers volunteered to stay on another year. A vote unanimously approved the extension. **Ned Nevels** brought the new SAM 27 logo T-shirts that he designed. Some of the shirts feature a small

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logo on the front, with nothing on the back. Others have the small logo on the front with a large logo on the back. They sell for $10 each. 12 shirts were sold at the meeting.



Fashion statement.

Previously we had offered to purchase a new dish washer for **Miriam Schmidt** as a small token of thanks for providing the great flying venue of Schmidt Ranch. **Ed Hamler** was in charge of this project. We were fortunate in having Miriam as a guest at this meeting, and Ed told us that the kitchen remodel at Miriam's house was in flux, so he suggested we present a check to Miriam for $500, in lieu of a dish washer. This was unanimously approved, and a check was presented to Miriam at the meeting.

New Business: As a token of appreciation to the **Atherton Fire Station** personnel for letting us use their training room for our meetings, we presented a plaque featuring our logo and propeller to three fire fighters who appeared at the meeting. **Andrew Tickle** did a nice job in creating this presentation.



A discussion of the future of the Antique Flyer newsletter was the next item of business. **Steve Remington**, our esteemed newsletter editor, who single handedly has written, edited, printed, stapled, folded, labeled, and mailed each issue of the Antique Flyer, has become a little fatigued at parts of the task (mainly the physical handling of the papers - hard on the hands). To ease the pressure on Steve, he determined that the best way to deal with it would be to put the newsletter in a large envelope. This adds to the cost of publication because of the price of the envelopes and extra postage. In a nutshell, our cost per issue of the Antique Flyer has gone from around $140 to about $230. At that price, it would appear that a maximum of 4 issues per year would be about all we could afford. Steve offered the following options: Put out 5 or 6 issues per year at the new cost; someone else take over the newsletter, and do whatever they want; or scrap the whole hard copy idea and go to an internet or email issue. **Jay Beasley** sent an email poll to all members with an email address asking what their preference was concerning electronic versus hard copy versions of the newsletter. Of the 35 responses received, 3 members preferred printed copies mailed to them, although 2 of the 3 would have no problem printing their own copies at home. The other 32 members (91%) either preferred an electronic copy of felt that it is more than acceptable. It is estimated that if we went to an electronic version of the Antique Flyer, we would still need to print perhaps 15 copies for those members without access to computers. A couple of big advantages of doing an electronic newsletter are the ability to have an increased number of pages, and the use of **color** photos and highlights. **Mike Clancy** will talk to **Steve Remington** about a transition to an electronic format. On February 10, SAM 27 will have a booth at the **Petaluma Hobby Expo** sponsored by **Hobby Town**. Members are encouraged to attend. We would like to several models on display and people to man the booth and answer questions from the general public.

New Business: **Ed Hamler** brought a model-in-progress of a Trenton Terror. Short kits are available from **Bob Holman** at a 25% discount. The kits are $30, and plans are $12. See Ed for details and to order your kit. Among other show and tell items, **Nick Kelez** and **Sky Greenawalt** showed the fuselage and wing of the Aeronca Champ kit they are developing as a scale club project. Hope to see you on Feb 21. **Jay Beasley**



Ed Hamler showing how to do a loop in a Trenton Terror - or is it a demonstration of anhedral?

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December 20, 2007 Meeting

Submitted by **Mike Clancy**, President

Your President arrived at training room at about 6:45, two other members were waiting in the parking lot. I opened the door to the training room, turned on the lights, and what to my wondering eyes did appear, but a room full of toys, and not an inch to spare. As we wondered what to do, several more members arrived. Soon one of the fire fighters walked over from the main station and apologized for the mess in the training room. He offered us several locations in the firehouse in which to have our meeting. We chose their lounge room, brought over a number of chairs, and the meeting was on. President **Mike Clancy** called the meeting to order at 17:17 p.m. There were 17 members and no guests present. The minutes of the previous meeting were accepted as posted on the internet.

Andy Tickle gave a report on the Electric Texaco contest. We didn't win so we don't have to run it next year.

The **Christmas party** was discussed. It was deemed a success. The members appreciated the "more standard menu choices." The problems that occurred last year had been solved. We will continue to have our Christmas party at Papa's. The simplified "gift exchange" was enjoyed and will also continue. An interesting conversation overheard between a couple of the ladies concerned the extreme enthusiasm of the men who competed seriously for models and equipment-stuff they all already possessed and really didn't need. In any case, the term "white elephant" has been dropped in an attempt to keep the gift quality at its current high level.

Ed Hamler reported on the two models SAM 27 members have built for **Miriam Schmidt**. She will attend the European SAM Champs and fly these two nice electric models. **John Carlson** and **Ed Hamler** were the builders. Ed also spoke on the European SAM Champs. Attending the Champs in Slovakia this year will be **Ed** and **Mary Hamler**, **Miriam Schmidt**, **Andrew** and **Naomi Tickle**, SAM WEstern VP **Dick Griswold** and wife, **Ann Maly**, plus SAM webmaster **Dave Harding** and wife, **Jean**, and **Dick** and **Cathy Bartkowski** from Pennsylvania.

Ned Nevels discussed the new polyspan lite. We have an opportunity to purchase some of this new product at a reduced price. It was decided by the members present to continue to use the material we have been using and still have on hand. The difference in weight seems not significant for general purpose use.

The U.S. **SAM Champs** was discussed by **Ed Hamler**. They will be held October 7-12 in Henderson, Nevada a week after our Crash and Bash. The special event model this will be the Trenton Terror designed by **Mickey DeAngelis**. It is a 72 inch model (766 sq. in) which is very easy to build and quite inexpensive. It is a good flyer, can be used in a variety of SAM events. It is much easier to build than last year's Fokker D-VIII project. Ed is working hard to have some electric events for it at the SAM Champs. There will be electric classes for it at Crash and Bash. As with the Fokker, **Bob Holman** will make plans and parts available for a reduced price. Ed will order some kits soon. SAM 26's **Bob Angel** will be the R/C CD.

We have previously on a couple of occasions asked the Atherton Station firemen if we could offer them something as thanks for their generosity. As they always refuse Your president proposed that we makeup one of our propeller plaques as a token of our thanks. The members agreed and **Andy Tickle** volunteered to assemble the plaque.

Sky Greenawalt did a nice presentation on the club scale project. Most of the drafting on the 60 inch Aronca Champ has been completed. Sky will soon cut parts and **Nick Kelez** will build the prototype. It is designed for electric power but can easily be converted to gas. Wing loading will be 10 oz./sq. ft. Power on prototype will be a Himax 200w at 14a, turning a 10-6 propeller. An AXI 2217 would also be good and it can swing a 12-6. Sky is a Himax dealer and is going to give SAM 27 members a very good price on the kit and motor. See his website www.acme.aircraft.com.

Ed Hamler gave a very informative presentation on ignition system theory and hardware installation. While ignition engines seem more complicated than glow or electric, using modern batteries and transistor circuits they are much easier to start and run than in years past. None of us fear our weed eaters, leaf blowers or lawn mowers, so accept the challenge of something new (old). (Secretary Beasley, to help pay for his ski trips is considering opening a plane cleaning service). The meeting was adjourned at 9:16 p.m. There was no raffle.



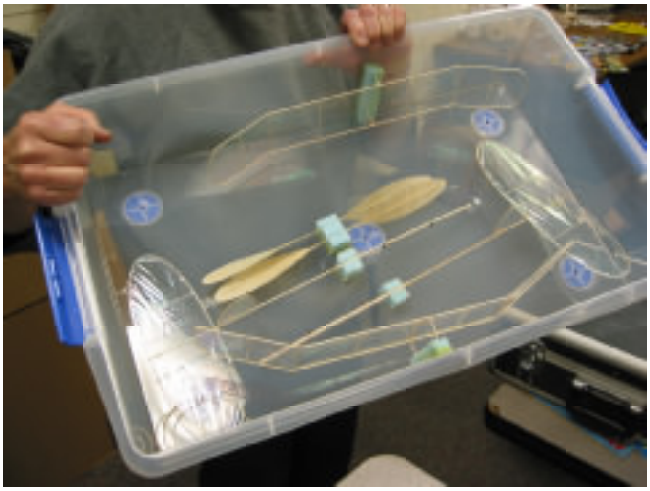
Miriam Schmidt was presented with a check for $500 from SAM 27 at the January meeting. This was given in appreciation of her generosity in providing the superb flying venue at the **Schmidt Ranch**. **Mike Clancy** is shown presenting the club's gift to Miriam.

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Among The Model Makers

Lots of fun projects get discussed at SAM 27 meetings; if you haven't been actively attending meetings, then you've missed some interesting show & tells. **Ed Solenberger** brought some indoor models recently which are truly amazing when compared to the engine-powered R/C models that we are familiar with.



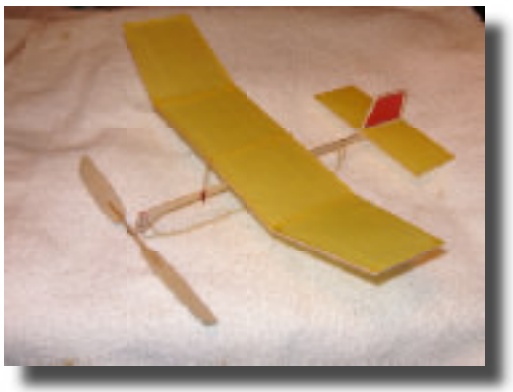
Here are two indoor models kept safely in a plastic storage box. These are EZBs; one built by Ed and the other built by SAM 27s indoor guru, **Earl Hoffman.** Ed says that the target weight of 1.2 grams was slightly missed as he made a somewhat thicker prop (.014" instead of .008") because of indoor hazards at the flying site. The prop is made up from edge glued, diagonal cuts from an expensive sheet of indoor balsa so damage is to be avoided, if possible. Imagine a model weighing only 1.2 grams! - doesn't even trigger a minor brain wave to your senses when placed in your hand. The rubber "power" is square-cut, .045", not quite your Jimmie Allen sort of engine.



***Loren Kramer** appears to be awed by **Ed Solenberger's** feather-weight propeller demonstration.*



Another of Ed's far-out projects, the "Fun Bird" - a honest-to-goodness ornithopter - actually flies as it beats itself to death.



A "revised" Peck-Polymer ROG with a "Solenberger" prop and pylon wing mount alterations - now flies great.

Attendees at the January meeting also heard Ed's update on **Earl Hoffman**, our most senior model-master at the age of 94. Earl has recently moved from his condo to an assisted living facility but Ed believes that Earl may return to the condo soon - an active gentleman, Earl enjoys walking around his condo area and goes dancing on Wednesdays, so he's not too happy with his new living arrangement, brought on by a fall at his condo. He's building another one of his super-light indoor models and Ed has agreed to assist with the covering. Club members are hopeful that Earl will again make the weekly TOFFF sessions with the assistance of his good friend, **Ed Solenberger**.



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Fliers at SAM 27's Lakeville TOFFF flying site are familiar with the free-flight efforts of **Paul Stober** as he launches his rockets sans radio. The article below is from "Model Aviation" almost thirty years ago, so you can see that Paul has a long history of free-flight contest successes.

Free Flight··

Duration··

Bob Meuser

STRONG ARM 1150: Paul Stober has been cleaning up out West with his "Strong Arm 1150" and its close relatives. Notable wins include first place in Class D Open at the 1977 Nats, and first in Class A with a 540 sq. in. version. And, again, with the 1150 he took first at the Fresno Annual with a total of 58 minutes. Then early this year he set an Open Class D Category II record with a respectable score of 24 minutes.

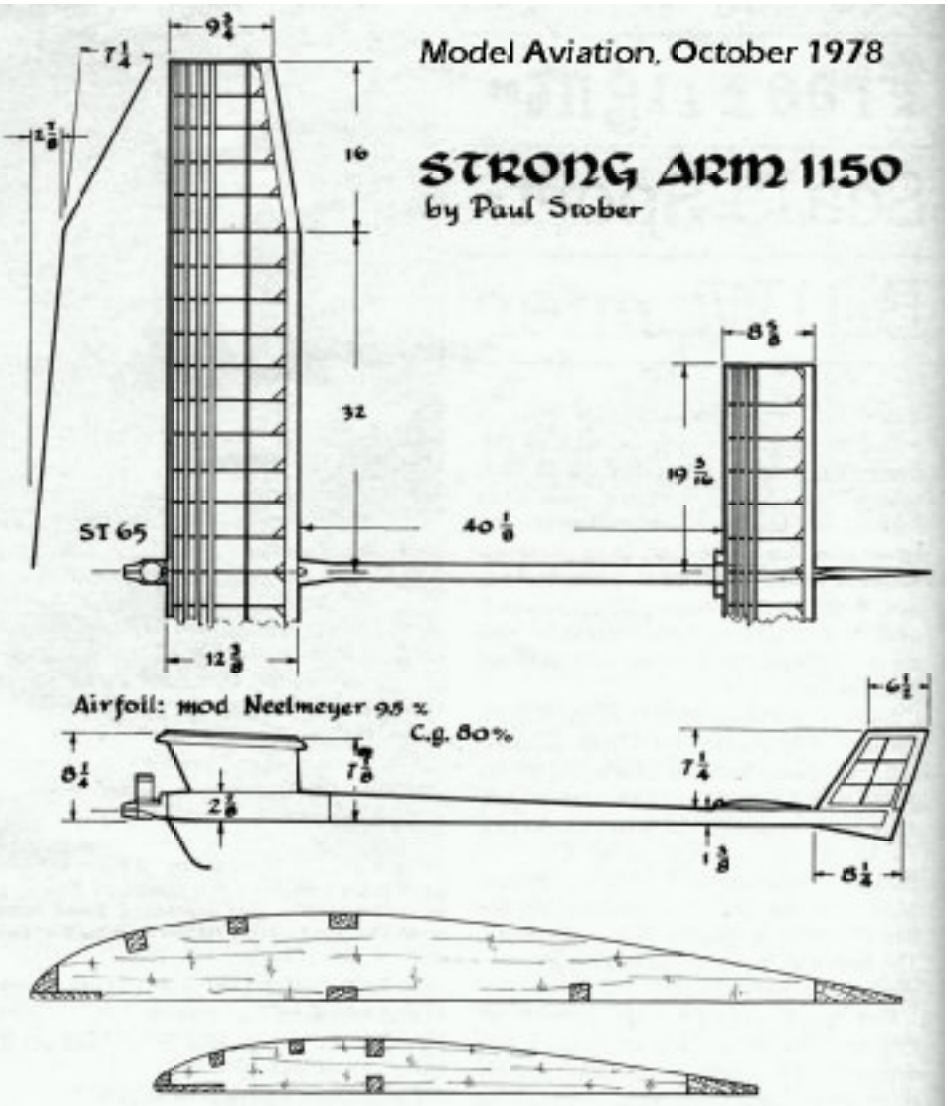
More commonly, Class D models have 800 to 900 sq. in. of wing area and are flown with .4 cu. in. engines to allow them to be flown in both Class C and Class D with a bit of engine swapping. But Class D was originated by a group of Southern Californians who preferred truly large models. With an 8-ft. span, a Supertigre 65 on the nose, and an all-up weight of 60 ounces, Stober's Strong Arm is in the finest tradition of Class D.

Double the dimensions of your favorite Half-A and you have a pretty good idea of the wood sizes used on the 1150. The fuselage is boxed up, Starduster style, out of 3/16 sheet. The front end is reinforced with ½ in. thick cheeks. Pylon is ½ in. sheet. Leading edges start with a strip ⅛ × 1 laid flat. On the wing a strip of ⅜ sq. stock completes the leading edge; on the stab ¼ sq. is used. The two turbulator spars are ¼ sq. on the wing, 3/16 sq. on the stab. Main spar of the wing consists of two strips of 3/16 × 3/8 spruce on the main panels, balsa on the tips. The stab uses ¼ sq. main spars. Trailing edges are ⅜ × 1¼ and 5/16 × 1. All ribs are ⅛ thick.

The right wing is washed in ⅛ in. at the dihedral break. Both tips are washed out ¼ in. A timer-controlled variable-incidence stabilizer and auto-rudder are employed.

Model Aviation, October 1978

STRONG ARM 1150
by Paul Stober





1957

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SLIPSTREAMS

CORRESPONENCE from **Earl Cayton**.

In the Jan/Feb issue of SAM Speaks, **Gene Wallock** (SAM Librarian and Design Review Chairman) wrote about my "Prop First Canard" rubber-powered model. It was published as a one page article in the 1942 issue of Air Trails Classic, a spin off of the Air Trails magazine. I was supposed to do a complete construction article for a regular issue of Air Trails but I had an opportunity to get into an earlier Aviation Cadet class for pilot training in the Army Air Corps which curtailed my modeling activities for the duration of WW2.

Thom Greenhaldge found the article in an old beat up magazine and sent Gene a 1/4 page size copy for more information. Gene asked me for a better copy but my copy was lost in one of my transfers in the Air Force.

After reading a few articles about canards (horizontal stabilizer in front of the wing), I designed and built a rubber powered model to see if canards actually flew. Twin pusher rubber powered models are canards. It had a 36-in. span with a 14-in diameter, two-bladed folding propeller. I was in the same model club as **Hank Cole**, in Tacoma, Washington, and I copied the multi-stringer construction that he used in his *Stratospher* rubber powered streamliner which was published in a 1941 issue of Model Airplane News.

The "Prop First Canard" flew like a regular tractor model, which surprised even me! Experts say that bees are not supposed to fly but the bees don't know it!

I enjoyed reading in the Model Aviation and the Antique Flyer about the scale Beech Model 18 that **Sky Greenawalt** built. Beech designed the Model 18 to compete with the Lockheed Electra before WW2. Both the Army and Navy bought large quantities of the Model 18 to serve as small cargo/transport and air crewe trainers. With two 450 hp P&W engines it had good performance and, like all Beech airplanes, it handled beautifully. I flew the AT-7, AT-11, AT-17 and C-45 variants and like them very much. The military Model 18 soldiered on until the late 1950s.



I noticed **Dick Irwin's** pretty Hollinger Floater in the latest Antique Flyer. This brought an old memory. Here is an old snapshot of Chuck's original Floater, taken at a 1939 Tacoma, Washington contest. Brown 60 powered, 8-ft. span. The large span was determined as the largest wing that fit in his Model A Ford sedan!



Chuck Hollinger was inducted into the 2006 class of the AMA Hall of Fame - long overdue in my opinion.

Sadly, Chuck's wife, Shirley, advised me that Chuck passed away, suddenly, shortly before this last Chistmas, He was 88 years old. He was a great guy and his many friends will miss him. The January issue of Model Aviation carried an article about **Chuck Hollinger**.

Earl also suggests that the Antique Flyer be sent to **Mike Keville** who writes the "Old-Timers" column for Model Aviation.



I think my big sister would much rather have an engine for that model airplane she's building!

LAKEVILLE EXTREMES



A wide variety of model aircraft appear at SAM 27's Lakeville flying site at TOFFF. **Gale Wagner** and **Tom Whitworth** demonstrate Lakeville diversity with their models exhibiting a huge disparity in size. Gale is shown with his beautiful 48" biplane of his own design; rubber-powered, this large model flies superbly just as all of Gale's large rubber projects. Tom displays his 7-inch, V-tail Whirlaway which appears to be easy to lose OOS in the hay underfoot. Thanks to **George Benson** for providing this photo and information.

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AT THE FIELD



Mike Clancy brought a friend to TOFFF who had never seen rubber free flight. He was delighted. Here **Jerry Foster** holds Mike's nostalgia Coupe d'Hiver after retrieving it on a cold winter day. Below:**John Pratt** winds a nice Cassano Stick with spectators **Dick Irwin**, **Ed Solenberge**r, unk, and **Mike Sidwell** looking on.



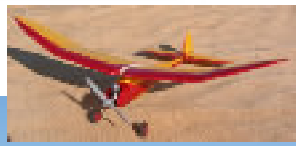




Airbornes abound. Below: **Don Bekin's** friend **Peter Reichert** from Yap poses with **Mike Clancy's** Sagitta 900 and Don's Thermic 100 Cabin gliders.



Left and right: **Ed Hamler's** very pretty A Hayseed. Diesel powered.





Dick Irwin and his Zoomer

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More AT THE FIELD





Terry Ketten with an old Ensign. It is powered with a Fox .19 engine with throttle and muffler and is flown as a sport flyer.



At left**: Rich Minnick** shows off his completed Rocketeer. He liked the fuselage construction so much he covered it with clear mylar; more pics next issue. **Mike Clancy** successfully test flew the plane. Below: **Kermit Walker** (seated) comes all the way from Lodi to fly at TOFFF sessions. He is an avid modeler and has built and flown every type of model airplanes. Like many others he has fallen into the evil pit of electronsand ARFs. The plane is a twin electric flying wing, the spectators, who are also currently greasless are **Ed Solenberger**, **Nick Kelez**, Secty./Treas. **Jay Beasley** and an interested spectator.



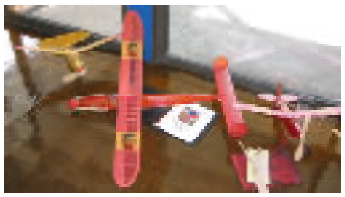


Left: A nice .020 Nostalgia free flight “Imp.” by **Glenn Schneider.**

John Pratt flight checks his beautiful **Hank Cole** Smoothie This has to be one of the best looking rubber powered designs ever designed.



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CHRISTMAS PARTY

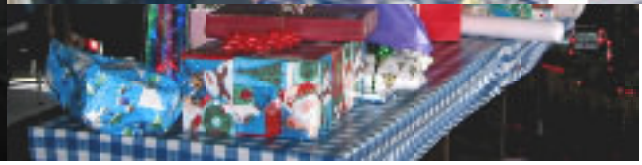












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"But, Marcia, when those guys said, 'Look at that FOX - - - is she a 36 or a 40?,' they weren't talking about YOU!"



This issue of the A-F is probably going to be the beta test for sending it by email to the majority of SAM 27 members; some will continue to receive a printed, black & white copy. The advantage of the email version is the ability to view and print out in color. Most of us "antique" flyers remember well the days when TV proudly advertised that a program or two was going to be broadcast in "full color." Well this newsletter is catching up with the NBC peacock, or at least chasing it. I will say that if you are still using "dial up" modems, you will experience an interminable amount of time to download because of the graphics - so, go for broadband of some kind. I've not been disappointed with DSL. If, for any reason, this email method of distributing newsletters is not satisfactory for you, please direct all suggests, comments, rotten tomatoes (remember that spelling flap? - sort of as important as whats-her-name Hilton), advice, and smooth talk to one of the esteemed club officers, but under penalty of never seeing your name in print again, do not send comments to the editor as he has established a force field which repells damn near everything but good editorial material which is always sorely needed. Send photos.

SPREAD SPECTRUM

The new MA has an article on the new **Spektrum DX7** which offers the 2.4 GHz system technology for any size model instead of just the park-size models. The spread spectrum system eliminates the need for frequency control - you can't interfere with anyone else. Fire up and go! For technical details, read the article on page 53 of the March 2007 MA. **Futaba** is releasing their version of the 2.4 GHz system called **FASST**. According to **Bob Angel** of SAM 26, the Futaba receiver weighs just 7 grams and is suitable for any type model. The DX7 has provisions for programming 20 models while the Futaba is limited to six, but the Futaba costs many bucks less. The spread spectrum is supposed to be immune to most interference noise from outside sources and within the model - such as speed controls and motors. Sounds like the answer to flight line control or lack of control - yes, your editor, along with just about every other R/C flyer on the planet, has been found guilty and paid the penalty. However, none of the radio manufacturers has addressed the subject of ignition interference, nor have they tested for it as far as I can tell. I was shocked several years ago when the Hitec people told me that they had no information on the 555 receiver with regard to ignition engines. We old timers are too small of market for them to care - the big, big ignition engines used in the giant scales have built-in ignition noise filters. So, who is going to be the guinea pig? If you are thinking of getting one of the 2.4 GHz radios, how about doing some testing with old timer ignition engines. I think a lot of us would invest in the 2.4 GHz if we knew that it worked with ignition.

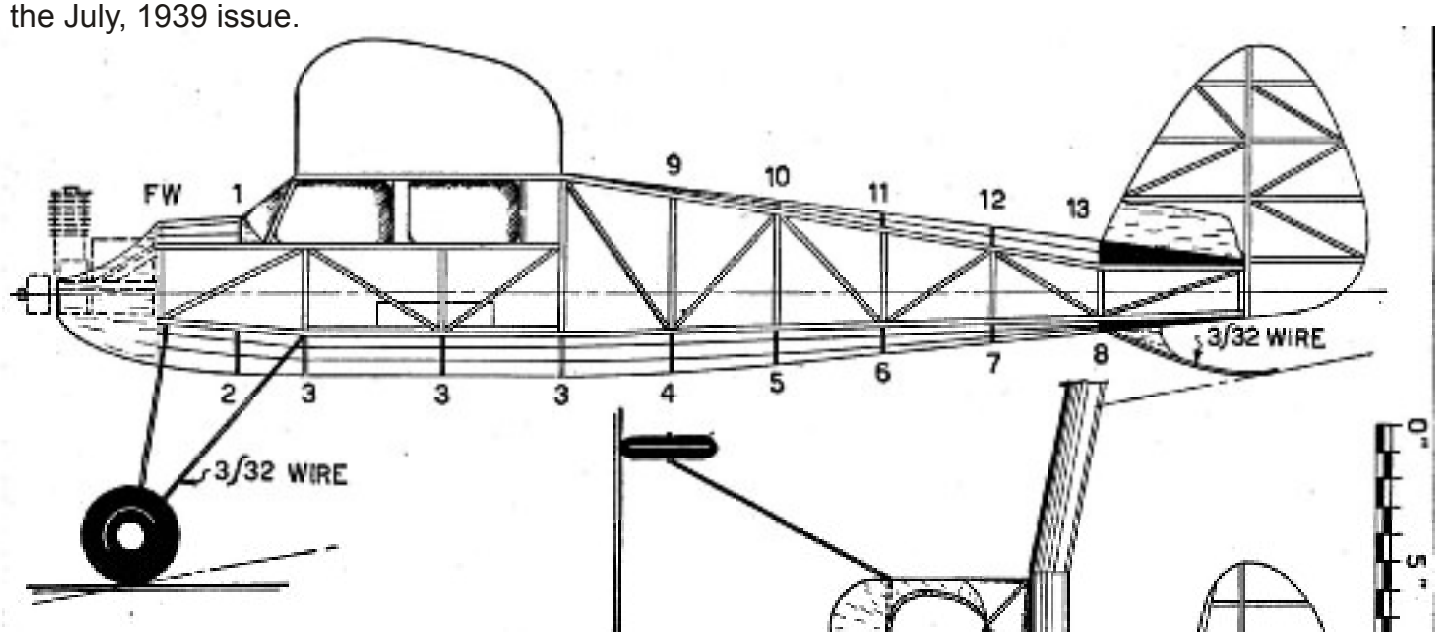
I consider myself rather up-to-date with technology but I'm far behind, even in the Ludite class, when it comes to today's model flying techniques. I admire the scale R/C models with huge dimensions and details which rival a real airplane - these guys, in competition, have to fly AMA maneuvers according to the rule book, but at least, they fly rather like an airplane. I just don't understand (make that appreciate, I guess) why there is so much interest in airplanes which spend their flight time hovering - I suppose it is simply because they can do it. Program all the necessary control inputs to the computer transmitter, add enough gyros to stabilize the model, and WOW!, look at it hover. My take: if it looks like a real airplane, then it should fly similarily if it is to look good. The helicopters are even worse. Why on earth would anyone want to hover up-side-down? The power-to-weight ratios offer capability to flit around the sky in a decidedly ungraceful manner, more fitting to the computer game screen than real life aviation - but that is the key: real life aviators appreciate the restrictions that the body places on g loads and reaction time while model aviators have no restrictions - its the old "hand is faster than the eye" technique. Likewise, it's hard for me to appreciate the amazing technology of model turbine engines as they power models which are flying at racing speeds which place the airplane at viewing distance for only a few seconds: zoooom! What model?

What do you think?

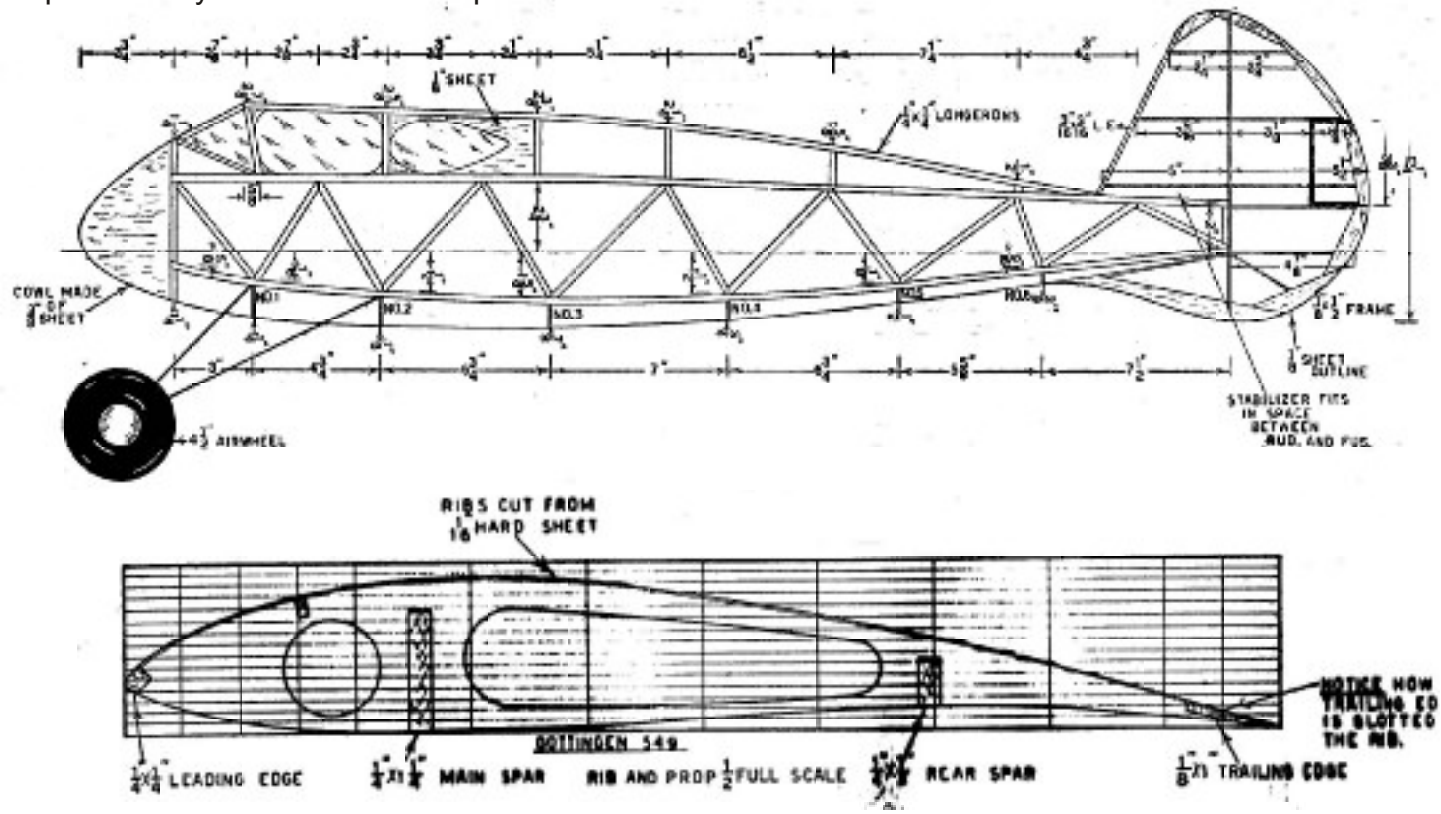
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The two models below were taken from 1938/1939 issues of **Flying Aces**. Each of these appears to be worthy of building and both have undercambered airfoils and a straight dihedral wing. The top model is the **Debby,** designed by Nick Limber. It has about a 64" span and the complete plan is in the July, 1939 issue.



The model below is the Gas-Powered **"Scram"** from the July, 1938 issue. The model was designed by Ray Heit and has a seven-foot wingspan (six sq. ft.) and the original Scram II was powered by a Brown Jr. - was painted red and cream. Was entered in the '37 Nationals.



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3379 Crystal Court
Napa, CA 94558

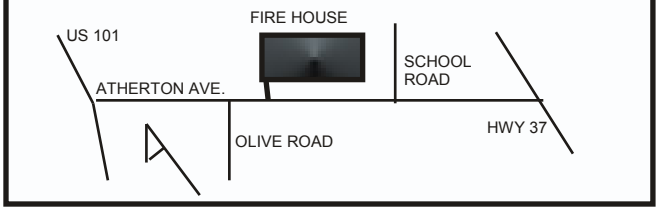
Official Photographer
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2018 El Dorado Court
Novato, CA 94947

Editor - collectair@verizon.net
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RECORDING SECRETARY	Various	
JUNIOR O/T PROGRAM	Rocco Ferrario	(707) 258-1705
RAFFLEMASTER	Richard Beck	(707) 938-9765
FIELD ENGINEER	Hap Miller	(707) 833-5905
DEPUTY FIELD ENGR	Mike Sidwell	(707) 528-8268
WEBMASTER	Ned Nevels	(707) 255-7047
DEPUTY WEBMASTER	Larry Jobbins	(415) 883-3882
RACE MARSHAL	Hap Miller	(707) 833-5905

MEMBERSHIP

Membership dues (for **2007**) are based on the class of membership; the **Full** membership includes flying privileges at Lakeville and voting rights for only **$25**. **Associate** membership includes the newsletter and meetings only for **$15**. 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 **Jay Beasley**, Treasurer. Make checks payable to SAM 27.

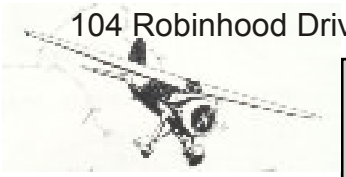


Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

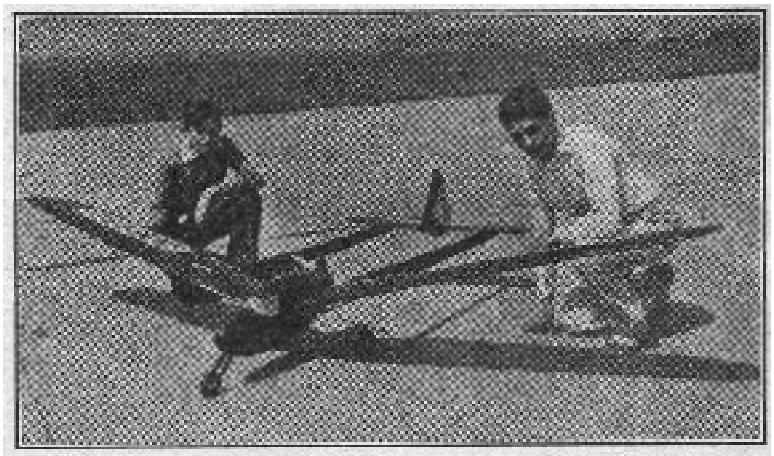
December 2006

Antique Flyer

104 Robinhood Drive, San Rafael, CA 94901



NOTICE: Your 2007 SAM 27 Dues are now due. Send to the address above.



Ben Shereshaw (right) is seen here with his highly successful controlled pusher. And Charles Kinney, who designed the "Pegasus Pete" (March, 1938, P.A.) is the chap on the left. Ben's ship, by the way, has an 8-ft. span and is all-balsa covered.

November 1939



Intense action at TOFFF

Why does a slight tax increase cost you $200, and a substantial tax cut saves you thirty cents?