Issue # 261

March / April 2009

Antique Flyer



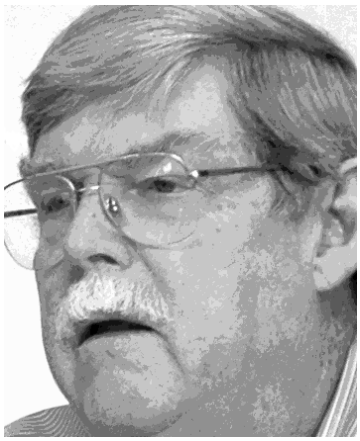
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bringing modelers together
Academy of Model Aeronautics

President's Comments

by Mike Clancy



Your newsletter editor is following Secretary Jay Beasley example by getting on my case to do this column. These two guys have the toughest jobs in the club and I thank them and all other member/workers.

There are a couple of other jobs that need doing: Ed Hamler is still looking for someone to take over the job of running Crash and Bash. Lots of training and assistance will be provided by Ed. It is not necessary that this be a one man job. It is a perfect job for a committee to handle. The person who gets listed as cd and applies for the sanction also gets a free AMA Membership and a 4 digit cd AMA number. It's a great-paying job—somewhere between .25 and .50 U.S.D. per hour.

Another job that is available would greatly help Jimmy Walker with the newsletter. We could use a Member Profile editor. This column is always popular with readers because it is not something rehashed from the meeting. The job guarantees instant fame as a journalist and it gives you a chance to really get to know some of our members. I have all the documentation on past profiles and we have many interesting members whose profiles would make interesting reading.

As many of you know, I have lost (not crashed) my third airplane since joining SAM 27. Number one was a P-30 rubber freeflight, number 2 was my electric 54" Kerswap, number 3 was my 72" ignition Clipper.
Part of the reasons for these losses was bad luck added to a little stupidity. The reasons why I haven't gotten any of them back is a little bad luck added to lots of stupidity.

Here are the ten commandments of my new philosophy.

I Thou shalt not fly higher than you can see.

II Thou shalt not fly further than you can see.

III Remember always that flying downwind is much easier than flying upwind.

IV Remember, the great thermal you ride downwind is followed by greater sink flying upwind.

V Thou shalt always ask for help before you need it.

VI Thou shalt always include your personal identification on and inside the model.

VII Thou shalt offer and pay (as punishment) a reward for return of lost model.

VIII Thou shalt check by test your engine/motor shutoff.

XI Thou shalt check by test your dethermalizer.

X Thou shalt at all times concentrate on what you are doing.

And all this brings to mind a question—why have SAM 27 RC flyers lost more models than SAM 27 and Marin Aero free flight modelers??

See you next time and remember

"every day spent gluing balsa sticks adds a day to your life."



A Few Words from the Editor

by Jimmy Walker



I try to get to the flying field as much as possible; my goal is to be able to bring my airplanes back in one piece. Though this is an improbable goal, it's one that we all share. I for one am not one of those blessed with a lot of patience. On a nice afternoon last month I recall watching Frank Plexico flying one of his planes and I remember that he has probably had the record for the number of crashes on the same plane. However, the difference between Frank and a lot of us is that, with a shrug of the shoulders, he takes all the pieces home and comes back the next time to try it all over again. I marvel at this type of patience and fortitude. When I wreck them that much I usually tear out the components and fill the garbage can with the rest. On that day Frank had no accidents and he commented before we all left that "Today I'm going home with my planes all in one piece for the first time". You could tell by the tone of his voice and the smile on his face that he was like a proud new father.

I know that everyone reading this knows exactly what I'm talking about when I describe a mishap with our fine flying machines. You thought you had control, or maybe you know you didn't, and the plane seems to drop out of the sky like there's a huge magnet pulling it downward to its demise. You then hear a list of censored words from everyone and you calmly put down the transmitter and start walking to the scene of the accident. As you walk you hope that what looked bad might just be a few scratches and maybe a crack or two, but when you get there you find that your pride and joy has been successfully re-kitted. You then pick it up and walk the walk of shame back to the others waiting with the same remark from all…"what happened?"

The key here is that we must take it in stride and keep rebuilding and flying and rebuilding and flying. It's easy to lose interest when you have a lot of accidents and it's more prone to happen when you are beginning which is often the easiest time to lose interest.

Nobody looks at you like you're a bad flyer if you cream a few airplanes since even the most proficient of us have our share of mistakes. The main thing is to be sure and get help when you're starting or when you don't feel like you have the skills to test fly a new ship. There are lots of guys in the club which I would trust to fly my new plane for the first time. And if that person wrecked my plane on its maiden flight I would not blame him as long as we preflighted everything well. If everything is balanced, aligned, and adjusted right then it should fly with a skilled flyer.

As a full scale pilot I know that I would never leave the ground without going over a check list. Even though you absolutely "know" that something is right you need to verify it. Say it outloud as you go down the list and have a friend nearby repeat the check list as you go. This pertains as much to our models as it does to full scale airplanes. I'm sure all of us have let this slip at least once with bad results. If you have not, then you haven't flown enough; there are two things for certain...You might crash someday and you will crash someday.



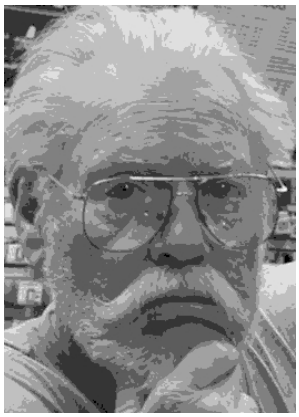
The Cover Story

Years ago it was popular to create a sculpted model out of solid wood. Many of us started out with this type of model...it was easy to whittle away on a piece of wood (and occasionally your fingers) to come up with an airplane that looks like something real. I remember walking around the house with a carved out fighter plane held at shoulder height as I made noises like big engines and machine guns. Things haven't changed much...I still do that.

The model in the picture was taken by an old friend of mine that has been in the hobby for as long as I've known him. Ron Pearson used to work in Novato at Bob Rankin's Hobby Shop then after that went to work at Toy & Model in Santa Rosa where he managed the hobby department there. Ron has always been interested in Photography and now works for a camera store in Santa Rosa and in addition has his own photography business and studio in Santa Rosa. His main interest has always been airplanes and I've seen some very nice air to air shots done by him, but now he has included portraits and things like that to pay the bills.

Ron sent me this picture a while back with the email heading…"remember these". And yes….I definitely remember them. Solid Models are so popular as to have a few web pages devoted to them. One that I especially like is:
http://smm.solidmodelmemories.net

A Few Notes about Fuel By Ed Solenberger



Gasoline has more BTUs than alcohol--but with alcohol you can get more power because you use at least twice as much. Gasoline will mix with petroleum oil (70 or there about) easily. Gas will mix with castor oil such as Blendzall--not with medical castor or good old Baker's AA--perhaps if alcohol is added to the gas, it will mix. You can be fooled by mixing gas and regular castor, but it will soon separate---shake well just before using. So, for old engines, Brown etc, gas and oil 3-1 or so; that works well, but it tends to be somewhat critical as to needle valve setting. Alcohol and Castor are also good at 80-20%. However, on a hot day, an Ohlsson & Rice 60 will go diesel and keep right on running!!! Ask me!!!! Most smaller engines seem to go well on FAI fuel 80-20 and don't seem as apt to overrun.

1/2A Texaco Fuel engines—specifically the Cox .049 reed valve engines—seem to work best on 15% 4-Cycle fuel. I have a gallon on Cool Power castor/synthetic blend which should last the whole club a few years and I'd be glad to share with anyone that asks. Since we are not turning those engines very high, this fuel seems to give it a very good run.
One point to remember is that less nitro makes needle valves touchy throughout the varied temperatures of the day and more nitro gives you more power and shorter runs. Don't use straight only synthetic oils in old engines such as Ohlssons, Browns, Super-Cykes, etc. as the main bearings will and rods will not last. Just don't mess around with Super-WhizBang oils—you know what I mean...the 50-1, 100-1 stuff—since they are made for more modern engines with better metals and ball bearings. McCoys, Hornets, Cave Cobras, etc. can handle just about anything that you can shove through them except the afore said.

A good hot spark is also a plus---I still use coil, condenser, and 3 nicads. I am told that I must run transistor systems or I won't have any luck---gee, how did I ever get along? By the way, the condenser goes right across the coil, not out on the motor; that way only two wires to the engine--ground and points. Since gas runs a lot leaner, it may be the choice for Texaco and maybe a tad less oil since the RPMs are kept low.

I like castor oil best as it seems to lubricate better and leaves a protective coating inside---gums up if it's too much, but a little Break-free or WD-40 [Ugh] and a heat gun will free it up if it gets stuck (No pliers--Please!!!)

There--that's about all I know about fuel!

Cheers, Ed





The two pictures on this page are of my Prewar French R.E.A. Moteur 10cc (.60). This is an obvious knockoff of the Brown Sr. Several nations copied the Browns as they were light and reliable. There was even a Russian copy which was hardly distinguishable. The R.E.A. can be found on the cover of a book of French Motors—"*Moteurs France*" which I can't seem to locate in my clutter. This example in the picture is in good running shape with good compression.

Monthly Club Meeting - February 2009

The February, 2009 meeting had 20 members in attendance. Mike Clancy opened the meeting at 7:15pm.

We talked about our recently departed friend Nick Kelez. He is remembered for his humor, congeniality, and his master craftsmanship. There was no memorial service for Nick, but his family is tentatively planning a get-together with his flying buddies, possibly at Lakeville, sometime in the future.

Reports: Mike Sidwell reported that the field is in it's winter bog status. Don't try to drive onto the parking area until everything dries out. Of course, somebody has already made some ruts in the area, an annual occurrence we come to expect. We discussed putting a barrier or warning signs in the area, but decided to leave it as is. A barrier could possibly cause damage to a vehicle, with legal implications.

It has been noted that some of our helicopter flying members have been flying 3D maneuvers between the parking area and the road. If you see this happening, please inform these gents that we need to maintain more distance from vehicular traffic areas. Also, most SAM 27 members don't know the helicopter flyers, and it is suspected that some non-members are using our field. Please politely ask the names of anyone you don't know, and also ask to see their AMA card. Jay Beasley can verify their membership status.

Jay Beasley reported our funds are in good shape and we have about 140 members, some of whom have yet to pay their dues for 2009. He expects six to eight people to not renew their membership.

Old Business: The Hobby Expo in Petaluma takes place on Saturday, Feb. 21 at the Petaluma Community Center. SAM 27 will have a booth next to Wine Country Fliers. Hours are 9:30 to 4:00.

Andrew Tickle announced three practice contest dates for Speed 400: May 14, Aug. 6, and Sept 12.

Thanks are in order for Jimmy Walker's latest issue of the Antique Flyer--magnificent!
(Ed. Oh Pshaw!)

New Business: A discussion about having our members fill out liability release and indemnification agreements. Mike Clancy says this has been done at Sacramento Valley Soaring Society events. Theoretically, this might reduce the liability of officers of the club in the event of an accident. John Trumbull, esq., and others said that basically the forms would do nothing to protect anyone. In fact, the more diffuse, or loosely organized we are, the less likely the entire group can be sued. We are unincorporated, partly to avoid legal hassles, and also because it is expensive to incorporate; not to mention annual tax filings, etc.

Andrew Tickle announced that there is a new flying club at Liberty Field in Petaluma which will cater mostly to large gas models.

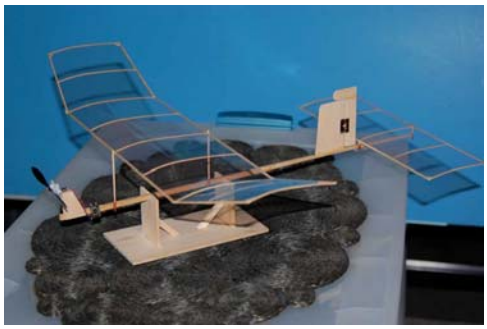
Ned Nevels announced that Lone Star Balsa is back in business after a fire last year.

Show and Tell: Ed Solenberger gave a great presentation on is electric powered, radio controlled Penny Plane. (pictured) Ed has a lot of experience in many different modeling disciplines, and this project is a combination of several. Ed's model is 18 inches long, with an 18 inch span, and 4 inch chord. It uses Plantraco electronics, has one actuator for the rudder, is powered by a 30 mAh lipo and weighs 5.7 grams with the battery. Ed gave us a nice demo of how slowly it will glide.

Ed Hamler showed the progress he has made on his Kane glider--a beautiful piece of workmanship. This model was originally made of plywood but has been reengineered to use balsa. The span is just under 2 meters, and so far Ed's AUW is 21 oz.

John Trumbull showed his partially framed Trenton Terror. This in John's first big building project and he is really enjoying it. Mike Clancy commented on the construction and encouraged others in attendance who have not built balsa models to give it a try.

And then we went home.



Monthly Club Meeting - March 2009

The monthly meeting on March 18, 2009 had a good turnout, with 34 members and 2 guests in attendance.

Mike Clancy offered to have Jay Beasley read the minutes of the last meeting, but fortunately the members weren't any more interested in hearing it than Beasley was in reading it..

Secretary/Treasurer Report: Beasley reported our finances in good condition with a fair amount of money in the bank. Approximately 30 members have not as yet paid their dues for 2009, so Beasley will send out a nastygram to those individuals at the end of the month. Of note, the only helicopter pilot who has paid is Gonzalo Martinez, so if you should see other heli guys flying please ask their name and membership status.

Field Report: Chip Buss tread on Mike Sidwell's turf by mowing said turf around the runway. What a guy.

Old Business: Andrew Tickle talked about the upcoming Speed 400 event, practice dates, and technical aspects of flying these models. It's a good idea to hand launch because a runway takeoff is just using up valuable time on the LMR.

New Business: The Oakland Cloud Dusters have lost their field, and we will allow them to conduct their contests at Lakeville. This may require membership in SAM 27.

The idea of producing membership cards was kicked around again. Beasley refused to do all the designing, printing, labeling, and mailing and there were no volunteers. The majority of members thought they were unnecessary. In lieu of membership cards, we will keep a list of members at the field. Beasley will work on this.

Show and Tell: Mike Clancy showed a very nice Potent 30 (P-30 class) model he had recently completed.

John Trumbull showed his mostly completed Trenton Terror. He did a nice job covering it using Polycover. Mike Clancy commented that previous to the meeting John had a couple of wrinkles in a compound curve area of the fuselage,



in an otherwise good cover job. John told Mike that he would live with it, whereupon Mike took a sharp object and poked holes in said area. John could not live with that, so he redid it to Mike's satisfaction.





Chuck Griffiths showed his Chihuahua model he is putting together for the Speed 400 event.

Bill Vanderbeek showed his tissue covered Pixie that he converted from a free flight model for the Speed 400 event.

Monthly Club Meeting - March 2009

Ed Hamler showed his Kane glider that he recently covered--absolutely beautiful. He used mostly silk with some Samspan. Ed fabricated a nifty hatch for the battery/electronics compartment using magnet latching. Ed says the Kane has flown 4 minutes on a hand launch.





Last, but not least, Ed Solenberger showed an RCAF egg cup with a WWII emblem on it that he got from Canada. He had documentation from RCAF officers relative to the egg. The cup holds one Canadian goose egg perfectly. It was a rather humerous presentation.

After the business meeting and show and tell, we had an auction/grab fest of much of Nick Kelez' modeling supplies and parts. Between the meeting and TOFFF the next day, we took in $609 for Nick's family. There are still Nick's completed models, and several kits, and other items to sell. This should be completed in the next couple of weeks.

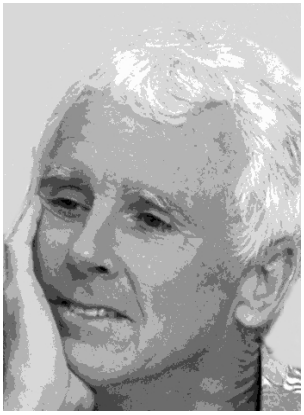
And then we went home.







In Memory of Nick Kelez by Jay Beasley





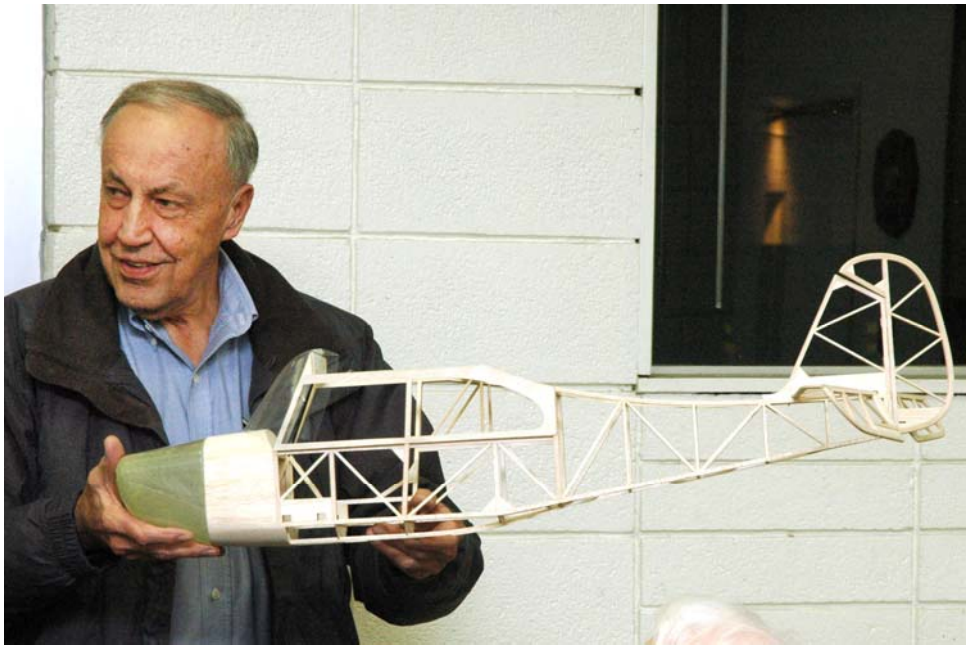
Our good buddy Nick Kelez passed away recently at the age of 68 after battling cancer for some time. Just two weeks before he died, Nick showed up at Lakeville to watch the flying and hold court on the vagaries of model building and model builders. We had some good laughs at the expense of others, as usual. Nick would never (almost) badmouth anybody, but he would laugh and nod in agreement when somebody else did.

Nick Kelez was a master craftsman, and the finest model builder most of us have ever seen. His work was flawless. Though I never saw him do it, I am absolutely certain that he sanded every side of every stick that went into his models. There were no rough edges, no glue dabs, so stains, no gaps in joints.....nothing but perfection. It was almost a shame to cover his structures, but he made them to fly. I guess he had to cover and fly them because if they sat around uncovered he would probably have to dust between all the sticks to keep them looking nice. Needless to say, his covering work was also flawless.



Nick's forte, other than master craftsmanship, was scale! When Nick decided that he would build a particular scale model, he would obtain dozens of photos of the details of the full scale airplane, multiple sets of articles, maybe a book or two, and then

A Tribute to Nick Kelez (continued)



after digesting all of that, begin to modify the plans of the kit to achieve as much true to scale replication as possible. This frequently caused him to redesign major parts of the structure. He was rather "fussy" in that respect, and it turned out that he was known as Fussy in some of the clubs to which he had previously belonged . It was not uncommon at Lakeville to see somebody's non-Nick type of workmanship, be it a great glob of dangling epoxy, a landing gear held on (or off) by multiple rubber bands, or some other blemish, and then hear somebody make a snide remark about it. Nick would then chime in and say, "yes, but it's scale", which always brought a laugh. Many of us have used that line, and will continue to do so, in memory of Nick.



It looked to me that maybe due to his battles against cancer over the years, or maybe just because Nick was a mellow guy, he had figured out how to make life less complex than most of us. He was very content to build his works of art while listening to classical music, with his little wiener dog Reuben at his side or in his lap. He was more than happy to teach others his skills, though most of us could never hope to achieve his level of artistry. I feel like I really short changed myself by not spending more time watching Nick go through the basics of model building.

I do my building in my garage, and used to have the radio tuned to a jazz station. Now I build (and repair) listening to the classical station. And every time I turn that radio on, I think of Nick.

After Nick's passing some SAM 27 members helped Nick's son inventory and then sell most of Nick's models, kits, and supplies. Thanks to the members we raised $2693 for Nick's family.

Jay Beasley

The Flight of the Kane Glider



From its plans on paper to the final days when it floats on a cushion of air. Ed Hamler has created a beauty.

For all those that have been following its production you know this is Ed's entrant into a contest coming up in Germany this year. The Káné is a Czech designed glider from Radoslav Cizek in 1947 and fits the rules for SAM Old Time Glider competition.. Ed brought the plans to the meeting in December last year along with a few sticks glued together and we've been anxiously awaiting the flights. He brought it to the field one morning last month and with the help of Don Bekins gave it a number of short tosses to trim and balance it. As I watched it fly from his hands I wondered how he got helium into this structure...it literally floated! It goes to show that with patience and a few skills (Ed has more than a few) something of this caliber can be made.

With a wingspan of 1900 mm (74.8 inches) it is the smallest of Rado's published Old Timer tow-line glider designs. Wing area is 558 sq.in. and the prototype weighed only 560 grams (21 ounces) for an amazingly light wing loading of 6 oz./sq.ft. - a real floater.

The following pictures from Ned Nevels a nice shot of the Káné



The Flight of the Káné Glider

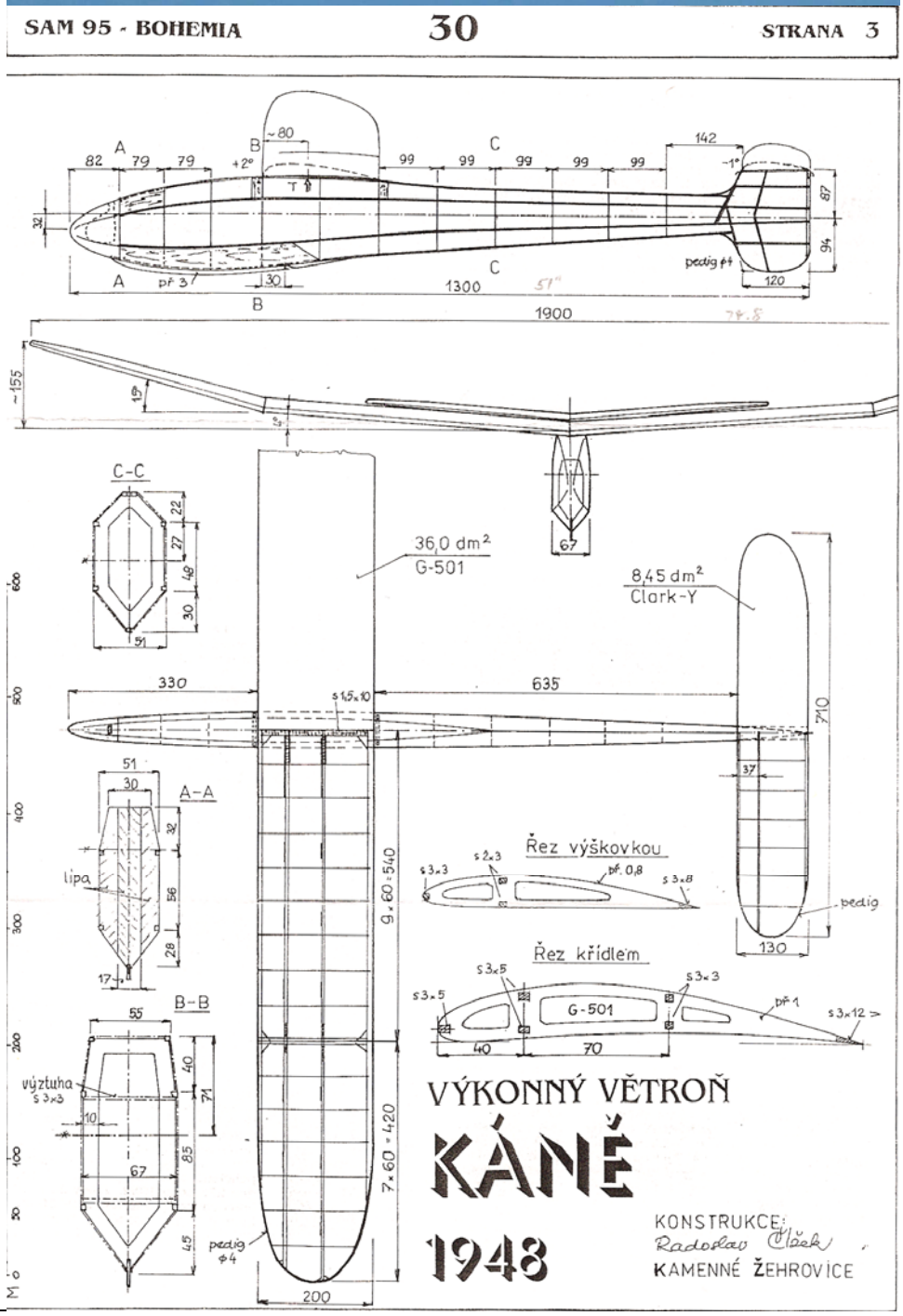
along with a picture of the plans. If anyone is interested, the plans will be available from Bob Holman Plans along with a laser-cut short kit which will make production a bit easier.

Sources:
Bob Holman Plans
Bhplans@aol.com
909-885-3959









The Hobby Expo in Petaluma

This year SAM 27 had a booth at the annual Hobby Expo on Petaluma. Though it is rather small compared to some, it drew a good crowd from the local regions and hopefully put some interest into a few minds as to joining our love for old-time machines.

It also gave us a chance to rub shoulders with other aspects of the hobby including Civil War aficionados, model boat people, scale plastic modelers and a whole range of people involved in their respective hobby.

A local club—The Wine Country Fliers—also had a booth and showed some beautiful models.

Many thanks to all those that volunteered to help out. It was a fun day.











La Page Mystère



What Airplane is This?

Flown by the famous aviatrix and racer—Jackie Cochran
Owned by the president of an international airline and said by him to be "the best plane that he ever flew."
Now sits in the middle of the room with lights that illuminate it day and night.



...And who might the boy on the right be?

Taken in 1947 with his brother Jack in Plano, Illinois where he grew up. He is still building and flying...one of our regulars at Lakeville and usually attends all the meetings.

With a determined face like that he had to be successful.

January / February Mystery Plane — The Grumman Duck

The Grumman Duck was around before and during the 2nd World War. As you might guess the nickname was "The Ugly Duckling". Though it wasn't the prettiest airplane around at the time it was one of the most useful.

Designed originally by Loening Aeronautical the Duck was directed by the Navy to the production facilities at Grumman. With a few modifications it finally flew in 1933 from a grass strip in Farmingdale, NY. It was originally powered by a Pratt & Whitney R-1830-62 "Twin Wasp". The roomy interior had room for a pilot and a gunner and a space for two passengers just behind the lower wing. There were more than a few downed Navy pilots that loved the sight of this ugly aircraft. There are a few in museums throughout the world including the EAA museum in Oshkosh, Wisconsin. The picture on the bottom is of a Duck at the air force museum in Dayton, Ohio. This particular one was built by the Columbia Aircraft Corp. in New York and delivered to the US Coast Guard in 1945. In 1946 it became surplus and was owned by a number of civilians and even starred in a movie called "Murphy's War" in the early 70's. When given to the museum in Dayton it was painted to represent the rescue OA-12 that the Air Force acquired in 1948.

If you get a chance, rent the video of the movie. It stars Peter O'toole as Murphy—the sole survivor of a crew that was killed by a German U-boat.









News and Views from Lakeville International Airport

The field was soggy and wet for much of February and March, but as the days got longer it dried out and we could at least walk down to the runway. Somebody had a fun time driving through the mud when no one was there and making a miserable landscape for the rest of us, but as it dries we can now roll over the ruts and it now seems to be ok to park anywhere. The runway is still fine and for now there were no major defects that might keep us from our fun.

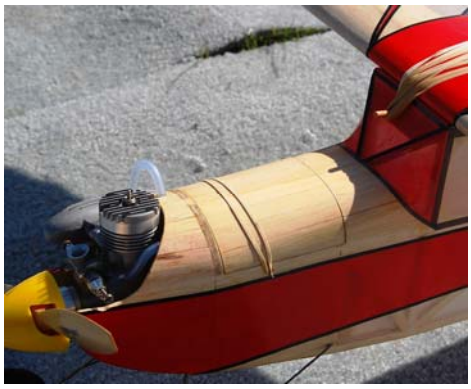
Though Thursday morning is the de facto date for gathering, you might find someone there any day of the week. Even with a lot of wind as we've seen it's still a nice place to hang out and get to know each other better.

Jay has a number to call at the airport in Novato that will give you the wind conditions. That number is: 415-897-2236. This might save you a trip unless you are one of the brave and want to polish your strong wind flying. As we all know it can be a challenge. It sure makes for some interesting landings.

On the right are some shots of Dick Irwin's Old-Timer "Red Zephyr". It flew nicely, but there was a bit of a problem. Once he got altitude and flew for a while he thought that he's bring it in and land it, but the engine was running just a bit too fast at idle and he was unable to cut it completely off. So he let it fly around for a long time and tried to empty the tank of fuel. After a while we all felt sorry for him and offered a chair—he'd been standing for a very long time. Finally with a few loops and some throttle action it was able to stop. It still took some time to bring it down without power—it simply wanted to fly. (editor—I'm building one of these and I think I might go electric. After seeing Dick's fly, I am enthused again to get back to it. Another reason to come to the field often...it keep your interest up.)



When it's too windy to fly we circle the wagons and create our own wind. This group can create enough hot air to make some real hat-sucking thermals. On this particular day, the first Thursday in April, we did have a few people (Ed Solenberger and John Trumbull) flying kites and Mike Clancy, Ed Hamler, and Don Bekins tested engines for the upcoming contest at Taft.







Dick Irwin's Red Zephyr

News and Views from Lakeville International Airport



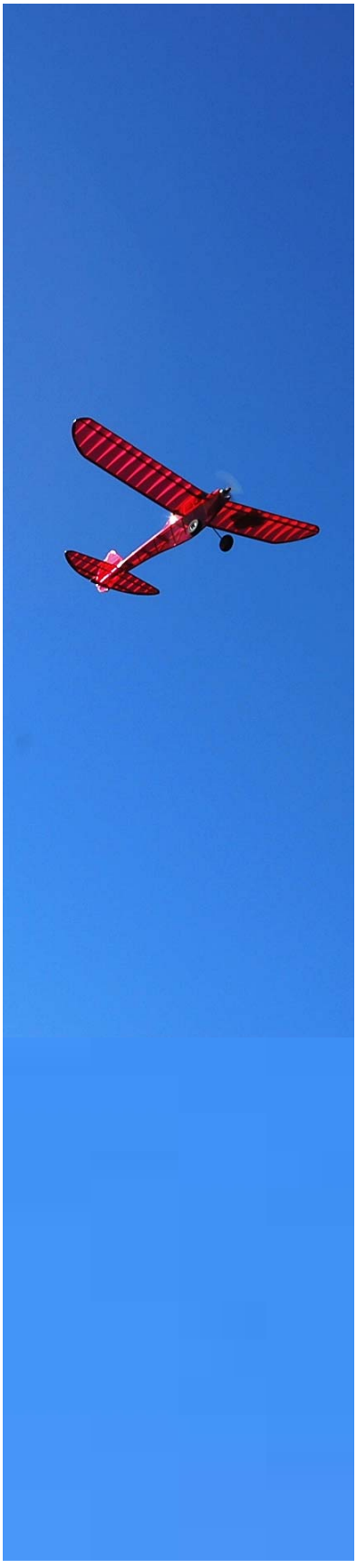




Rich Minnick's Diamond Demon. This was a Bay Ridge Kit that Rich bought on eBay. (though he copied the plans, built from scratch, then resold the kit on eBay). The model was designed by Jerry Stoloff and went on to set a national record at the hands of Sal Taibi in 1938 using an O&R 23. This will by his entry into the Speed 400 event and his first model built to compete in a contest. On the maiden flight with the help of Andrew Tickle it flew perfectly. It really only needed the radio to keep it from flying away. Rich is a prolific builder along with a hobby of restoring an old Chevrolet and running his winery—Tarabella Winery—in Sonoma. The next page has a few pictures of another of his airplanes. Rich likes the old stick and tissue and dope, but he also likes time at the field, so a few are covered with iron-on covering.

News and Views from Lakeville International Airport







Rich Minnick's Trenton Terror 72". The plans were downloaded from theplan-page.com. It's powered by an AXI 2808-20 with a 60 speed control. This one is covered with tissue! Nice job! Rich says it's a great flyer.

source:
www.theplanpage.com

Taft, California March 28th and 29th SAM 26 Contest

Mike Clancy, Don Hamler, Don Bekins , and Ned Nevels made the trek to Taft for the Old-Timer event in April. Ned created the pictures on this page with what appears to be multiple airplanes, but they are really the same plane with multiple shots—one right after the other. We are lucky to have such a great photographer at these events.



Here's a sequential action shot of Don and Mike making an official flight with Mike's A Glow Airborn. Mike made the flyoffs in two flights with some great downwind thermal flying. It was too windy for a flyoff and Mike got third place in the 3-man coin flip.



Mike's winning old time glider.



Above is a sequence of launch photos of Eddie with his 490 airborn from the Holman/O'Reilley parts and Plan in "A" Glow at the SAM 26 Spring Opener at Taft last weekend. Dan Carpenter is timing and some "paparazzi" from Southern California is taking photos in the background. That industrial scene in the distance is the world-famous "Kitty Litter plant."

Taft, California March 28th and 29th SAM 26 Contest





Don Bekins flew his Folly in Ohlsson Sideport on Sunday. On his last flight, after about 20 seconds, his engine back-fired and the prop nut, prop and the retaining nut flew off (never to be seen again BTW) Don flew the abbreviated power flight out to a MAX and landed his Folly "Glider." and went looking for the 13-6 APC prop. He was almost directly over me at 20 seconds and I gave him a good idea of the likely impact zone but no joy in finding the prop or any of the nuts. Here is a photo of him returning the Folly sans prop to the tent staging area with an enlargement of the model for you to see. At left is the launch with Bob Holman's daughter timing.
Ned Nevels

Taft, California March 28th and 29th SAM 26 Contest





Under the canopy getting ready for a flight. The beautiful Clipper in now listed as missing in action. Though they spent a lot of time looking for it they never found it—it now is the property of the thermal gods and dust devils. Mike would really love to find it—sentimental value and a great engine. Above right a shot of the Mike's Old Time glider as it comes home.



At the end of the day it's time for a group shot and three happy competitive flyers. Thanks guys for representing SAM 27 and thanks Ned for some super photographs.

By Andrew Tickle-member at large



The Speed 400 News is on the web site. Ned Nevels will add a link to the home page. Until then just cut and paste the following into your browser:

http://sam27.com/SPEED400/Speed400.htm

Bob Film is now our newest Speed 400 Mentor.

New Models finished are:
Jim Temple's Peerless and Andrew Tickle's 1936 Dallaire Sportster.

The Dallaire Sportster made her maiden flight—it was a bit heavy at 22oz. For a Speed 400 motor but flew OK.

Be sure and check out the web site for the schedule and the list of flyers, mentors, projects, and any other information about the Speed 400 event.

There will be a warm-up contest on Thursday May 14th at Lakeville.



Andrew's Dallaire—22 oz. and 400 sq.in.



Ed Walker's PB-2 Parasol by Thracy Petrides...1938



Above is Rich Minnick's Diamond Demon at Lakeville.



At left is Jim Temple's Peerless.

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Club Meetings

Monthly Meetings are held on the third Wednesday at 7:00PM at the Novato Fire Department Training Room on Atherton Avenue between highway 101 and Highway 37. The training room is located behind the fire station. Ample parking is available.

Membership

Membership dues are based on the class of membership. The **full membership** includes flying privileges at the Lakeville site and voting rights for only $25 yearly. An **associate membership** includes the newsletter and meetings for only $15 yearly. Associate members will not be allowed to fly at the Lakeville site.
Dues are payable to the treasurer/secretary as shown above and require proof of current AMA membership.