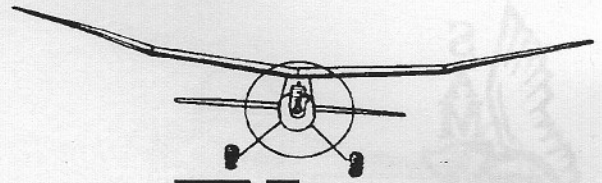




# Antique Flyer



## December Chapter Meeting

by John Carlson

Yeeeeeeeeeeee - Haaaaaa

It is with mixed emotions that I write this, my last Meeting Notes. It has been somewhat of a chore but I did get a degree of satisfaction in trying to be complete and accurate. Didn't always succeed but did my best. I don't know how I got started - I guess it was to help out the A-F editor who had to put forth a great amount of effort just to publish the newsletter and could not always be present at meetings. At first I wrote the notes longhand and, the then Editors, Don Bekins, Ed Heikell (& Mom) and subsequently Wes Funk and Melanie had to transcribe for publication. I had an old portable typewriter I tried to use but it would skip spaces, and "O"s resulted in a hole in the paper. Also I didn't think the Club treasury could afford the gallons of whiteout that would be required. I looked into word processors but finally bit the bullet and bought a computer which made my job and that of the Editor a lot easier. Wes Funk was not on-line with his computer so the notes were put on a floppy disk which would be snail-mailed back and forth every month. When Steve Remington took on the Editor's job the notes were e-mailed. At this time I would like to thank everyone for the kind words and cooperation given me and for the great "retirement" gift, a real windup stopwatch complete with engraved back and a RW&B neck strap. All I have to do is remember to wind it before timing a flight (ask Don Bekins). I really enjoyed my stint as S/T and I know that my successors, John Hlebcar and Rod Persons, will do great jobs.

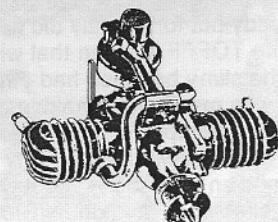
Well, on with the meeting notes. This last meeting of 1998 drew 19 attendees. There were no visitors but Rocco Ferrario made one of his rare appearances. We also welcomed, in absentia, Steve Henderson of Idaho Falls, ID. Steve had been in touch with Don Bekins and decided to join. We hope some day Steve can make it to one of our meetings or a TOFFF session.

## ANNOUNCEMENTS

- SAMSPAN is available. Contact Steve Remington.
- The PolySpan video is available. Contact Ed Hamler if you wish to borrow it.
- Mystery Photos and Scrap Box Items are still wanted for inclusion in the A-F. Also MemberÆs shop photos are wanted - There seems to be a competition developing for "most cluttered." Send them to Editor Steve Remington.
- The Mystery Modeler in the December AF was identified as Bob Stille, a friend of Jerry Rocha. The model shown was jointly designed and built by Jerry and Bob in about 1955 and flown FF in the Moraga area when both were members of the Diablo Flyers. The model had no name. Power was a Torp

23 Greenhead. Jerry's memory has it that the model was lost OOS. The guy displaying his underwear with the Hayseed SAM Logo is none other than our former A-F Editor Wes Funk. Mrs. Wes (Melanie) has a computer driven embroidery sewing machine to turn out such personalized items. (Way-to-go Wes and Melanie).

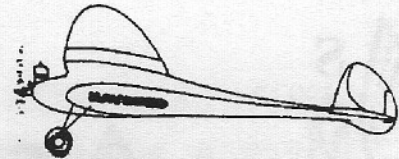
- John Hlebcar still has a few of the glass fuel syringes purchased by the club for sale to members at cost. See him with \$16 if interested.
- Upcoming events: Things get slow in the winter so there was only the Eloy, AZ Meet on Jan 16-18 to announce. Don Bekins, Ed Hamler and Ned Nevels may attend.
- Sadly, we report the recent death of Ted Babini, Remo Galeazzi's cousin and, along with Remo, the host of several SAM 27 meetings at their Schellville hangar.
- The Xmas Party was a big success with 48 in attendance. John Hlebcar did a great job of MC'ing the event. There were only three no-shows and their lunches were doggie boxed and added to the prizes on the raffle table. (We cleared \$40 on the Raffle). The White Elephant Raffle got pretty wild with the stealing starting much sooner than last year. Out-going Prez JohnH was presented with a handsome plaque with a gavel and appropriate inscription in appreciation of the great job he has done for the past two years. As previously mentioned, John Carlson was presented with an impressive stopwatch.
- The Hiller Museum field trip on 11/21 was attended by John Hlebcar, Jerry Rocha, Ed Hamler, Brian Ramsey, Don Bekins, Ray McGowan, Steve Remington and John Carlson. Member Fred Emmert who is a Docent at the Museum showed us around. Thanks Fred. For those who have not visited this Museum a trip is very worthwhile. There are many interesting and unusual exhibits well presented. Most of us went to lunch at a nearby restaurant and then proceeded on to Steve Remington's CollectAir Gallery at Reid-Hillview Airport, another facility of great interest to the aviation buff or modeler.



- Dues for 1999 are payable. See notice elsewhere herein.
- Rod Persons, our new Treasurer, advised that he will also take on the job of RaffleMeister formerly held by our new Prez John Dam-muller.
- Ray McGowan

showed a can of K2R which had been unavailable for some time. Apparently Dow has reformulated the product to eliminate the toxic percloroethylene ingredient. Ray says it works as well as the old product for rehabilitating fuel soaked balsa and was purchased at Lucky. Ray donated the can to the Raffle, thanks Ray.





# Antique Flyer

## JR O/T REPORT

Trevor Shiriashi attended with Rocco Ferrario. Rocco described some of the Junior programs with which he was associated and the people involved. These include a Junior Training Camp at Muncie, a program at Solano College and the AMA Junior Program. The AMA is sponsoring a trip by Rocco to a Southern California trade show where he will participate in the planning and implementation of programs for young folks.

## TOFFF GUY REPORT

Although we are still flying off the road, participation continues to be quite good with favorable weather on most TOFFF days. After fighting with a balky engine Dick Irwin made the maiden flights of the beautiful *New Ruler* model he showed at the October meeting. The first launch nearly ended in disaster due, per Dick, to excessive control throws. After correcting the problem, subsequent flights went well. Ray McGowan, making a long final with his 1/2 A *Texaco Wasp*, hit a high voltage line to the east of the field resulting in separating the wing and fuse. Unfortunately the pieces landed in the low spot where there was standing water and much mud. John Hlebcar loaned Ray some waders to facilitate his trip through the mud to retrieve the model. This proved to be a mistake as the waders accumulated so much mud that Ray was unable to move or even get the waders off. Some old planks were found which Mike Clancy, after removing his shoes, socks and pants, carried out to Ray who was then able to remove the waders, roll up his trousers and continue his retrieval. Mike is becoming the unofficial TOFFF rescuer with his rescue of Ray and his transporting of Don Bekins to the Novato ER following Don's finger/prop encounter several weeks ago. Mike has also been at the ready with his first aid kit when needed and did most of the chasing of pedal handicapped John Carlson's Jimmie Allen *Skokie*. **TOFFF's appreciation to you Mike.** Bud Romak brought out about a half dozen recently completed FF models for glide testing and proceeded to get his shoes pretty muddy but fortunately did not need rescuing. Editor: The same TOFFF session that witnessed Ray's misadventure into the slimy bog also had other crash "highlights", one of which was my *Ranger* making an arrested landing against a truck bumper, pure pilot error including crop-duster takeoffs. Rick Madden's pretty 4-cycle powered *Clipper Mk. 1* made an impressive flight with Don Bekins on the stick, then followed by a flight by Rick which resulted in an impression of a lawn dart. The engine "off" switch Rick, the engine "off" switch!! Fortunately, the *Clipper* is one strong model and damage was limited. TOFFF sessions are instructive and we all benefit from each other's mistakes, solve problems, have some good flights and have fun doing it. Win some, lose some, but always the camaraderie of fellow modelers.

## OLD BUSINESS

☐ **1999 Club Project** The *Dakota* 1/2 A all balsa FF

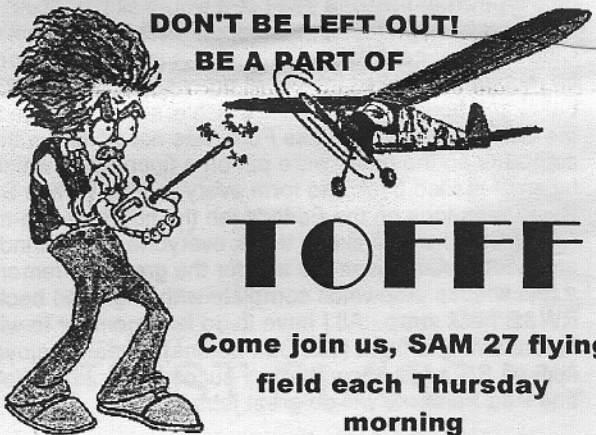
model is still the only contender in this selection. After some discussion regarding engines and potential rules and contest formats, it was decided to leave this matter for the new 1999 Officers in next year's meetings.

☐ **Schmidt's Theater Gift** Don Bekins reported that Joanne Bekins and Mary Hamler discussed the subject with Miriam and determined that season tickets to the Sacramento Theater would be preferable to one SF performance of the *Phantom of the Opera*. Considering that Phantom tickets would be at scalper prices the cost to the Club would be about the same. Don is proceeding with arrangements.

## NEW BUSINESS

☐ **Antique Flyer** Steve Remington reported that the cost is running about \$115 per month (\$1380 per year) including postage. We presently have 85 Members, some of whom joined later in the year with dues prorated. Assuming an average of 75 fully paid members at \$15 each the total

**DON'T BE LEFT OUT!  
BE A PART OF**



**TOFFF**

**Come join us, SAM 27 flying  
field each Thursday  
morning**

dues collected is about \$1125 resulting in about a \$255 shortfall. International postage is considerably more than domestic and we may have to consider raising dues for overseas members. Steve is seeking ways to reduce the costs associated with processing and screening of photos. Our other sources of revenue are:

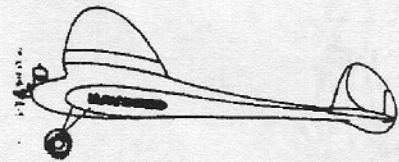
	1998 profit (approx.)
Crash & Bash	\$160
SAMSPAN	\$200
O&R Decals	\$ 30
Monthly Raffle	\$ ~ break even

As can be seen we are not doing much better than breaking even. Finances may be a good subject for consideration in 1999.

## TECHNICAL REPORT

(There was no technical presentation scheduled for December. Earl Hoffman will be January's presenter.)





# Antique Flyer

January 1999

## SHOW AND TELL

Ron Keil showed his 1/2 A Dakota model and reports it climbs left in 30'-40', 60 degree banked circles, gaining about 3' altitude per turn. Glide is right. He has 5 degrees left thrust in the OK Cub inverted engine. Ron also showed a Cirrus micro-mini (or is it mini-micro?) servo with a weight of 0.19 oz. producing 7 inch-oz of torque. Cost is about \$22.

Bud Romak brought a couple of FF models to show, the first a Wedgy from a Klarich short kit that Bud had kicking around for about 10 years. Power is an Arden 19 and covering yellow and purple silk, a beautiful model. The next was a Stu Bennett designed NorCal 2 with which Stu had won the CA State Champs and Bud's model winning three years at the SAMCHAMPS. The fuse has a diamond shape cross section, the polyhedral wing is on a pylon, landing gear is a single wheel and finish is in red and yellow. Power is an Elfin diesel with lots of down thrust. Bud also related some of his experiences as Manager of the US F1D Team at the Indoor World Championships held in Romania. The meet is held in an underground salt mine 756' below the surface. The chamber is 215' high by about 200' X 1000' and temp. is a constant 50 F. Lighting is minimal so the Team brought some 3 million CP, 12V lights to help out. Shipping such fragile models that distance is pretty chancy. One box got lost and turned up on the carousel in Germany. Damage to several models resulted in some all night build/repair sessions. Bud has written up a detailed article which will soon appear in the AMA Model Aviation magazine. We look forward to reading it.

Trevor Shiraishi showed a TD .049 powered FF Starduster he had rebuilt from a partially damaged model received as a gift. Covering was red and yellow Monokote. The fuel tank is a pacifier. Trevor hopes to make test flights soon at the Lakeville field. (Trevor: It is suggested you carefully read the earlier account of Ray McGowan's muddy adventure which may be of some help when retrieving this FF model.)

Don Bekins brought two models, his recently completed Red Ripper and his venerable Lanzo Bomber to demonstrate their similarities. The tail and nose moments are almost identical and views from the front side and top are strikingly similar. Don says flight characteristics are identical. The Red Ripper can be flown Class A with an Elfin diesel or 1/2 A Texaco with a Cox .049. The model was built from a demo short kit with laser cut parts available from BMJR Models which advertises in the SAM Speaks and FM magazines.

Ray McGowan showed a 1939 rubber model kit named the Retracto. Ray had built this model back then from a kit he had earned by selling three subscriptions to the Napa Register. All he had left of that project was the box top which he showed. Through an adv. in the MECA newsletter he located an intact kit and \$45 later the kit was his. The model has 147 sq. in. wing area, a 16" folding prop and flies on 22 strands of 1/8"(?)rubber. The model generated a lot of interest among the attendees and Bud Romak borrowed the plans for repro. (He probably has the model built by the

time you read this).

John Hlebcar had admired the Mickey Mouse pilot figure that Dick O'Brien had in his 1/2 A Model. Unable to find a comparable figure in a hunt through several toy stores John chanced across one in a Web auction and \$9 later received a very nice figure sitting in a toy airplane. The only problem is it's size - more suitable for a Peanut than a 1/2 A model. Too bad we don't have a 3D repro machine with an enlargement feature.

## RAFFLE RESULTS

(Members are urged to donate any surplus material or items to the monthly Raffle)

RAFFLE PRIZE / DONOR	WINNER
Aerosol K2R / Ray McGowan	Don Bekins
Japanese Tissue / Steve Remington	Bert Flack
Wright Bros. Kite / Buzz Passarino	Brian Ramsey
Plans (3) / Bob Munn	John Hlebcar, Bud Romak & ?
Plan / Ron Keil	?
Tx Neck Strap / Buzz Passarino	?
? / SAM 27	Ron Keil
Magazines / Rod Persons	Ray McGowan
Plans / Rod Persons	Ray McGowan

SAM 27 Costs \$40

Collected \$95

## YEAR-END GRAND RAFFLE

The Don Bekins built Ensign Model was won by our own inimitable and deserving Jerry Rocha - Congratulations!!!! In addition to the Bekins-built model, Don generously contributed the original kit - Thanks Don.

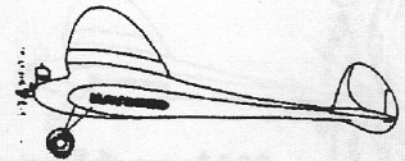
### IMPORTANT NOTICE

**DUES FOR 1999  
ARE PAYABLE  
SEND OR GIVE YOUR  
\$15 CHECK  
(Payable to SAM 27)**

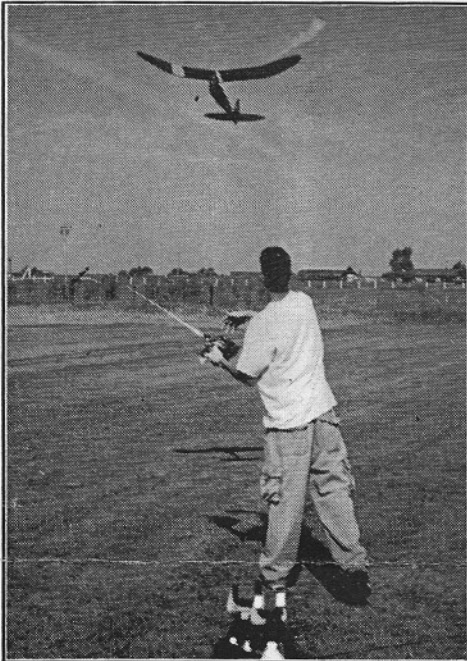
**to  
Rod Persons  
115 Kerry Lane  
Cloverdale, CA 95425  
(Show or send photo copy  
of AMA 1999 Membership card )**

**SEND IN TODAY!!**

"Yeeeeeeeeeeeeeeee - Haaaaaaa," says John Carlson!



## JUNIOR OLDTIMER FLYING ACTION



Trevor Shiraishi launches his 1/2 Texaco Playboy at the Elk Grove Schmidt Ranch during the October Crash & Bash.



Trevor Shiraishi prepares to launch his .020 powered Fubar at the Sacramento Waegall Field during the NCCFC #5 contest.

Eric Shiraishi photos

## COME FLY WITH ME AT TOFFF

Members attending the Christmas party were pleasantly treated to the sonorous and euphonious voice of Brian Ramsey who sang (a cappella) the Don Bekins'-authored takeoff on the venerable song, *Come Fly With Me*, a Sammy Cahn/James Van Heusen tune which was popularized by Frank Sinatra on the 1958 Capitol label.

*Come fly with me, let's fly, let's fly away...  
If you can use some exotic views, there's TOFFF up in the North Bay.*

*Come fly with me, it's really fun that day...*

*Come fly with me, put a plane up in the air...  
In thermal land it is in your hand to catch that rising air,*

*Come fly with me, let's takeoff in the blue...*

*Once you get it up there where the air is rising high...  
You'll just glide... starry eyed...*

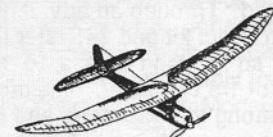
*Once you get it up there you'll be flying what you hold so dear...  
You may hear... angels cheer, 'cuz you've got it together.*

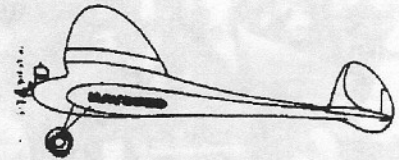
*Weather wise it's such a lovely day...*

*Just say the word and we'll fly our bird down at Lakeville Road today.*

*It's a perfect day for flying that is true.  
They say come fly with me, let's fly, let's fly away...  
It's TOFFF today, come out, takeoff...*

*Let's fly away!*





# Antique Flyer

January 1999

## SAM 27 Member Profile

Thanks to all the members who have sent in their profiles for future printing in the *Antique Flyer*. Feel free to add to your profile at any time. Photographs are particularly desired, especially of early modeling activities.

### NICK SANFORD

Nicholas "Nick" Sanford has been an active modeler for longer than most members of SAM 27 have been alive. Nick shuns the "common" antique or old timer designs and builds the uncommon; some of us were recently privileged to see Nick's *Twin Boom* fly at a TOFFF session.

When asked to send in a bio, Nick penned a few short paragraphs. His friends could undoubtedly write a whole book on Nick's modeling activities which have spanned 70 years!

Nick reports that his first model airplane was a *Baby ROG* and that his favorite model was (or is) the *Scram* (a 1938 design with an 83" ws). He is retired from Western Electric where he worked for 40 years.

Nick writes, "I became a modeler with encouragement of my teacher, Mr. Doyle, and a doctor, Dr. Young. Did modeling in school but not in the service. Worked on the Manhattan Project. Other hobbies include photography with a dark room."

When queried about his favorite or most memorable contest, Nick says that it was, "The State Fair Contest in, perhaps, 1934."

Regarding why the *Scram* is his favorite, Nick says that, "I won a lot of contests with it." Nick is rebuilding a *Scram*. His full size airplane experience was limited; "Took a few plane lessons flying in a Fleet and Travelair."

"While working at the Manhattan Project, I met two former model builders, Joe Culver and Ray Mays. My work with the telephone company was with Western Electric and my experience there was a big help at the Manhattan Project."

For what Nick's profile lacks in verbiage, he made it up in photos and memorabilia which have been reprinted herein. Nick was an active, make that hyperactive, member of the *Junior Birdmen of America*. It is difficult today to view 1930s model building/contest participation in it's proper perspective; the modern young person would find it hard to believe that tens of thousands of spectators would show up to

watch kids fly free-flight model airplanes. *Jimmie Allen, Junior Aviators, Junior Birdmen, Junior Aviation League, Flying Aces* and many other organized "clubs" and model activities were sponsored by newspapers, department stores, magazines, etc. all across the country. Dave Thornburg's book, *Do You Speak Model Airplane?*, describes the formation of the *Junior Birdmen*: "And so in May of 1934, just a year after the first Jimmie Allen radio show blasted out over the Kansas prairie, the Hearst Corporation chartered a brand-new model airplane club. It was called 'The Junior Birdmen of America, Inc.', and its National Director was Mr. Lawrence Shaw.

"Seventeen Hearst newspapers in seventeen "wing cities" scattered liberally across the land began to run, every Sunday, a full page of Junior Birdmen news and views and how-to's. Most of this material was generated by Lawrence Shaw himself, who also turned out, during that first, prolific year, four separate Junior Birdmen handbooks for beginners."

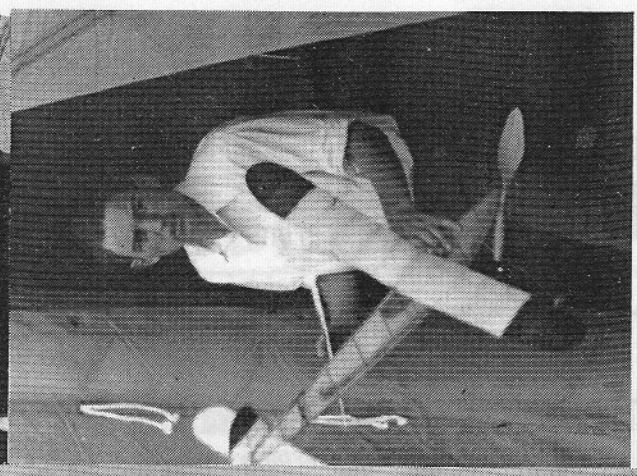
Thornburg writes that within two years the Junior Birdmen membership was well over half a million. Nick Sanford was a card carrying member of the club.

Nick began winning contests in 1934 and was the recipient of many trophies and ribbons in the years prior to World War II. The ribbons shown in the photos with this profile show many first and second places in 1934 in the Sacramento area including a model hydroairplane meet win. The *Northern California Outdoor Model Aircraft Contest* was a 1934 event where Nick took a first and second. The large and impressive *Junior Birdmen of America* certificate was awarded to Nick in 1936 in recognition of an Indoor H.L. Stick flight of 8 minutes and 11 seconds on December 6, 1936; the award is signed by Lawrence Shaw.

The *San Francisco Wing* of the *Junior Birdmen of America* presented Nick with the smaller certificate, "... in recognition of the high degree of excellency and craftsmanship and flying ability of model airplanes entered by him in the Flying Scale Model Hydroairplane event held at Sutro Baths, San Francisco California on February 1, 1936 and in which he took first place." That's pretty heady stuff for a kid in 1936!



Nick on the S.F. sand dunes with a glider.




SAN FRANCISCO WING  
 JUNIOR BIRDMEN OF AMERICA

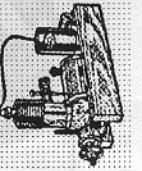
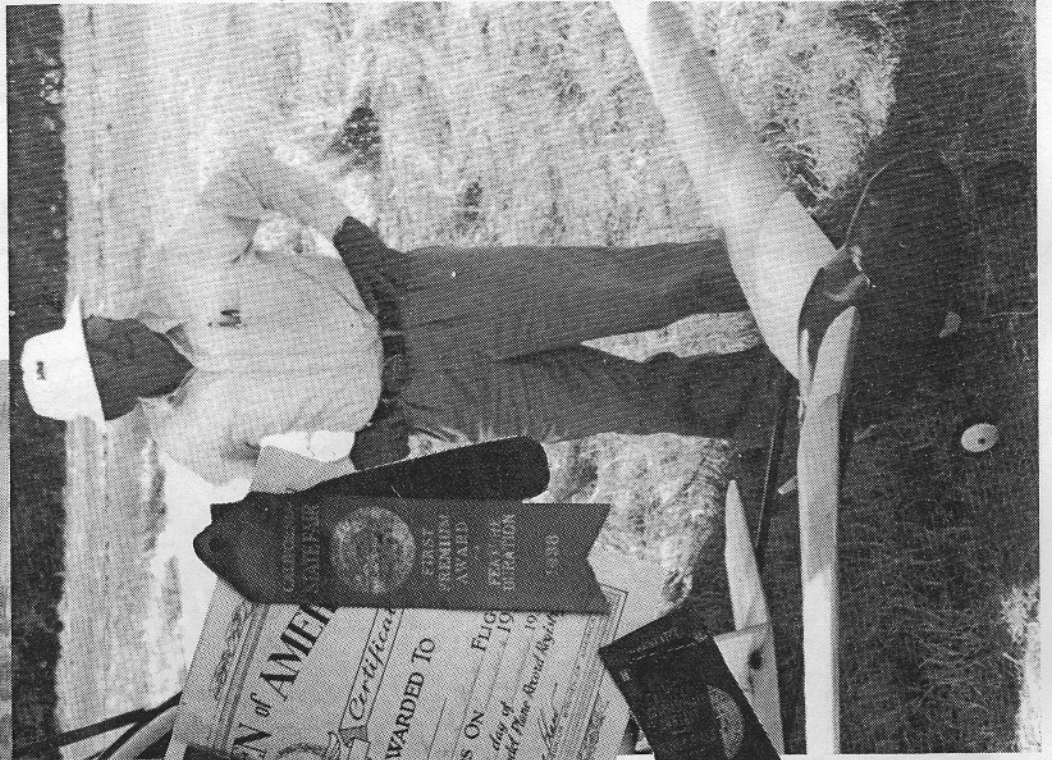
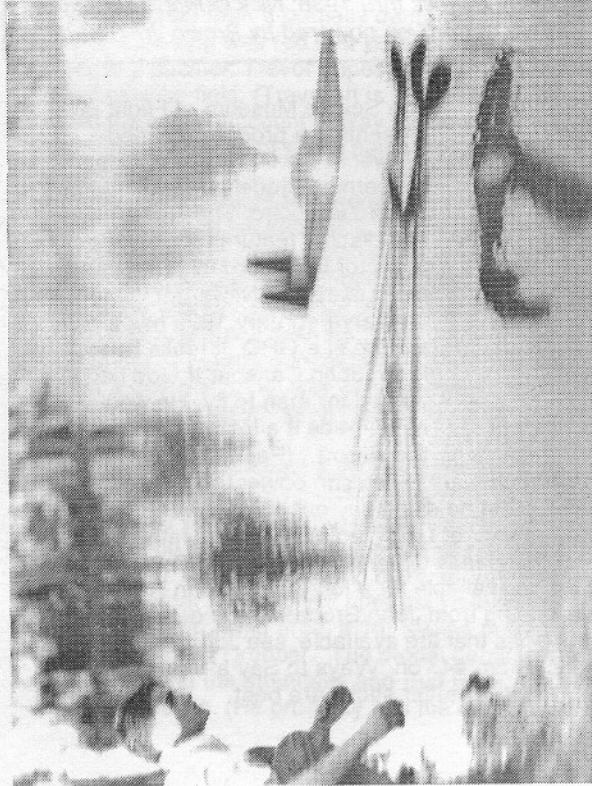
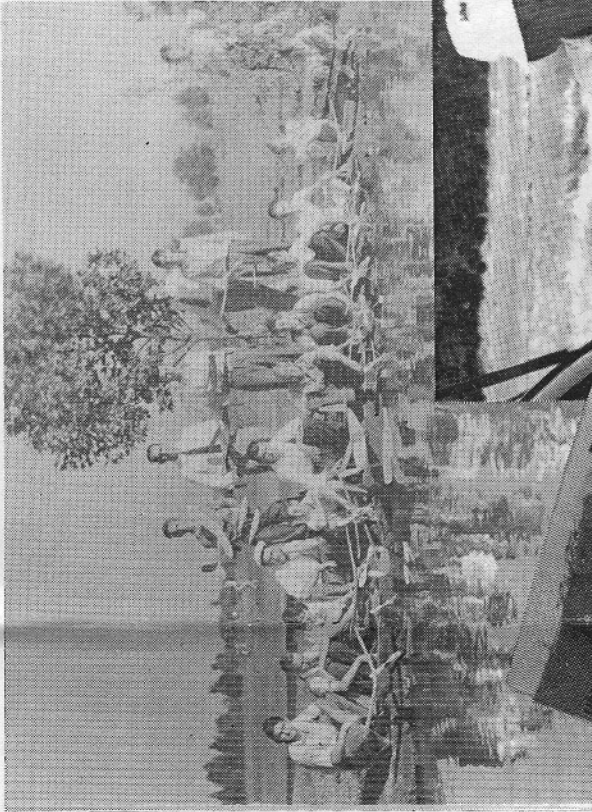
PRESENTS THIS CERTIFICATE OF  
 ☆ ☆ AWARD ☆ ☆

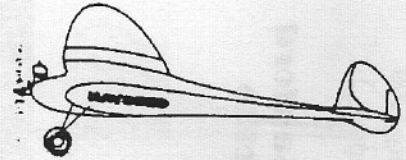
To Nicholas Klansford a member of the  
 SAN FRANCISCO WING—JUNIOR BIRDMEN OF AMERICA  
 in recognition of the high degree of excellence and  
 craftsmanship and flying ability of model airplanes  
 entered by him in the FAIRING STAKE MODEL AIRPLANE event  
 held at EMERALD BATHS, SAN FRANCISCO, California on  
SEPTEMBER 11, 1934 and in which he took SEVENTH place.

Given to Nicholas Klansford  
 JUNIOR BIRDMEN OF AMERICA




**Nick Sanford  
Profile**





# Antique Flyer



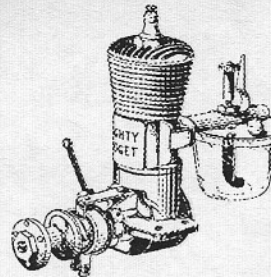
## Nick Sanford Profile Photos - Pages 6,7 & 8

Clockwise from upper LH: Page 6: Junior Birdmen at the SF sand dunes, circa 1937, including John Dropshof, John Pond and Nick; 1937 Sacramento State Fair winners, Junior Birdmen event at Moffett Field, JB Award; Sacto State Fair with Nick looking at the great trophies!; Page 7: Wm. Land Park, Sacto ROW event; Contestants at Wm. Land ROW event, 1934 (Nick on left); Nick Sanford, 1998, with his Twin Boom at Lakeville; JB certificate, 1936, with many ribbons thru 1938; Nick launching a Korda at a Sacto rubber meet (1950s?); Above: Ah, the 1930s; Nick with his first gas job, a SacTex, powered by Brown Jr.

## SCRAP BOX

SAM27ers keep getting good press. The February 1999 issue of *Model Aviation* has a nice picture layout on the SAM Champs and Don Bekins with a *Ramrod 750* and Bill Vanderbeek with his *FF Pacer* are prominently pictured. Also, Rocco Ferrario has a complete page article on "Focus on Education," which details his AMA Education Committee's activities. Charlie Bruce appears with his *CL Fireball* on page 26 in a photo accompanying an article on the Celebration of Eagles II.

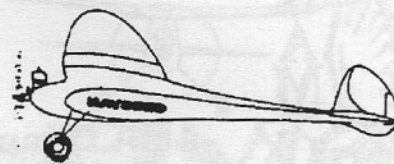
The December issue of *The Engine Collectors' Journal* has a particularly interesting article on Henry Orwick and his engines written by Bill Tift who bought Orwicks directly from Henry in the 1940s and knew him through 1956. CL fans will particularly appreciate the comments on the ".64" 9-fin. Also in this issue is an article on flight timers from '59 to '62 and a description of a Cox "Silver Bullet."



The Seattle Museum of Flight is presenting a program entitled "Power in the Palm of Your Hand," concerning model aircraft engines on January 23rd. The slide show and display features the engines of collector Dale Jordan. Of interest, the museum's "News" for January/February 1999 has a nice picture of a GHQ. It looks good! From John Carlson: "If God had intended for man to fly, He would have made it a lot easier to get to the airport." (Particularly SFO).

Concerning the *OK Cub* which can power the *Dakota*: John Brodak reports that he didn't buy out all the inventory from Ted Brebeck (owner of OK). Ted said that his father had hundred's of thousands of parts made in the 50s so that engines should be available for a long time. John Hlebcar is receiving a catalog from John Brodak which details the parts and engines that are available; see JohnH for info. Rod Persons axiom #43 on "Ways to Say a Modeler is Not All There:" His transmitter sticks are bent.





January 1999

# Antique Flyer

## Correspondence

*It appears that the Veco Dakota might become the club's project for 1999. Plans for the model are available from the designer, Joe Wagner - address in last month's A-F. The following letter was received from Joe following an order for Dakota plans along with a few questions:*

"Thanks for your plan order! There shouldn't have been ANY differences between the Veco and Dumas kits of the *Dakota*. Unfortunately, there were - caused by worn tooling and distorted die-cutting dies. The enclosed plans are for the *Dakota* as I originally designed it - with but one deviation: the landing gear wire. That's exactly the same from the fuselage sides to the axles, but I've abolished the multiple-bent "interior portion" (a legacy from a failed control-line model) plus the screws, nuts, washers and landing gear clips, in favor of the simplified sewn-on gear shown on my plan.

"..As for your Bantam inquiry, that brings up a point that's been a problem for me for quite awhile. You see, there are a whole BUNCH of 'Joe Wagners' active in the model airplane world. I've heard of four besides myself. One was a top contender in rubber power 30 years or so ago; another was a gas free flight competitor and designed the *Uranus* FF model among others. Both these guys lived (and maybe still do) in southern California. I lived there too, between 1949 and 1970, and though I never met either of the other JWs, I was sometimes accosted at model meets and asked questions that were intended for one of the others.

"The Joe Wagner that made Bantam replicas came from Connecticut. I was living in western Pennsylvania at the time, but LOTS of people thought I must be the Bantam man because (1) I was working for *Model Airplane News*, a Connecticut-based outfit; and (2) the 'Bantam' JW was somewhat active in the Model Engine Collectors' Association (MECA), which I'd founded in the late 1950s (but dropped out of when I moved East).

"The other JW that I know of is apparently just a model airplane enthusiast with no special claims to fame. He's from around Chicago. The only reason I know about him is that somebody sent him a query that was really meant for me. He managed to get my address from Joe Stanton

at Stanton's Hobby Shop and forwarded the letter.

"Anyway, I'm the JW who:

- Ran the Model & Hobby Industry 'Bandwagon' traveling hobby show in 1948-49.
- Introduced Roy Cox to the reed valve principle.
- Was chief engineer for Veco 1949-1954.
- Took over Kenhi Model Products after Hi Johnson left in 1954.
- Organized the MECA around 1958 and published and edited it's *Journal* until about 1963 - and also built up the world's most complete collection of North American model engines (which I sold when I moved East in 1970).
- Originated the '1/2-size' .020-powered Old Time FF concept in 1960.
- Helped form the Society of Antique Modelers in the mid 1960s and assisted John Pond in establishing his Old-Time Plans Service.
- Was a '3-way' columnist for *Model Airplane News* for most of the decade of the '80s, writing 'About Those Engines,' 'Building Model Airplanes,' and alternating with Randy Randolph in writing 'Small Steps.'
- Presently write 'The Engine Shop' for *Model Aviation*.
- Am on the 'Technical Staff' of *Flying Models*.
- Edit and assemble the SMALLnet Postings.

"I spend little time watching TV!"

*Editor: OK gang, let's get started on those Dakotas. I have!*

## ??MYSTERY MODELER??





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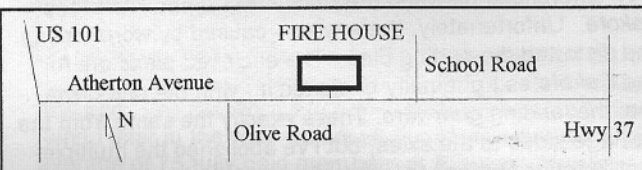
**MEMBERSHIP**

Membership is \$15 for the calendar year for both full and associate members. After February, the dues for a new member will be prorated.

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 Rod Persons, Treasurer. Make checks payable to SAM 27.

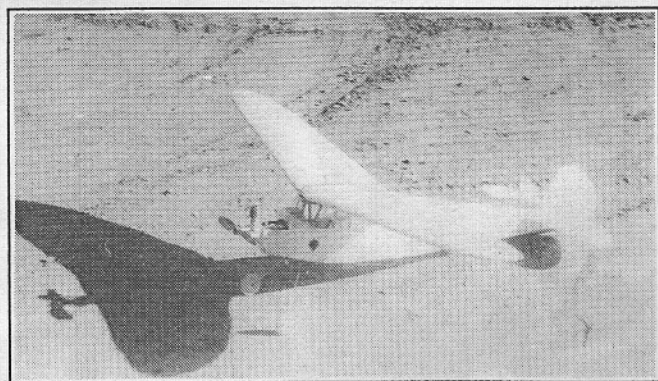
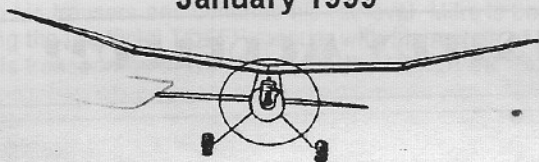


**Next Meeting: Wednesday, Jan. 20, 1999  
7:30 P.M. at the Novato Fire Department  
Training Room**

**Antique Flyer**

201 Foster Road, Napa, CA 94558

January 1999



**??MYSTERY MODEL??**



**FIRST CLASS MAIL**

