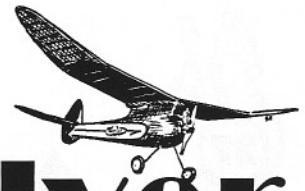




Antique Flyer



AMA Chapter #108

April 2000

Issue 212/213

Mar/Apr Chapter Meeting

by John Hlebcar

I have to get caught up somehow so if you don't mind I am going to paste March and April together to see if I can't get back on schedule...

Over the past two months our major concern at the old firehouse has been to see Buzz Passarino's smiling face back at our meetings helping to keep us all in the pursuit of truth, justice, and the American way. After clearing up a few moments of concern, the doc granted him a return pass and he showed up at the April meeting. He wants to thank everyone who called and sent cards while he was absent. Welcome back Buzz!

We averaged 15 attendees for the two meetings and several more renewals. Rocco Ferrario renewed for three years just to see if he could break my computer. Guess we will have to wait until January to see if it worked! Looks as if Remo Galeazzi is back as a regular attendee now that the Rose Parakeet is completed. After working on the real thing he is having trouble retuning to building peanuts - he keeps breaking the small sticks.

ANNOUNCEMENTS

- SAMSPAN is available. Contact John Carlson.
- The PolySpan video is available. Contact Ed Hamler if you wish to borrow it.
- Videos and other club's newsletters are available for review. Contact Ray McGowan.
- O&R Tee Shirts and Decals. Contact Rod Persons.
- Scrap Box items, Mystery Models, Engines, Modelers and Member's Shop photos are still needed. Judging from the last issue some of you out there are starting to respond to these pleas - good work from you all and another great issue from Steve! Send your input to him at his Santa Barbara address on pg 10.
- Our belated condolences go out to Earl Hoffman who lost his sister in March. Also, friends of Dick Huang, SAM Rocky Mountain VP, may want to send him a get well card at 4032 Deep Valley Drive, Dallas TX 75244. Dick is recovering from surgery for cancer and is doing quite well. *Editor: Also, I noted in SAM 93 "High Flight" that Tandy Walker underwent surgery and "...is glueing sticks again..." Our wishes for a speedy recovery Tandy.*
- From SMALLnet - Rich Border <soarrich@netlabs.net> says that pictures of just about all the Cox engines ever made can be found at:
<<http://beadec1.ea.bs.dlr.de/Airfoils/coxengin.htm>>. He's

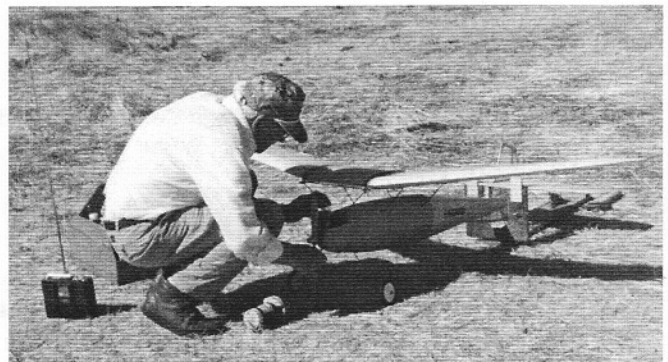
dang near right. A couple of them are even animated - nice site!

During one of our Treasurer's reports, Rod mentioned we had purchased two laser-cut kits from Bob Holman to be raffled off for our SOS club project. One was a Lanzo Puss Moth and the other a Lanzo Classic. Not only did Bob give us a discount on the kits, but also he threw in two Jimmie Allen kits for our club raffles - a Spartan Bomber and a B-A Cabin. Our many thanks and grateful appreciations go out to Bob, and remember to send him photos of the completed models. Be sure to send an extra copy to Steve Remington, too!

Pay attention to the following!!! We missed the last Post-al contest already...

- 20-21 May, SAM 30 Spring Annual - Schmidt Ranch, Elk Grove, CA
- 27-28 May, US Free Flight Championships - Lost Hills, CA
- 3-4 June, SAM 21 Howard Osegueda - Schmidt Ranch, Elk Grove, CA
- 10-11 Jun, NCCFFC Champs - Waegell Field, Sacramento, CA
- 17-18 Jun, SAM 8 Annual Meet Hart's Lake Prairie, WA
- 1-2 Jul, SAM 26 Coastal Cooler - Lompoc, CA
- 1-9 Jul, 1/2 A Scale Duration International Postal Contest
- 8-9 Jul, SAM 8 Monthly Meet - Hart's Lake Prairie
- 22 Jul, SAM 27 Annual Rubber Contest - Lakeville Rd. Site, Petaluma, CA
- 2 Sep, SAM 27 Jimmie Allen Postal Day - Lakeville Rd. Site, Petaluma, CA
- 8-10 Sep, SAM 27's 25th Anniversary Crash & Bash, Schmidt Ranch


If you have any items for the SAM 27 Web Page contact Ned Nevels at his e-mail address: <nedn@napanet.net>.



Nick Sanford preparing to start his nice Firebird at Lakeville. Note his use of the "Samuelson Launcher".

JUNIOR OLDTIMER REPORT

Rocco just spent a week in Orlando at the National Science Teachers Association where he made up 500 information packs about the AMA Science Olympiad. They were gone in two days. So interest is high with the educators and we have read about the student participation levels in Model Aviation. If anyone wants more data, talk to Rocco. In the meanwhile, kids and mentors are going to have to stumble across one another in this puddle of old frogs if they don't live in Napa where Rocco has it covered. How about recruiting Science teachers from other cities?



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

TOFFF

**COME JOIN US, SAM 27 FLYING
FIELD EACH THURSDAY AM**

If you ever want to drive over to our flying site but are not sure of the weather, John Carlson advises you can call the nearby Gross Field AWOS (Automatic Weather Observation System) at (415) 897-2236. Unless you have a feel for Celsius readings, be sure to have a temperature conversion chart nearby. The weather has been cooperative and we are back on the field (as I write this it's raining but I think we're ok). The grass has been high, soft, and good for those test glides so bring those new birds out before someone decides to cut it down.

OLD BUSINESS

Club Project Committee Report - John Carlson read and handed out copies of the finalized rules for our **Y2K Spirit of SAM Electric club project**:

1. **PURPOSE:** To encourage SAM 27 members to participate in the construction and flying of the Eut Tileston originated event - Spirit of SAM Electric models. It is hoped that some of the "wet" modelers will take the electric plunge and join their electric brethren in this fun event. This event was proposed by Eut in 1995 and has rapidly gained in popularity in SAM meets. The 1999 SAM Champs had 17 entries.

2. **RULES:** * Any old-timer/antique RUBBER model.
 * Any motor, gear and prop (may fold).
 * Scaling is OK, model must be capable of ROG*, (wheels may be added to stick models, but no drop-off wheels).
 * Battery pack must be Ni-Cad and removable for weighing. Maximum weight = < 125 grams, including connectors and attachments.
 * There are no weight restrictions on the model
 * Flight rules are the same as 1/2A Texaco, i.e. Three attempts to make two flights - 15 minutes max.
 * SAM Rules require ROG, however for SAM 27 Y2K contests, hand launch may be permitted subject to CD and contestants agreement on any particular contest date.

3. **CONTEST DATES AND DETERMINATION OF WINNERS:** There will be four (4) contests held in 2000. They will be held at the Lakeville field on the last Saturday of the months of June (24), August (26), and September (30). The July contest will be held in conjunction with the SAM 27 Old Time Rubber meet on Sat. July 22, (unless otherwise agreed to by SAM 27 membership at their regular monthly meeting on the month preceding the next scheduled contest).

Contests shall begin at 8:00 AM with the last official flight launched no later than 12 noon. There will be prizes for the top three finishers at each of the monthly contests. Monthly contest winners will be assigned points as follows: 1st Place --- 5 points descending by one point down to 5th Place --- 1 point.

Sweepstakes winner will be the contestant with the highest point total of any three (3) entered contests. Contestants must enter three (3) out of the four (4) scheduled contests to be eligible for the sweepstakes prizes. A contestant unable to attend a particular monthly contest may designate a proxy pilot.

Prizes will be awarded for 1st through 3rd place for monthly contests as well as for the sweepstakes. Monthly contest prizes will be merchandise or gift orders. Sweepstakes prizes will be Bob Holman plaques. An entry fee of \$5 will entitle a contestant to participate in all four scheduled contests.

John Pratt also had some handouts. For kits or plans, contact:

Aerodyne; 17244 Darwin, Unit H; Hesperia CA 92345; phone (760) 948-6334

Jim O'Reilly; 4760 N. Battin; Wichita KS 67220; phone (316) 744-0856

Bob Holman; PO Box 741; San Bernardino CA 92402; phone (909) 885-3959

Klarich Custom Kits; 2301 Sonata Dr; Rancho Cordova CA 95670; ph (916) 635-4588

F.A.I. Model Supply; PO Box 366; Sayre PA 18840-0366; phone (570) 882-9873

NORCAL R/C Show - Rod Persons reported that the NORCAL R/C Show is a no-go this year.

NEW BUSINESS

□ Your secretary could use a little help. If anyone is capable of recording the minutes of our meetings and forwarding them to Steve, let me know. I will maintain the roster, membership cards, AMA membership status, and related items, which I am not keeping up with now. Interested parties can give me a call at 252-8482 to discuss what's involved. In a related item, Dick O'Brien called to request passing the duties of club photographer on. That one was fielded by Larry Kramer who has provided us with some good photos already. Thanks Larry and you will be recognized in the A/F lineup. Also, our thanks to Dick O'Brien for the good job he has done for us!

□ Don Bekins discussed the status of availability from Cox of their 5cc Texaco fuel tanks which is rapidly declining and will not be manufactured again. Don has managed to become a sales rep for them from his past association with Ace. If you intend to fly 1/2A Texaco during the next five years, you might want to give Don a call and see about ordering a few tanks to replace possible flyaways until the next rules change or change of heart by Cox.

□ Rod Persons reported we are running low on club decals. After a brief discussion, Rod was given the go ahead to order more of them in several sizes. John Carlson also made a motion for Rod to purchase adhesive mailer tags and provide them to Steve instead of stapling the A/F for mailing. Approved by a vote of raised hands sporting broken fingernails.

□ Rod announced the Stockton Gas Modelers are putting on an oldtimers event on November 4th and 5th. R/C and Freeflight both if you enter one of the events your lunch is paid for. Inky Davis is fixing the lunches... This is something we should support

TECHNICAL PRESENTATIONS

May's presenter will be Bill Dempsey.

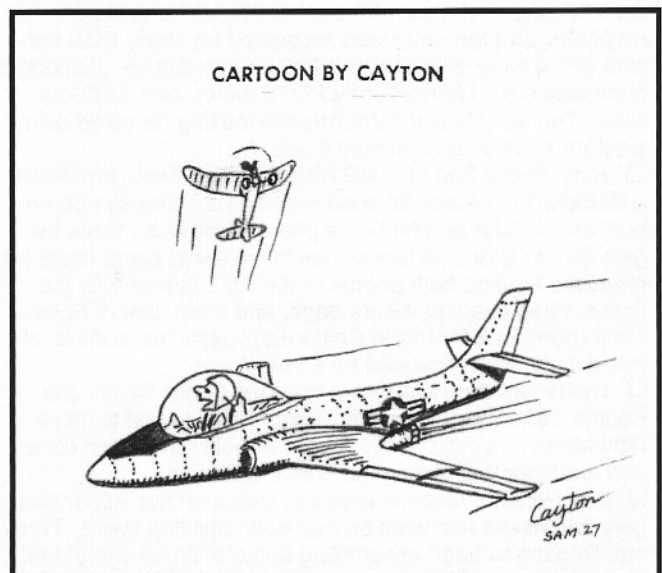
In March, **Dick Irwin** discussed electric models and power for SOS. He pointed out that a few years ago SOS models were large models with Speed 400 motors. They have reduced in size during the last few years to an average of 200 square inch wings with smaller motors in the Speed 280 range. Check the January/February issue of SAM Speaks for last years SOS results to see what the current thinking was for model selection vs. wing area and power. Dick pointed out that what one persons thinking about the mix of model, size, and power may be interesting but of the many mixes of these items, not all will be the same but they will still be of interest. To illustrate the variety, Dick had a six page handout that illustrated varieties in batteries, props, the configuration of 1999 SAM Champs SOS entries, and some typical readouts from a program called ElectricCalc which projects performance based on input parameters (props, models, motors, batteries, etc.). Dick also provided the following list of websites for you surfers out there...

New Creations RC
Castle RC
Liesure Motors
Hobby Lobby
Sky Hooks & Rigging
Spirit Of Yesteryear
Viper Controllers
Northeast Sailplane
Electric Calc
MTM International

newcreations-rc.com
castlerc.com
home.earthlink.net/~rolandfly/
hobby-lobby.com
indoorryc.com/
soy.on.ca/
vipermodels.com
nesail.com/
SLKelectronics.com/ecalc
mtm-int.com

Dick wrapped up his handouts with a sheet on the PREVAL Spray Gun. This hand sprayer consists of a glass jar that holds the liquid to be sprayed (Paints, Polishes, Lubricants, etc.) and a power spray unit that screws on the top of the jar and that, s it - push the button and spray. When the pressure can runs out, replace it with another. Screw the power unit onto a jar of solvent to clean it out. Simple enough and available at Home Depot and Orchard Supply.

In April, **Larry Kramer** threatened us with more than we ever wanted to know about the process of die cutting. With a little help from some photos from the website of MM Glider Tech, we all got the idea of how steel blades are mounted into dense, 5/8 inch plywood, to form the cutting die. The patterns are cut in the plywood, the blades inserted, and rubber sheeting placed on top. After the first impression, the rubber serves to push the balsa out of the die. Larry spent 48 years in the printing business and started out as a "Printers Devil" and did this kind of work on greeting cards but the principle is the same for our wing ribs and formers. To see the photos, have a look at < <http://www.mmglidertech.com> >. It's a very interesting site and when you see how reasonable die-cutting is, you may want to crank out a few thousand kits of your own...



"Jet to Air Defense Control: I think I have located that UFO on your radar."



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SHOW AND TELL

- While he had the stage, Dick Irwin showed off his Spirit of Yesteryear (see list above) Tom Hunt electric Foote Westerner. It weighs 37 ounces, 630 sq in wing area, War Emergency motor, and a 6-1 gearbox. The gearbox is actually adjustable from 3 to 8-1. It flew the first time the following day at our TOFFF session and had a very impressive performance. Good job!
- I passed around my recently purchased Cleveland Model Supply catalog to show that it now contains all of the familiar drawings of the models and is very nicely laid out. I also showed a copy of their year 2000 calendar containing reprints of the Cleveland plans for the pre-WW2 Thompson Trophy race winners and other big-engine competitors. The calendar was only available until the end of February.
- Ron Kiel passed around his 2-1/2 ounce co2, 2-chan R/C Piper Cub. (Ron - what engine are you using?) Also he had two replica race cars from the forties. These were authentic and workable in every way except they came with dummy plastic engines. 5000 of each were made and sold for \$100 each. If fitted with an authentic engine after purchase, the value rose to \$500. Very pretty cars - very cute airplane. Had not flown yet - will have to get Ron to tell us how it went.
- Don Bekins showed his Ohlsson engine rebuilt with a George Talent crankcase. The new crankcase is convertible to a front-rotor by unscrewing the tube from the rear and replacing it with a plug supplied for the purpose and replacing the front end with a front rotor type also supplied. The rebuilt engines are test-run and supplied with a test report of the results. George charges \$85 for the rebuild, which is very reasonable, considering you have nothing otherwise when the crankcase breaks. Don has had three engines repaired this way and is very satisfied with the results.
- John Carlson brought in two Jimmie Allen Skokies. One was his original (21 min, 32 sec best flight) for scale purposes, and the other was his scaled up 150% SOS version with a wing area of about 200 square inches. It sports a fiberglass cowl, Hobby Lobby POT3 motor, and 5-500ma cells. The last I heard John was still looking for some calm weather to continue trimming it out.
- Jerry Rocha had his .049 K&B powered Zeek, built from a Campbell kit. It was finished exactly the same as one he built as a kidster and he has a photo to prove it. Once he gets Sue to take a picture of him in the exact same pose, he promises to send both photos to the A/F. Covering is jap tissue, three coats of nitrate dope, and a top coat of Fuller-Plast (don't look for this in California). Jerry has a clone of this ship at home powered by a Wasp.
- Trevor Shiraishi brought in the wing bones for his Joe Bashar 1940 Fox from a Klarich kit. Trevor used to move right along and if that is still true, it should have been done and ready for test gliding that same weekend.
- Rod Persons recently talked to club member Roger Gregory and asked him what he had been building lately. Turns out, Roger has been assembling some of those cutout and paste card models that we used to get from Wheaties cereal for ten cents and a boxtop during WW2. These penny-powered cereal box airplanes are flying (gliding) again and

sending grown men back over 50 years. Aircraft are available from Robert T. Fudold and include:

- | | |
|-----------------------|--------------------|
| AMERICAN P-40 | GERMAN HEINKEL |
| JAPANESE ZERO | RUSSIAN YAK |
| BRITISH SPITFIRE | P-47 THUNDERBOLT |
| GERMAN FOCKE-WULF | BELL ARICOBRA |
| GRUMMAN HELLCAT | RUSSIAN STORMOVIK |
| JAPANESE NAKAJIMA | P-51 MUSTANG |
| BRITISH FAIREY FULMER | JAPANESE AICHI VAL |

The complete set of all 14 reproductions are available for \$35.00 (add \$2.00 S&H). No box tops required! Send orders to:

TRU-FLITE MODELS www.wheatieswings.com
 3720 Hessen Road Telephone (810) 727-8986
 Casco MI 48064 e-mail <truflite@massnet1.net>

RAFFLES

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

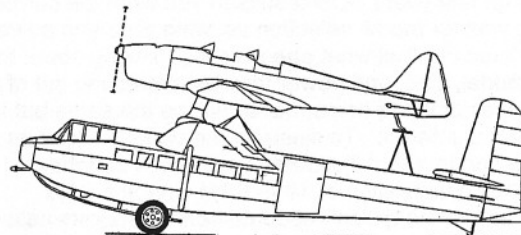
RAFFLE PRIZE/DONOR

WINNER

- | | |
|------------------------------|-----------------------|
| (3-15 meeting) | |
| Jimmie Allen Kit/Bob Holman | John Pratt |
| Lanzo Puss Moth/SAM 27 | John Carlson |
| Engine Book/Bert Flack | Jerry Rocha |
| UHU Glue/SAM 27 | Dick Sullivan |
| Xacto Knife/SAM 27? | Dick Irwin |
| Scissors/SAM 27 | Rod Persons |
| Button Timer/SAM 27 | Larry Kramer |
| Xacto Blades/Sam 27 | John Pratt |
| Tool Kit/Larry Kramer | Don Bekins |
| (4-19 meeting) | |
| RUFF/Rod Persons | Bert Flack |
| Curtiss Robin/ Rod Persons | Buzz Passarino |
| Plan Set/ Rod Persons | Bill Vanderbeek |
| Plan Set/ Rod Persons | Remo Galeazzi |
| Super Shrink/ Rod Persons | Trevor Shiraishi/ Rod |
| Persons | |
| Lanzo Puss Moth/John Carlson | Ron Keil |
| Jimmie Allen Kit/Bob Holman | Bill Vanderbeek |
| Fuel Bulb/SAM 27 | Larry Kramer |
| Xacto Blades/SAM 27 | Jerry Rocha |
| Lanzo Class C/SAM 27 | Larry Kramer |
| Astro Video/SAM 27 | Jerry Rocha |

SAM 27 costs \$78.00 (43+35)

Collected \$123.00



The first German Mistel was this DFS 230 glider with a Klemm 35 attached, the whole rig towed into the sky by a Ju 52. A stretched glide only as the Klemm didn't have it. September 1942. Larry Kramer's helicopter "Mistel" article proves that ideas don't die, they just get worse!

HELICOPTER MISTEL

Helicopter Transport Device

by Larry Kramer

Editor: During WWII, the Germans experimented with piggy-back aircraft, starting with a Klemm 35 and a DFS 230 glider, eventually building an operational "Mistel" using a "mother" fighter on top of a twin-engine bomber laden with explosives - to be released on a target. Actually saw service, but as you can imagine, they suffered severe operational losses.

On the first Sunday in December I photographed an unusual event with a helicopter transporting a sailplane to the height of several hundred feet in the air and releasing to it descend to earth. These were models of course.

The day was overcast and calm, almost ideal weather conditions. The helicopter was the property of Gonzalo Martinez. The sailplane was the creation of Doug Skjerseth. Together they represented an investment of around \$5,000.00. A considerable risk for an operation of this kind.

Gonzalo built the transporter from plans he saw in a magazine from Europe. It was constructed from 3/8" plywood, (A

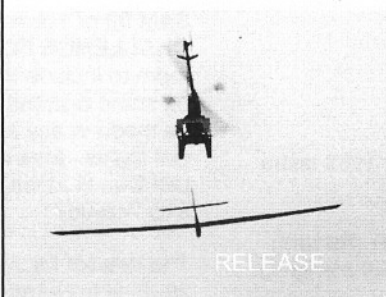
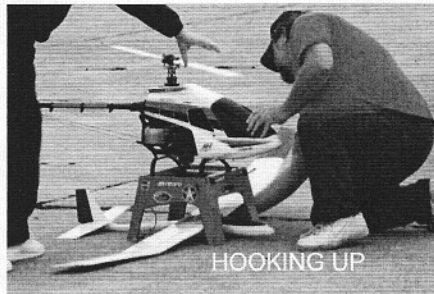
little heavy I would think) . Plans are underway to build one out of foam and fiber-glass. Doug designed the sailplane, made the fiber-glass molds, etc. Now they had to prove it would work.

They fooled around forever it seemed, adjusting this, that and the other thing. Much discussion ensued until they had no more excuses. So finally they fired up the helicopter and lifted off. What do you know, it worked! It was very impressive to see the helicopter struggle up with that 10 foot sailplane slung underneath. The release was successful if not as clean as hoped for. Doug had to allow the sailplane to dive in order to pick up flying speed.

It was decided that the sailplane was a little too large and too heavy for the helicopter as Gonzo had the engine running all out in order to lift the glider. So subsequent flights were with a smaller plane and it was much easier for Gonzo to control. The interesting part was that Gonzo couldn't tip the helicopter forward to get flying speed for the sailplane because as he did that, there would be down force on the glider wings, this would also change forces on the helicopter. That explains why Doug had to dive for flying speed. More: <http://www.metro.net/dseth101/>

ADVENTURES OF GONZALO MARTINEZ AND HIS HELO

As recorded by Larry Kramer

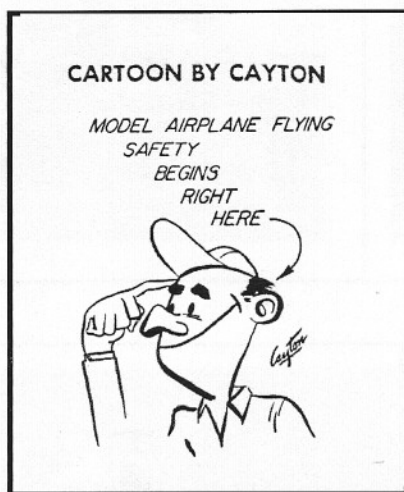


SCRAP BOX

First, some technicalities concerning the A/F. The "Next Meeting" date on page 10 has obviously come and gone unless you want to wait until next year. The real "Next Meeting" date is June 21st. This newsletter is composed with Canvas5, photos etc. scanned with an IBM Flatbed Color Scanner (usual color shots scanned at 300 dpi because they're not very sharp to begin with and the old B&W photos are scanned at 600 dpi since they're always sharp and in focus), and printed on Bright White 100 paper on a HP 4000 printer set at best resolution (1000 dpi). Now you know. The toner disappears like mad with all the photos.

The May FM, page 69, mentions a decal product that works with color inkjet printers. I ordered a kit, Super Cal, from their web site and received their boxed kit which includes five 1/2 page sheets of decal film and a can of fixative. Should be able to create decals of anything, so I'll let you know how it works. For old solid kit buffs (such as StromBecker), we can now refurbish an old "built" model and create a new decal sheet from an original in a kit.

William Bushnell Stout, who was instrumental in the design of the Ford TriMotor, was a founder of the Illinois Model Airplane Club while a high school student in Chicago (1912) - the club was one of the very early model clubs in the country. One of the first contestants in their contests was Matty Laird.



Earl drew the above safety cartoon for the July 1953 issue of Model Aviation.

Has anyone used the new micro receiver by JR (R610M) with an ignition engine? 6 channel FM that weighs only 13 grams with case.

Lonely? Like to have some e-mail? Want a TON of e-mail? Try Ned's new SAMtalk. Lots of good SAM stuff including a few stories such as this one by Park Abbott....taken from SAMtalk: Well Ned....I saw your comments about SPAM heaven help us...good 'ol SPAM. I'll tell you that the SPAM of WWII was different. I was fighting in the Pacific in WWII. There were times when the outcome was in doubt. We tried everything we had to throw at the Japs. I was on a destroyer and there were times when we were running low on our high explosive Main Battery ammo so we decided to shoot cans of SPAM at the Japs. We'd use regular service powder but loaded the Main Battery barrels with blue cans of SPAM. The blue cans were the most disgusting. Upon the blast the cans would split open and showered the Jap ships with fragments of shredded SPAM. Well... what can I say ...the effect was like that of instant surrender. Even now. . .as I pass the cans of SPAM neatly stored in Safeway I smile to myself knowing only a few of us destroyer sailors really knew why the Japs gave up.

The outcome is too complicated here to explain but the real reason Japan surrendered was that they dreaded our use of canned SPAM in the place of high explosive shells and the atomic bomb. Now you know the rest of the story. There's more about SPAM..., but it's too disgusting to go through it. SIGNED: Your friend.. ..Park...Ace member of SAM 27 By the way, One of my many combat ribbons is one awarded to me for the use of SPAM...above and beyond the call of naval duty.



Ray McGowan shows his Old Time Rubber.

SAM 93 of Tulsa, Oklahoma is sponsoring a **POSTAL CHALLENGE FOR CLASS C IGNITION LER**. I don't have room to include the info page but I'm certain that there will be some distributed at the next meeting. The flights must be made in any single day in JULY. Six attempts for 3 official flights. Max of 7 minutes. Must ROG. More info - contact Dan Hodges, 5218 S. Columbia Ct., Tulsa, OK 74105, 918-749-0671.

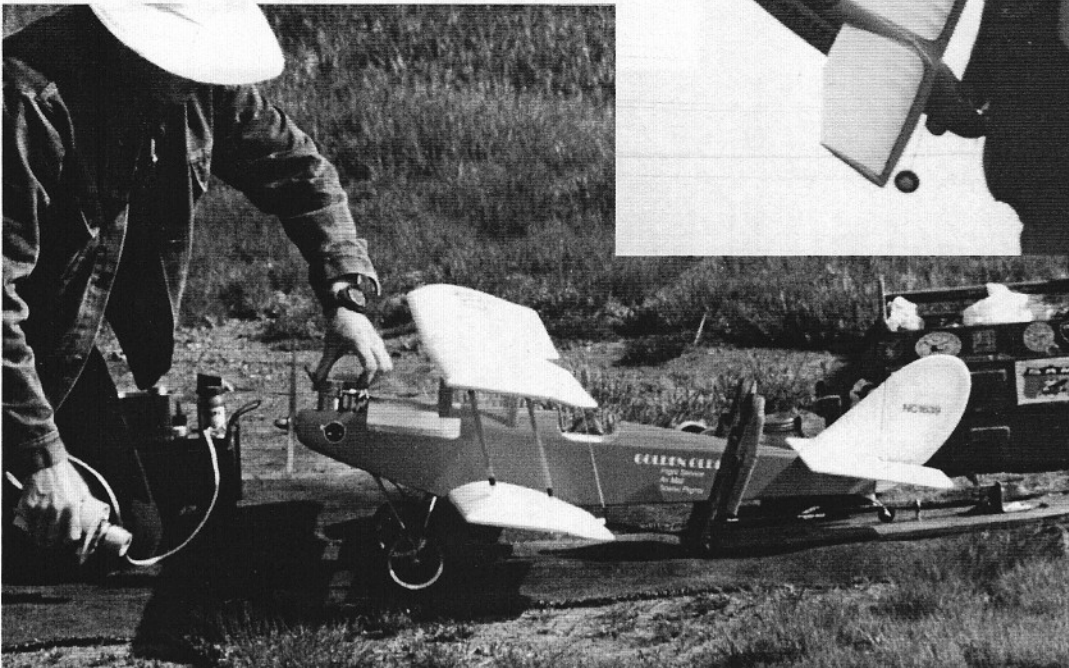
The newest Micro-Mark catalog that I have, Late Winter 2000, is full of goodies. On web at www.micromark.com.

AMONG THE MODEL MAKERS



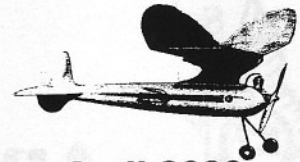
SOME PHOTOS OF THE LAKEVILLE FLYERS

Above: Park Abbott getting ready to launch. Note the use of the "Samuelsen Launcher" that most of us now use. Below: The disguised Ed Hamler fires up his new "Golden Oldie", also using the launcher. What a beauty! Hadn't flown yet. Larry Kramer photo.

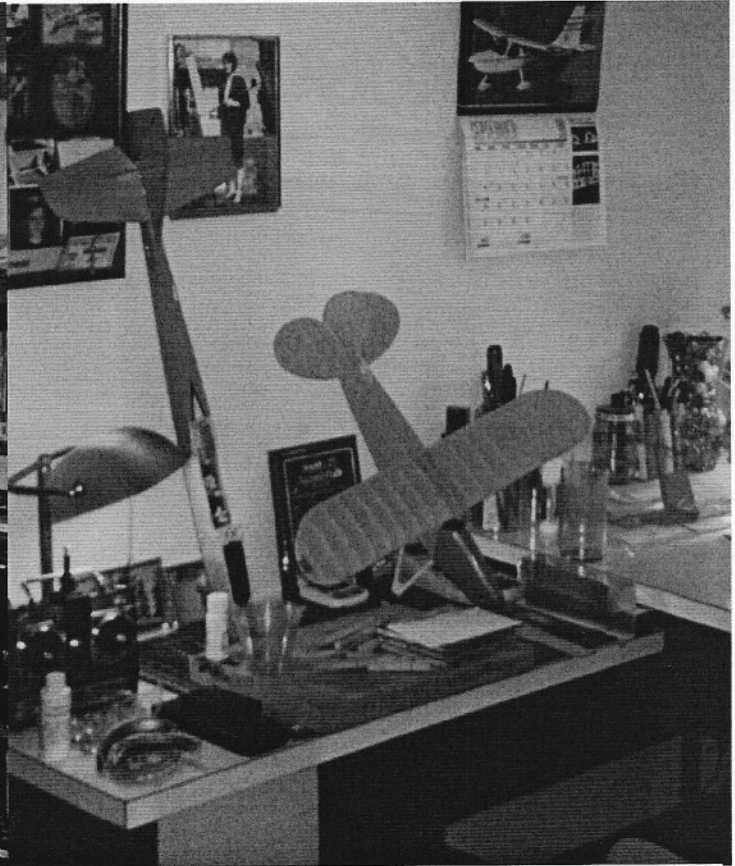


Top: Jerry Long with his "Skogie" on his stooge. Note the fine wood flight box and generous use of ribbons for reminders and safety.

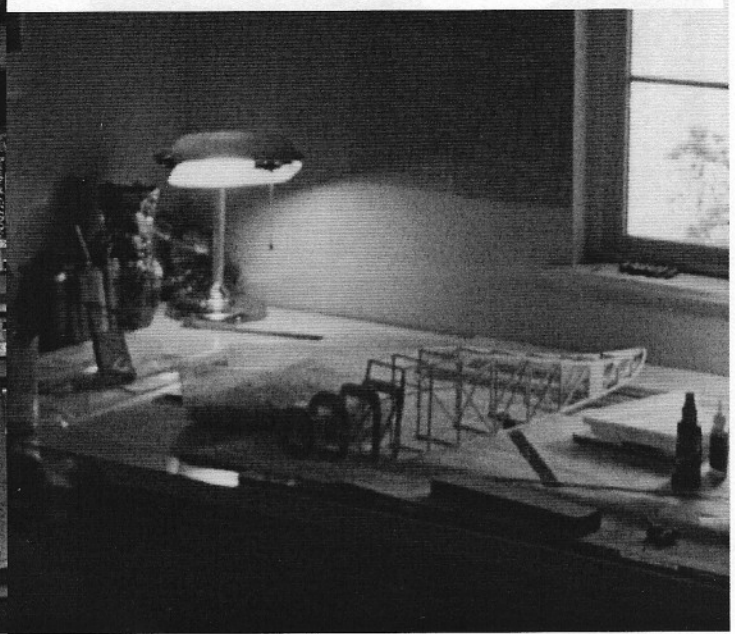
Middle: Larry Kramer with his electric ship. Larry took several of these photos and is the new Club Photographer.



Antique Flyer



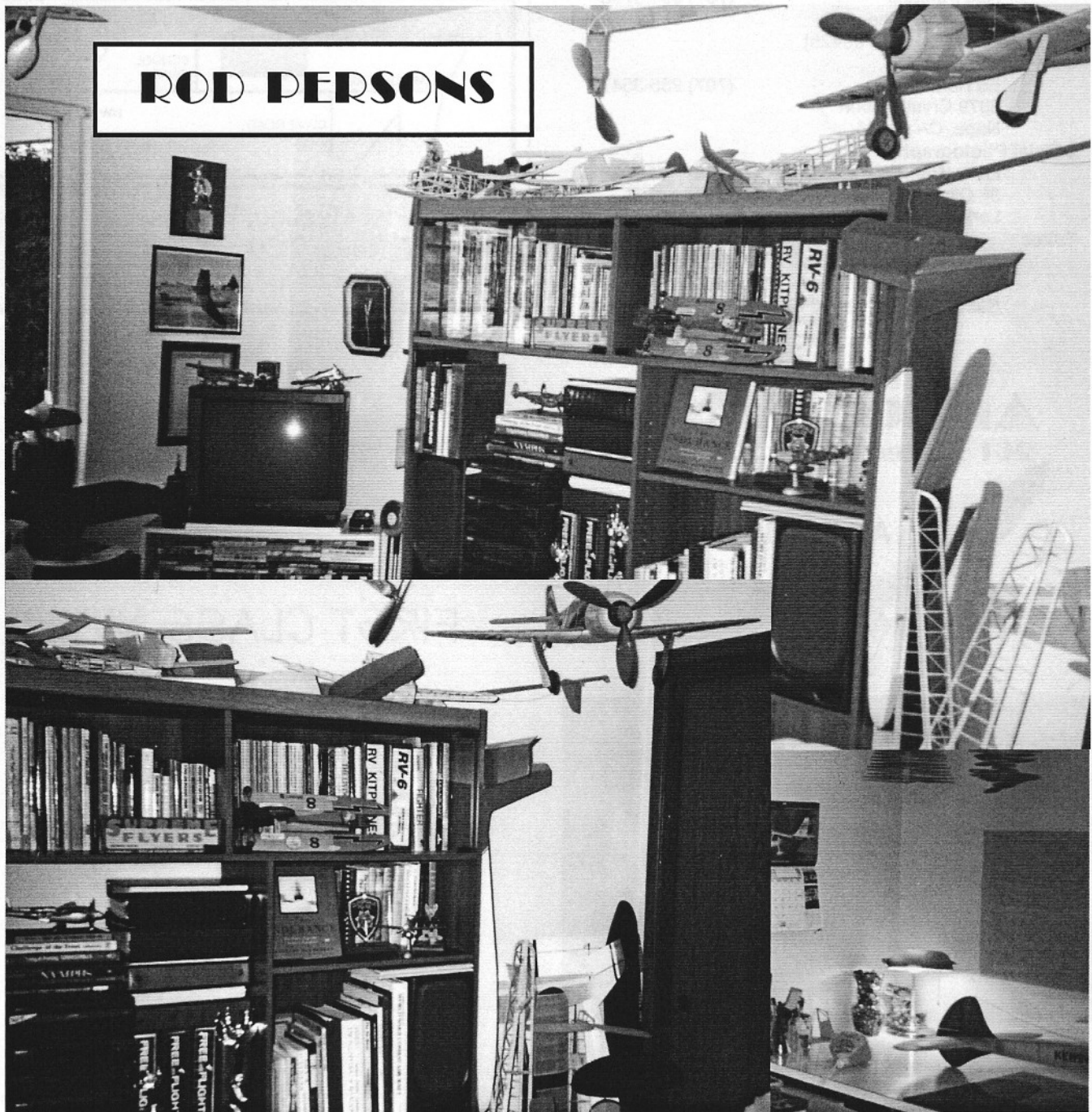
ROD PERSONS' SHOP - SCENE 2



Antique Flyer

SHOPS OF SAM 27

As a continuing feature in the *Antique Flyer*, shops of SAM 27 members are "exposed" to the world. What wives have known all along and what balsa dust clogged vacuums have attested to, will now be shared with fellow members of the modeling fraternity. The A-F is asking that you humble yourself and submit photos and a write-up of your favorite working area, warts and all. Now there will be some shops exposed which will put most of us to shame for our lack of neatness and paucity of equipment, but which will give us an incentive to clean up our act - well, maybe your act. The featured shop this month belongs to our treasurer, Rod Persons. His immaculate workplace makes your editor wonder how those balsa sticks ever got together to make that Fw 190.





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PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

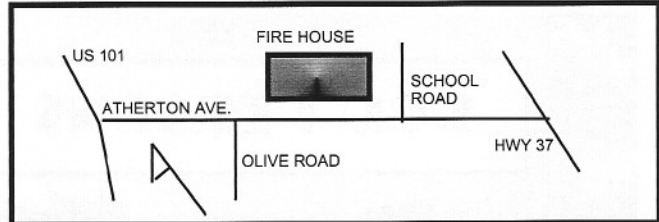
MEMBERSHIP

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,
May 17, 2000, 7:30 p.m. at the Novato
Fire Department Training Room

Antique Flyer 201 Foster Road, Napa, CA 94558

April 2000



Mike Clancey at Lakeville showing off Don Bekins' R40 O.T. Glider

FIRST CLASS MAIL

TO: