

Antique Flyer



AMA Chapter #108

December 2007

Issue 256

AT THE MEETINGS

by **Mike Clancy**, Acting Secretary

The October 17, 2007 meeting was called to order by President **Mike Clancy** at 7:12 p.m.

Present were 30 members and one guest, **Craig Todd**, who joined the club during the meeting.

President's Remarks: Mike thanked all the preservationists of antique flying models for attending and talked a bit about Crash and Bash and the SAM Champs in Las Vegas.

Minutes: Last month's minutes have not yet been posted but they were accepted anyway.

Secretary/Treasurer's report: Jay was out of town but called on his cell phone to report that we have lots of members and lots of money. Full report to follow.

Committee and CD Reports: **Mike Sidwell** reported that the field was getting pretty soft and that we should take care when parking on it.

Jerry Rocha reported that SAM 27 won the Jimmie Allen postal contest. Our three top flyers (out of 8 or 9) were **Dave Krinard**, 360 seconds, **Jerry Rocha**, 359 seconds, and **Ding Zarate**, 334 seconds. Total time was 1053 seconds. All three flew Skokies. The second place team was the Cactus Squadron from Mesa AZ with 969 seconds. Seven teams sent in entries.

Mike Clancy reported that the indoor flying at St. Vincent's on the 4th Sunday of the month was very interesting.

Ed Hamler reported on our 2007 Crash and Bash. We had good participation by SAM 27 members. We had flyers in every event save C Ignition. The weather was good except for Friday which was blown out. The food was great. On Saturday and Sunday **Steve Carlson**, **Loren Kramer** and **Mike Clancy** helped **Miriam Schmidt** and her gang by doing the barbecuing-only compliments were heard. **John Trumbull** was again washing dishes in the kitchen. Overall-a good contest. Ed again stated that next year will be his last as CD of Crash and Bash. He is actively seeking a volunteer to run the 2009 event and wants to use 2008 as a training event.

Ed Hamler, **Don Bekins**, **Gabriele Montebelli**, **John Pratt**

and **Mike Clancy** talked about the SAM Champs in Henderson Nevada. The weather was very nice with a bit of wind in the afternoons. The site is great with lots of interesting activities going on all the time - race cars, ultralite planes, a Cessna 120(?), in addition to our FF and RC planes. SAM 27 members will be doing a lot of building and repairing this winter as we managed to wreck six airplanes for a variety of reasons.

Andy Tickle gave a report on the scale event at Crash and Bash.

New Business: A discussion on the Christmas Party was held. The 2007 Christmas Party will be held on Saturday, December 8 at Papa's Taverna 11a.m. until 4 p.m. Lunch at noon. Menu and signup requests will be sent out by Secretary **Jay Beasley**. **Harry Klarich** and guest will be invited as our guests. (done, he accepted). President Mike and members will meet with Lana to finalize details. (done). Mike will also ask **Jerry** and **Phoebe Long** to play music for us, and **Brian Ramsey** to sing for us. (done).

Discussion: We discussed the Spectrum and 2.4 GHz radios. They seem to be doing a good job. **Leon Schulman's** planes will be big SAM's planes for 2008. SAM 27's club project will be discussed later. Possibly 1/2 A or electric scale or speed 400 planes.

SAM Champs will be 2nd week in Sept. in Muncie. Crash and Bash will be held on September 26, 27, 28th.

Meeting adjourned at 8:40 p.m.



Loren Kramer shows his yellow and red, 1/2A Texaco Airborn converted to electric and finished with Design Master Paint and Higgins ink. Photo by Mike Clancy.

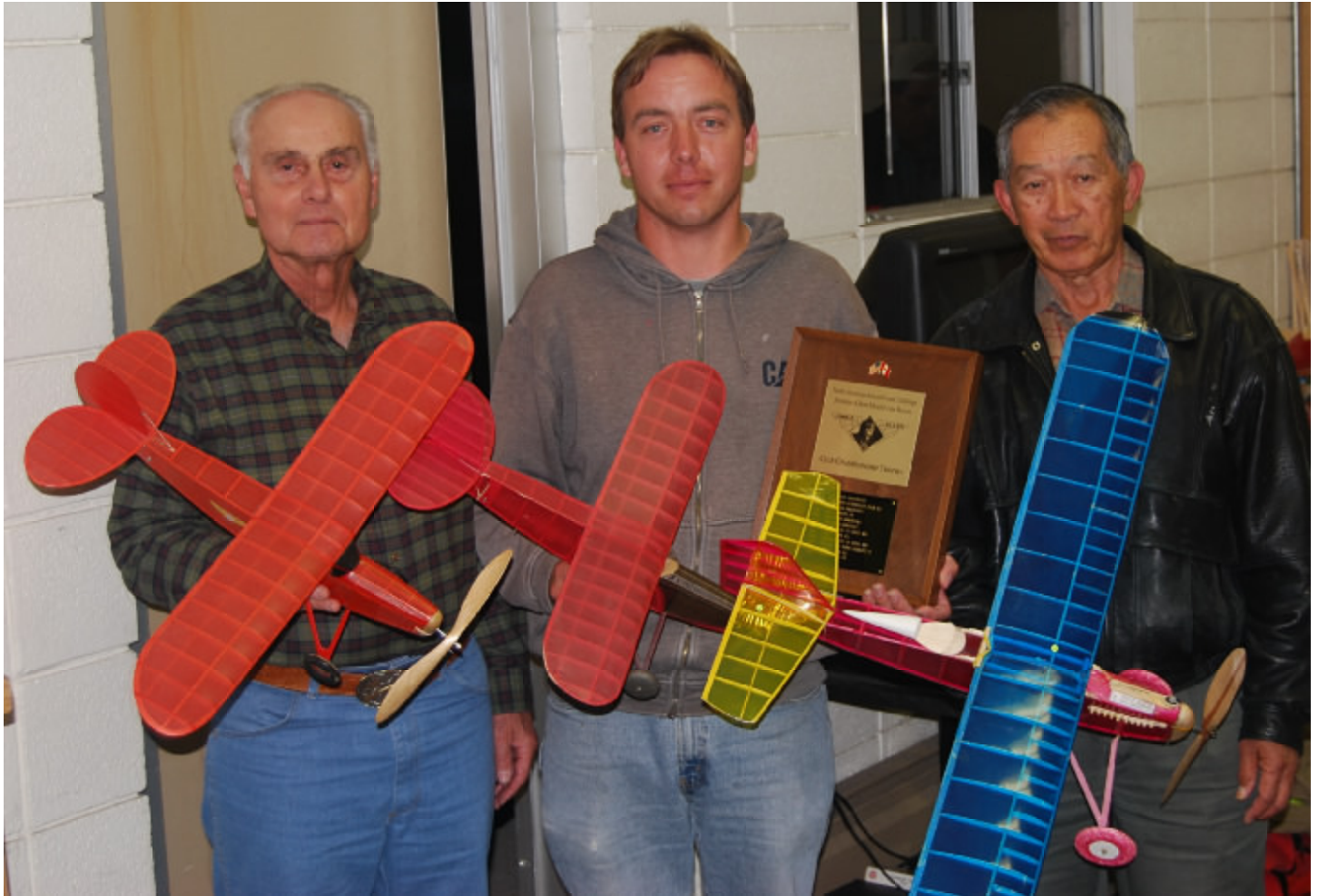
CONTINUED ON PAGE 2



John Pratt shows off his exquisite Rubber powered Smoothie, design by Hank Cole. A beautiful covering job.



Ed Solenberger (left) won the main October Raffle prize, a nice ARF Curtiss JN-4 Jenny kit.



The intrepid Jimmie Allen flyers whose SAM 27 Team took First Place in the Jimmie Allen postal contest. From left to right, Jerry Rocha, Dave Krinard and Ding Zarate, each with his winning model.



Gale Wagner's Jumbo rubber.

SUMMER SESSIONS

Minutes of the meeting Sept. 20, 2007
Submitted by **Mike Clancy**, Acting Secretary

The meeting was called to order at 7:10 p.m. by President **Mike Clancy**

There were 24 members and two visitors in attendance. **Miriam Schmidt** and **Larry McCormick** were the visitors. We all know Miriam, and Larry is returning to modeling after a long absence.

President Mike read a humorous excerpt from Atlanta Airport's ATC. Had to do with polite southerners.

The minutes of the previous meeting were accepted as published by Secretary **Jay Beasley**.

Secretary/Treasurer **Jay Beasley** was in Seattle visiting **Larry Jobbins** but left his report with the President. We currently have lots of members, and have \$5,928.59 in the bank. He also reported that **Larry Jobbins** is now cancer free but is having a difficult time recovering from radiation and chemotherapy treatments. Despite that he will be back to flying with us in the future.

Committee Reports: **Andy Tickle**, CD, gave a report on the Electric Texaco Contest. We had 5 team members; **Andy Tickle**, **Nick Kelez**, **Loren Kramer**, **Ed Hamler**, and **Dick Irwin**. We were the first to post scores and are currently leading the other teams that have posted scores. The team did manage to slightly better their scores on the re-fly day.

Andy Tickle, CD, gave a report on the Scale Practice Contest. We had five pilots, who flew planes built by three builders. **Mike Clancy** won flying **Nick Kelez's** Stinson Voyager. **Ed Solenberger** was second. Miffed by finishing behind the Stinson-he bought it from Nick so Mike wouldn't beat him at Crash and Bash. (He probably should have bought Mike).

Old and Unfinished Business: **Ed Hamler** discussed preparations for Crash and Bash. Ed and **Miriam Schmidt** have everything well under control. Miriam is short on local help this year so several SAM 27 members volunteered to help out with cooking, cleanup and general tasks at the contest. We can always use scorers, registrars, and timers. It is a great, fun, contest. Members and friends are invited to come to fly, spectate, work, socialize, and enjoy some fine dining. Entry fees, food, and lodging are all very inexpensive here. **Rich Minnick** will be busy harvesting his grapes but has generously donated a case of his fine wine to the C&B. An informal poll showed that many members in attendance were going to attend C&B in some manner.

Bob Rose, raffle committee chair, announced that he has a Spectrum radio that will be raffled at our annual Christmas Party. All attendees at the next two club meetings will receive a ticket for this raffle for each meeting attended.

New Business: **Ed Solenberger** made a pitch for someone

to write lyrics for a SAM 27 fight song to be sung with a melody from some obscure college. I believe the proposal was "tongue in cheek," but . . .you never know!? In any case, the proposal was met with a resounding lack of enthusiasm.

Ed also announced that the Marin Aero Club (composed mostly of SAM 27 members) was to be flying at St. Vincent's gym on Sunday. (ed. Note: I attended the event and it was a blast! Great modelers, great flying. **Earl Hoffman** had a 5:29 for high time of the day with a pretty high performance ultra light job).

Meeting was adjourned at 8:20.

Show and Tell:



Dick Irwin brought a beautiful Baby Playboy free flight powered by a Cox .020.



John Carlson showed a plastic model of a LeRhone rotary engine. It was a kit he found in Rick Madden's stuff.



Ed Solenberger showed his indoor version of the Pacific Ace. Very light and delicate, A very good flyer.

Continued from Page 4

Ed Hamler had his trusty Fokker D-VIII to stir up renewed interest in the DVIII event at C&B.

Terry Ketten showed off his newly finished Fokker D-VIII. A beautiful job in Samspan and colored dope. It has the scale flat wing with ailerons and is powered with a small 4 cycle engine (a .26 I believe?). Photo below.

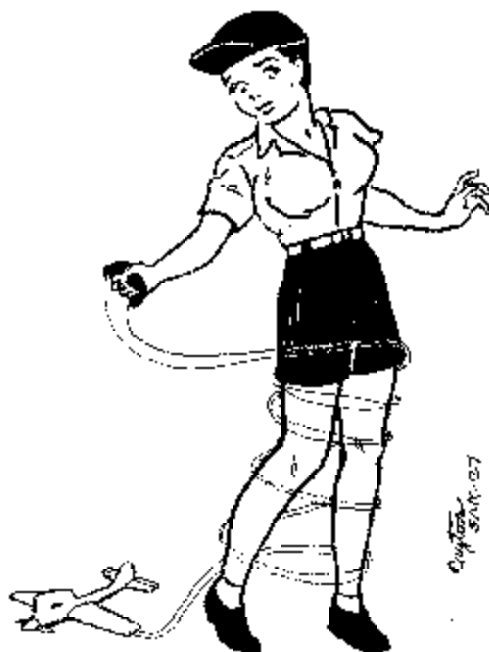


Raffle: **Bob Rose**, raffle chairman brought some nice prizes. The big winner was **Bob May** who won a balsa and film covered ARF of a SE-5a. **Rich Minnick** donated an AXI powered flying wing which included the motor, speed control and a receiver. It was won at auction by **Andy Tickle**. **Terry Ketten** and **Dick Irwin** brought some of **John Hlebar's** things. A very nice Airtronics Eclipse with an electric motor was won at auction by **John Trumbull**. The remainder of John's stuff was sold. Between the raffle and the donations we made money. Thanks to the donors.



Twenty three members and one guest were in attendance at the **August** meeting. After the usual reports, most of the meeting was concerned with recent and future contests.

Jerry Rocha gave a report on his control line successes at Muncie, including a 188.78 mph National Class A Speed record. Yay! This requires the pilot to revolve at about 1.45 seconds per lap. How can anybody do that for more than 5 seconds? **Earl Cayton** sent in a copy of "Speed Times" which shows Jerry at the Nats. Jerry took third in 1/2A Speed and placed first in 1/2A Proto with a speed of 103.4 mph. He also took first place in 21 Sport Speed at 153.39 mph. Jerry took the High Point award at 392.79 points and also the High Speed Award. Shown are Jerry with a couple of his models, although one of them looks more like a hedge trimming device. Also shown is his National Speed Champion trophy. Congratulations!





The July 18 monthly meeting was held with a good turnout, including a new member, **Steve Murphy**.

It was announced that **Rick Madden** passed away on June 26 after a lengthy battle against lung cancer. **Mike Clancy** said that Rick was very happy that we had raised almost \$900 for the club in sales of some of Ricks modeling supplies. Mike also showed a photo of Rick that Rick wanted published. **Don Bekins** had worked with Rick in the brokerage business, and knew him well. Rick had done a lot of sailing, and had also helped to restore full scale seaplanes in Sausalito, where he frequently held court in the local bars. By now you should have received another email concerning Rick's death.

Ed Hamler gave a report on the 5th European SAM Champs that he attended in Slovakia with his wife and **Miriam Schmidt**. There were 135 contestants. Miriam was the first woman to ever compete. More info is available at: antiquemodeler.org.

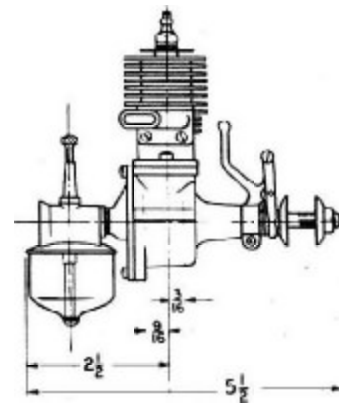
Ed reported that Crash & Bash planning is going well; **Andrew Tickle** gave a report on various full scale and model fly-in's that he had attended; **Richard Beck's** shop is now next door to his previous location, with more room and natural light; **Jerry Rocha** got three firsts and a third, and was the overall champ at the C/L Nationals in Muncie. Jerry set a new national speed record in A speed. **Nick Kelez** and **Andrew Tickle** discussed the scale flying (not scale models) contest that will be held at C & B. There will be a warm up on Sept. 2 at Lakeville.

Show and Tell featured **Ed Solenberger's** .7 gram Peck ROG, and a talk about indoor flying at St. Vincent's. **Andrew** showed a nice little ARF amphibian called a Sandbird 08. **Don Bekins** showed a huge 120 in. wing span old time glider--a Hermann Rapp 1940 design called the R-40.

Jay Beasley gave an update on **Bob Rose** and **Larry Jobbins**--both upbeat. Bob made TOFFF the following week.

Dave Owen from SAM 600 in Australia donated an MP Jet .040 diesel engine to be raffled off at Crash & Bash with the proceeds going to **Miriam Schmidt**.

Our next meeting is August 15. Hope to see you there.



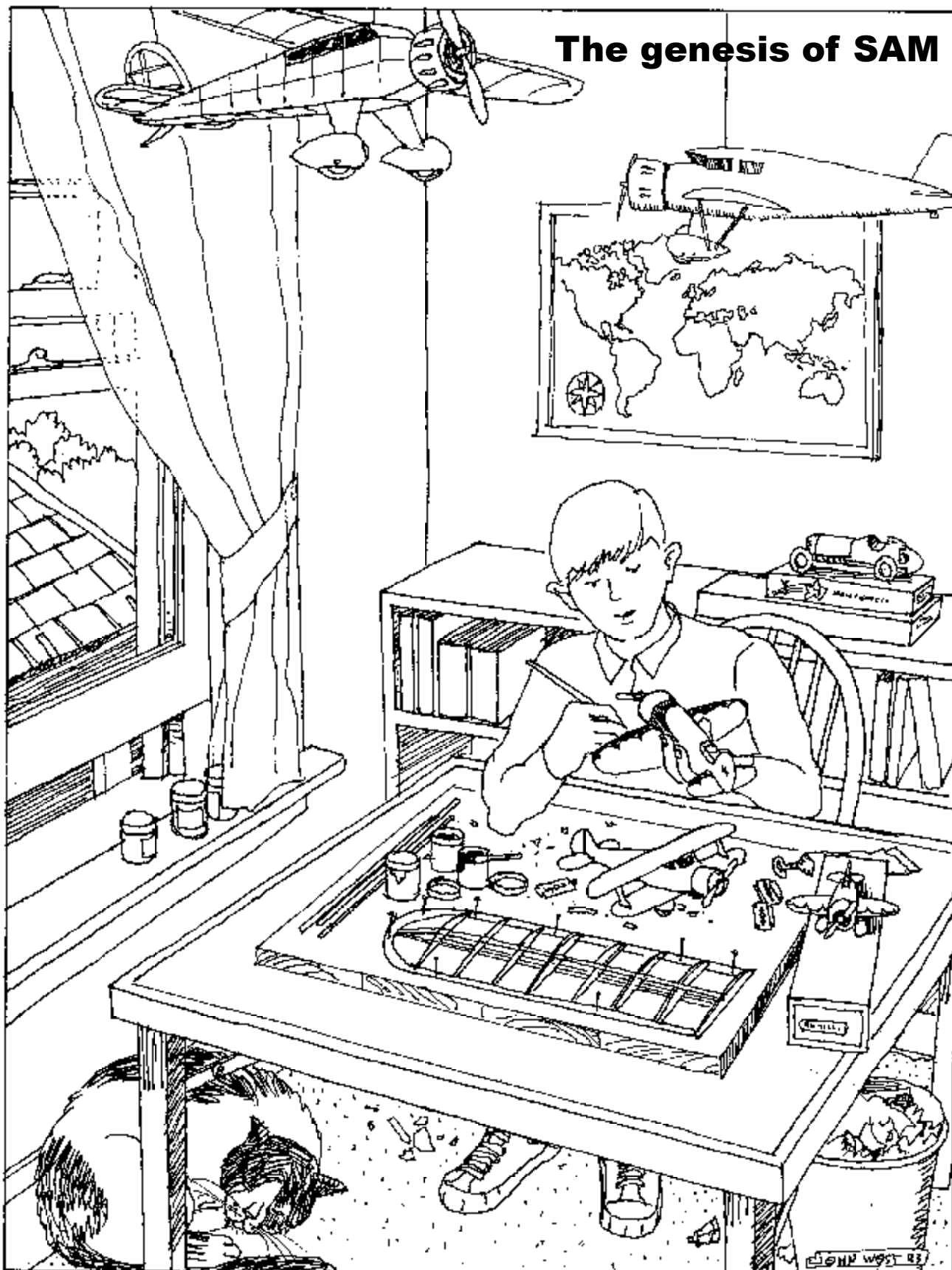
JERRY ROCHA'S SLEEK CHAMPION SPEED MODEL.



SAM 27 member **Gonzalo Martinez's** \$20,000 turbine powered helicopter, a version of the French Alouette II in rescue "attire".



John Pratt with his winning "Gin-U-Win" model and trophy. The trophy reads, "2007 Gin-U-Win Fun Fly Stretching the Rules."



The genesis of SAM

A wonderful drawing by John West who creates interesting and whimsical drawings for "Antique Toy World."

27 YEARS AGO

Members of the Antique Modelers chose earlier models because they were originally built as free-flights, says Tatum, which gives them their gliding ability.

The local group - there are 22 local members, meets weekly



MARIN INDEPENDENT JOURNAL NOVEMBER 1, 1985

The following story appeared in the Journal as written by Susan Carmody. The above photo was captioned, "Ron Keil lugs his 13-foot Lanzo Record Beaker made of monocoat (like celluloid) during a practice session."

For the first 25 seconds, it makes a high-pitched, whining noise. Once it reaches a warm pocket of air, the engine is turned off, leaving it to glide.

The trick is to "find that rising warm air to hold that airplane up there," says **Jack Tatum** of Novato, a model airplane enthusiast and member of the Society of Antique Modelers.

It's no child's sport. Tatum has been flying model airplanes for three years and still hasn't perfected his "piloting."

Made of balsa wood covered with Chinese rice paper, tissuepaper or plastic, and designed after those of the 1920s and '30s, these radio-controlled model planes provide enthusiasts with a way to fly without leaving the ground.

in a field near the Olive Ridge Tennis Club, off Atherton Avenue in Novato, to practice flying their handmade planes with names such as "Play Boy," "Comet Clipper" and "Buckaneer (sp)".

There are few kits for these earlier models, so most must be built from scratch; the cost ranges from \$80 to \$300 which includes the remote-control radio.

They run on a mixture of castor oil, nitro-methane and alcohol; some use electricity.

Tatum, a retired Air Force master sergeant, says he enjoys the sport because of the "nostalgia part of it - flying planes from the '20s." He also enjoys the camaraderie; members are from all walks of life, including an engineer, police officer, marine biologist.

There are 18,000 Antique Modelers in the U.S. and approximately 40,000 worldwide.

The local chapter is headed by **John Drobshoff** of San Francisco, **Ron Keil** of Novato is vice president and **Andy Andrews**, also of Novato, is secretary. (continued Page 10)



Continued from Page 9

Most members are men, but Tatum's wife, Dee, recently became a member and the group hopes to attract younger modelers as young as children.

In addition to their weekly practice flying sessions, the group meets for competitions in which members vie for the longest gliding time. The next one, called the Turkey Fly, will be held from 9 a.m. to 4 p.m. on Sunday, Nov. 24, at the field adjacent to the Olive Ridge Tennis Courts in Novato. Spectators are welcome. For more details on the local group, call **Jack Tatum** at 892-XXXX. *End of article. Maybe the Turkey Fly should be re-instituted. Any thoughts on such a proposal?*



The *Antique Flyers* of September and October 1994 were edited by **Don Bekins**. **Rocco Ferrario** was club president with **Rod Persons** as the heir apparent. **John Carlson** was the money bags.

Tim Younggren was noted as having expressed disappointment at the apparent low usage of the Lakeville site and suggested that some scheduled fun flies be held. New members at the September meeting were **Bob Wakerly** and **Steve Remington** and an application was received from **Charlie Reich** of Grants Pass, Oregon.

Brian Cassayre showed a 1/2A Texaco Playboy and **Scott Seronello** built a 1/2A Anderson Pylon. **Tim Moslberry** showed a 1/2A Peerless Panther. **Judy Ethier** brought a 25 year old Cutie Coupe. **Nick Sanford** displayed some 1930s model trophies along with some photos of San Francisco modelers. **Ray McGowan** had an ad for the Bull Y&O wood props - **Loren Schmidt** made those at one time and then sold the jigs to **Clarence Bull** in Oregon. Photographed at the 1/2A Texaco meet with their models, **Sean Crowley**, **John Carlson**, **Joe Meere**, **Rick Madden** and **John Hlebcar** were featured. The club HI-HO project photos show **Bill Kass**, **Sean Crowley**, **Brian Ramsey** (ex-president), **Rod Persons**, **Tim Younggren** and **Ron Keil**.

Ted Babbini gave Jr. O/T member **Robbie Stasko** a first airplane ride in Ted's pristine Monocoupe at the Schelville Airport. A 1940 photo shows **Dick O'Brien**, a 1936 Chevy and his Ohlsson powered Playboy Jr. along with **Tom Smith**.

Speed Hughes is photographed with his monster 15-foot Boehle Giant powered with an OS 60 4-stroke converted to ignition. New SAM 27 member **Bob Rooman** from Ohio is pictured with a group of his O/T models. **Don Bekins** and

Ed Solenberger showed off the new O&R T-shirts.

Park Abbot wrote an article on the Zehrovice II glider club project which was designed by Czech member **Rado Cizek**. Park states that Rado's design is a real pleasure to fly but he can't remember how to pronounce its name.

John C Delagrance from SAM 2146 reminds everyone that "It's a HOBBY!!! . . . it's only MODEL AIRPLANES!!!" and concludes that "If you ain't havin' a good time and it ain't fun anymore then it's time to start thinking about another hobby cause that's all it is . . . Just a Hobby!"

In October 1994, 21 members, including **Fred Terzian** and **Bill Vanderbeek** attended. The Lakeville site was further discussed and Wednesdays were mentioned. (*Note: this was prior to the establishment of the TOFFF*) **Don Bekins** was asking for a new AF editor since he had served for four years and was taking on new duties with SAM. **Ron Doig**, a SAM 26 founder and enthusiastic contest CD for SAM 26, died. **Brian Ramsey** reported on the Reno Air Races. **Jerry Rocha** made a technical presentation on how to make the Cox .049 a consistent runner. The most important item - KEEP FUEL CLEAN! Jerry's experience resulted in having engines that consistently run 6 to 6 1/2 minutes and as long as 9 minutes! (*larger fuel tank at that time*).

Ned Nevels is pictured with his raffle prize, Riser Rider, built by the late **Don Parmenter**, which Ned won at the Crash & Bash. **Rod Persons** is pictured with his 1/2A Challenger which was designed by **John Drobshoff**. **John Carlson** showed his 1/2A Texaco Atomizer equipped with holographic tape. **Nick Sanford** showed the new Polyspan covering material. **Ed Hamler** showed an Elfin diesel powered Class A Swoose. **Ron Keil** showed a DeBolt Stunt Wagon powered with a Fox 35. **Bill Vanderbeek** brought a much modified Cox Baby-Bee which he plans on using in a 1/2A nostalgia model. **Charlie Banks** showed four British diesels, the smallest only .009 displacement. **Ray McGowan** brought some 1940 prop blanks from the days when modelers frequently made their own props which were thinner and had considerable under-camber.

The Crash & Bash had great weather and 51 contestants. The CD, **Ed Hamler**, states that "This is getting to be a BIG contest!" About \$1000 profit was made. Sweepstake winner of the C&B was **Eut Tileston**.

Jerry Rocha is pictured being a flight mentor for young builder, **Brian Cassayre**, during a 1/2A Texaco meet. The entire SAM 27 1994 1/2A Postal Team is pictured, all ten flyers. Flyers photographed include **Speed Hughes** with his Boehle Giant, **Nick Sanford** launching **Park Abbott's** Zehrovice II, **Ron Keil** with his Stunt Wagon, **Tim Molsberry** and his Peerless Panther, and **John Carlson** with his Atomizer. **Ed Hamler** and his Swoose are pictured along with **Eut Tileston's** Brown Jr. powered Swallow, a beautiful model. **Sean Crowley**, a Jr. O/T'er, is pictured with his Playboy Jr.

For a real junior, **Loren Schmidt's** grandson is shown putting the finishing touches on one of Rocco's kits for juniors.

Don Bekins is shown at the SAM Champs in Muncie with **Joe Elgin**, the Playboy designer, and **Dick Korda**, designer of the 1939 Wakefield winner.



MERRY CHRISTMAS TO ALL SAM 27ERS AND MAY SOME OF THESE MODELS LAND AT YOUR HOUSE.

EDITOR'S MUSINGS

Believe it or not, it has been ten years since I first did an A-F newsletter in January 1998 (issue 185). At that time, we were publishing and mailing a newsletter every month.

My enthusiasm for Old Timer flying has not diminished, but if anything, has increased over the years. My move to Santa Barbara in 1999 put a stop to the TOFFF flying at Lakeville but that was replaced with our SAM 26 Saturday morning flying at Drum Canyon near Buellton. An active group, SAM 26 usually has about 6 to 8 flyers each Saturday and of course we have two contests each year at Taft. Perhaps you have noticed that SAM 26 stalwart, **Bob Angel**, is now the Old-Timers editor for *Model Aviation* with an article every other month.

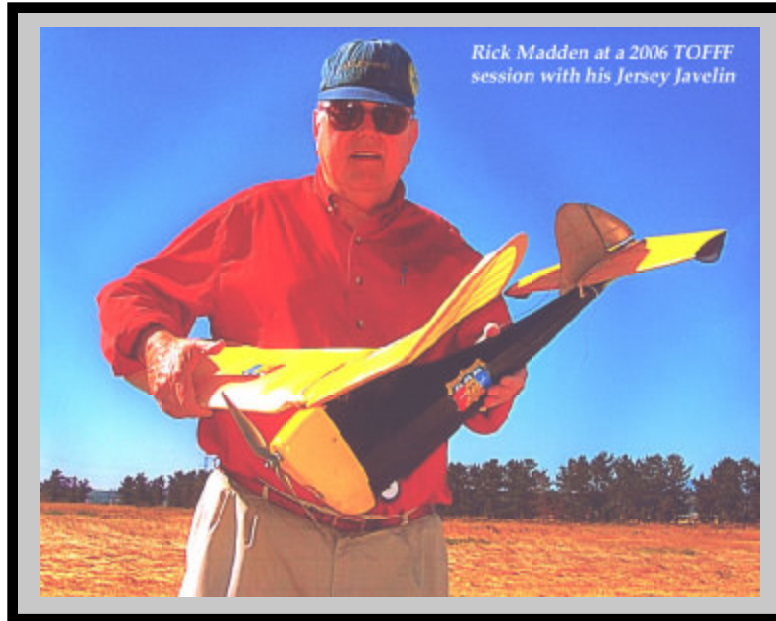
I haven't been a competitor in Old-Timer contests as I prefer to just fun-fly the old birds with gas and oil ignition engines. However at the last SAM 26 Taft meet, the paucity of contestants allowed some adjustment of rules and permitted me to enter my Playboy Sr. in the Ohlsson Sideport event - so I flew Sideport and C Ignition with the O&R 60 Playboy and did B Ignition with my 75% Playboy Sr. with an O&R 23. I actually took first place in Sideport as my stock O&R 60 ran better than my competitor's hotter engine.

I don't understand the O&R Sideport rule requiring an Antique design; the O&R 60 is a 1940 engine and fits the Playboy Sr. like a glove. Why was Antique chosen as the sideport design limitation? I think more flyers would be interested in the Sideport class if O/T models were permitted. Aside from the Champs, any CD can make this decision and open up this class to more appropriate designs for the O&R engines. Is there a reason to not broaden the category?

Much has been written recently about the 2.4 GHz radio systems - these seem to be truly the answer to a lot of RC problems, both with ignition interference for the sparkies and club flying frequency control. I like the Futaba system which only requires one receiver and a light one at that.

The newsletter continues to be a "work in progress." Higher resolution photos in the pdf format AF will require a larger file size which may not fit everyone's email box. Your editor lost all of the past files in a computer melt down so everything is being started from scratch; I have had so many projects and calls on my time that the newsletter has had to slip in priority. Additionally, there is almost no contribution to the club's AF except for meeting write-ups and photos. I can not do justice to turbine helicopters, electric models and the like - I need input from members if there is to be any tech articles, news etc. associated with the non-O/T models. Perhaps the AF should be an ongoing portion of the SAM 27 website with constant input as opposed to single issues of the AF.

IN MEMORIAM



RICK MADDEN 1934 - 2007

Long time SAM 27 member **Rick Madden** passed away on June 26. Rick wanted the above photo published in his memory. He recently donated most of his modeling supplies to SAM 27, and was very happy that the members raised almost \$900 in sales of his items for our chapter's treasury. The following obituary was published in the *San Francisco Chronicle* on July 15, 2007.

Richard "Rick" Madden January 14, 1934 - June 26, 2007

Richard Madden, 73, a 50-year resident of the San Francisco Bay Area, passed away at his home in Santa Rosa after a courageous battle with lung cancer. The youngest of four children, he was raised in Wilmette, IL. He graduated from New Trier High School in 1952 and proudly served in the U.S. Navy during the Korean War aboard the USS Sigouney. He will be forever remembered by his shipmates as "Snuffy, King of The Chain Locker." Living in San Francisco in the mid-50s, Rick landed a job sailing a yacht for Enrico Banducci, then owner of the Hungry I nightclub. Entertaining the entertainers as he like to recall, Rick kept the day's top comedians "on the bay and out of trouble" prior to their evening engagements. The 1960s briefly found Rick a stockbroker, before he jumped ship and joined the merchant marine. Traveling the world for the better part of the decade, Rick would later use his experiences to start a career as a hard

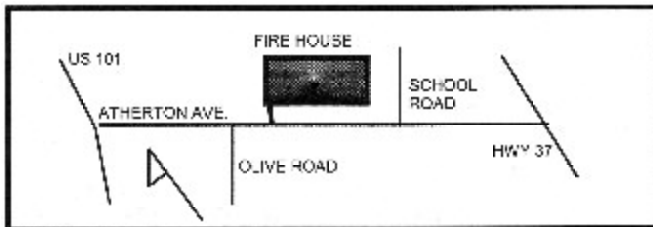
boiled 70s investigator of maritime accidents. Dubbed by the *San Francisco Chronicle* as "The Private Eye Who Went Down to The Sea," Rick operated out of an old, rambling three-story house in Sausalito, though he was just as likely to be found on the San Francisco waterfront, in one of the world's many ports of call or crewing aboard an ocean racer to Mexico or Hawaii. Always at home on the water, he retired to build houseboats on Richardson Bay in 1978. Rick finally settled back into the brokerage business in 1982, satisfying himself with the daily ferry ride back and forth across the bay from his Sausalito home to his downtown office. Rick retired for the last time in 2002 as vice president at AG Edwards in San Francisco. In retirement he indulged his passion of building, crashing and rebuilding model airplanes. A long time friend of Bill W, Richard will be remembered as a generous and loving father and grandfather, a better than good friend to many, blessed with a sense of humor and the ability to tell a great story. He is survived by his sister Marjorie Lathan; daughter, Caroline Madden; son-in-law, Timothy Selzer; stepsons, Roe and Seth Patterson and six grandchildren. At Rick's request a private memorial will be held to celebrate his life. The family requests any donations be made to Sutter VNA & Hospice, 1110 N. Dutton Ave., Santa Rosa, CA 95401.

WITH THE FLYERS



AMA CHAPTER # 108 CLUB OFFICERS

- President** - mikelsfv@comcast.net
Mike Clancy (415) 897-2917
2018 El Dorado Court
Novato, CA 94947
- Vice-President** - sonomarchobbies@yahoo.com
Richard Beck (707) 938-9765
20091 Broadway St.
Sonoma, CA 95476
- Secretary** - vr21jrb@aol.com
Jay Beasley (415) 456-9520
104 Robinhood Drive
San Rafael, CA 94901
- Treasurer**
Jay Beasley (415) 456-9520
104 Robinhood Drive
San Rafael, CA 94901
- Contest Director** - ehamler@comcast.net
Ed Hamler (707) 255-3547
3379 Crystal Court
Napa, CA 94558
- Official Photographer**
Mike Clancy (415) 897-2917
2018 El Dorado Court
Novato, CA 94947
- Editor** - collectair@verizon.net
Steve Remington (408) 828-2810
1324 De La Vina St.
Santa Barbara, CA 93101
- Recording Secretary** Various
- Junior O/T Program** Rocco Ferrario (707) 258-1705
- Rafflemaster** Richard Beck (707) 938-9765
- Field Engineer** Hap Miller (707) 833-5905
- Deputy Field Engineer** Mike Sidwell (707) 528-8268
- Webmaster** Ned Nevels (707) 255-7047
- Deputy Webmaster** Larry Jobbins (415) 883-3882
- Race Marshal** Hap Miller (707) 833-5905



**MEETINGS: THE THIRD WEDNESDAY
EACH MONTH, 7:30 P.M. AT THE NOVATO
FIRE DEPARTMENT TRAINING ROOM**

MEMBERSHIP
Membership dues for 2008 are based on the class of membership, the **Full** membership includes flying privileges at Lakeville and voting rights for only **\$25**. **Associate** membership includes the newsletter and meetings for only **\$15**. **DUES ARE NOW PAYABLE**. Full membership requires proof of current AMA membership - send copy with dues payment. Associate members cannot fly at Lakeville. Send dues to the **Treasurer** above.

MARIN AERO CLUB ACTIVITIES

From **Mike Clancy**:

The members of the **Marin Aero Club** are also members of SAM 27 and alternate indoor (St. Vincent's Gym flying site) and outdoor rubber free flight (and lots of scale). On outdoor days they fly at our Lakeville site. They have built a bunch of the Little Richard design and have had fun sport flying them and having low key contests. **George Benson** sent me the photos and **Tom Witworth** wrote the text.



It was a good humored event, and at least as exciting as you might expect from a flying contest where the entrants max out at 4 knots and soar to 23 feet. Best three of five flight times added together gave the following results

Kermit	186 secs
Mike L	182 secs
Tom W	175 secs
Ed S	169 secs
George B	155 secs



Congratulations Kermit! (Richard didn't get three official times in before bopping Little Richard on the nose.)

Shortly after doing a quick five flights for fifth place, George put up the then best unofficial time of 64 seconds. But after further intense tweaking George won the mass launch with 72 seconds. Dave W came second and Kermit third. Which goes to show that we could all squeeze more out of little Richard. As soon as Lynn, Richard and Brian are ready, we will repeat the event, and thanks to everyone - especially Mike for the antique model mags which were much appreciated by the winners. Richard won back his own antique aero engine cylinder head to everyone's relief- well done Richard.

I won't pick a concourse winner, but Mike's "mini little richard" deserves an honorable mention. So does Lynn's three quarter scale Little Richard. It was this model that prompted the idea of a contest. Unfortunately the rest of us incorrectly made our Little Richards scale. Lynn has nobly agreed to repeat our mistake and build another bigger little Richard. Applause is duly due to Ed and Mike for attempting contest flights with their impressive unlimited non-rog ROGs.. Mike managed to claim second place with average times of 2 minutes 40 seconds, which left Ed in first place with 2 minute 58.3 average. (Ed - I have a prize for you.)

All in all it was a fine day. I particularly appreciated the Banana Twinkies and came down about five-thirty in the afternoon.