



# *Antique Flyer*



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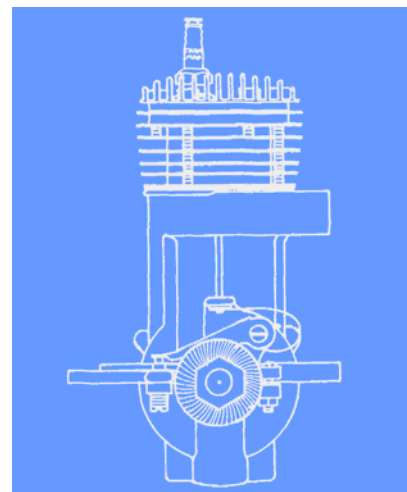
# President's Comments

by Mike Clancy



In these the final days of 2008 it is my pleasure to be writing a piece for Jimmy Walker, our new newsletter editor.

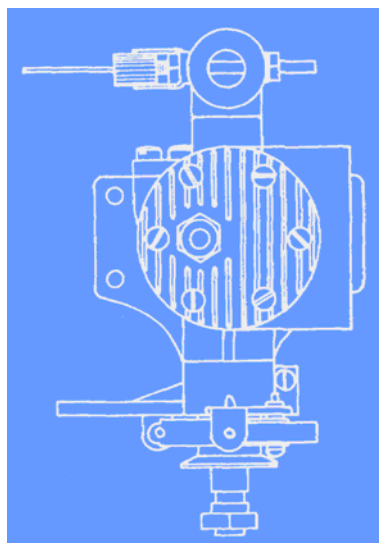
Our social highlight of the year is our annual Christmas luncheon held at Papa's Taverna. This well attended event is a club favorite which brings the social members, sport flyers and competition flyers together. Highlight of this holiday party is the "gift exchange" in which a bunch of guys who are still kids at heart struggle against each other for items they already have too many of and usually don't really need.



2008 was a great year and I don't see any reasons why 2009 should not be even better. SAM 27, in my opinion is one of the best SAM chapters in the country.

**Keep the old timers flying.**

**--Mike**

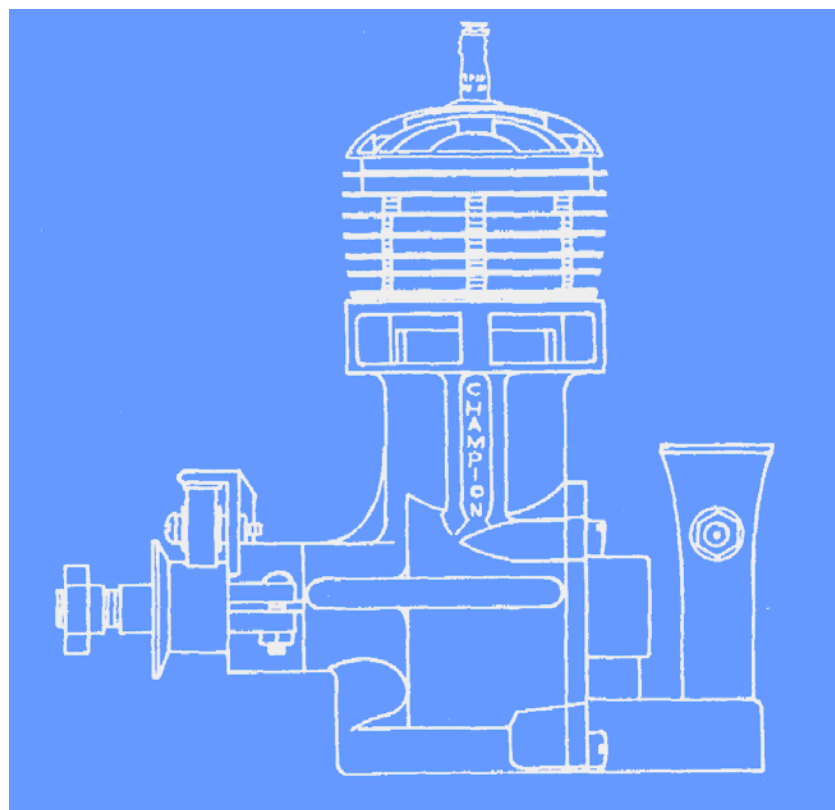


First of all we all owe a debt of gratitude to Steve Remington for his years of service producing a very fine newsletter. We owe Jimmy Walker thanks for volunteering to take on the toughest job in the club. He has a tough act to follow but he has the advantage of being locally located and involved in the day to day activities of the club.

The year 2008 was quite successful for SAM 27. Our membership numbers were good. Our treasury is in good shape due to the efforts of our excellent secretary/treasurer Jay Beasley. Our weekly flying sessions, mostly TOFFF are extremely good with a great variety of planes being flown. We fly free flight power and rubber, occasional control line, and lots of radio control—gas and electric old timers and gas and electric "new timers." We also fly scale models in all the above mentioned categories.

Our competition events were numerous and all successful. This year we hosted our 3-day Crash and Bash, 1/2A Texaco, Electric Texaco, Speed 400 LMR, Small Rubber (which includes small rubber, hl/catapult glider and .020 Replica O.T./Nostalgia), and we hosted the Frank Ehling International Postal Challenge for 1/2A Texaco (we placed 2<sup>nd</sup> this year so we don't have to host it next year.

Our monthly meetings are well attended and include necessary business, some presentations, show and tell, and usually a raf-



## A Few Words from the Editor

by Jimmy Walker



This issue ends the year with a new format and, hopefully includes as much as I could glean from others along with information and pictures. My thanks to all those that contributed.

Since this is the first attempt at making the Antique Flyer newsletter for the SAM 27 club, you might find a few mistakes, errors, or omissions which as you know are simply the results of a feeble mind and no knowledge whatsoever at doing this sort of thing. If there are any comments or questions to the newsletter please send them to me and I will include them in a page entitled "letters to the editor" in a future issue. This is an open forum and for those verbose individuals among us I urge you to put it in print so that I don't have to fill the pages with useless drivel from my own thoughts.

My model experiences started when I was very young with some simple control line models and never quite developed into much until a few years after I got out of college and opened a hobby shop in Novato called Hobby Haven. We were at the end of the main street in Novato—Grant Avenue on the east end. At that time I was very involved in RC flying and a member of Marin RC Club which flew at Hamilton Field. I was surprised to see some of the 'state of the art' models that we flew then called "nostalgic" models today. I flew gliders at the Cheese Factory field and on various hilltops in the local area. The

hobby business was not bringing in enough to keep the bank account increasing instead of declining, so my wife and I gave up the business and I went to work for someone else. I continued in the Hobby business as a sales representative for a hobby distributor in Southern California. I called on all the shops in Northern California from Eureka to Monterey and Fresno to Reno. This kept our budget on solid ground for quite a few years and kept me close to the things that I had interests in.

Along the way I met a lot of people; I still see many of them on a regular basis. This brings up the subject of how we all belong to a community of fellow modelers and how this can become a source of life-long friends.

One of the best aspects of the club is that we not only have common interests, but we forge new friendships. I'll give a good example of this and how it helps to make the circle larger and larger.

When I had my hobby shop a customer bought a glider (a Hobie Hawk) and asked if there was anywhere to fly it around Novato. He (Peter Fahlström) was working at the time, in the US as a technician for a Swedish company that made distance measuring instruments. I referred him to the Cheese Factory field and told him to contact Mike Clancy or Bill Pearson, or if he was interested in slope soaring he could go with me to a site I often visited. We became very good friends and have been so for all these years. He eventually went back to Sweden to work at Scandinavian Airlines as a flight simulator technician. We kept our friendship up over the years with many visits to Sweden and he came back to his 'home away from home' in California many times. But...the circle gets larger. When he was visiting us a year or so ago he went with

me to the flying field and met a few of the members. Ed Hamler worked in Sweden when he was a younger man and mentioned that. Peter asked what town it was and Ed said that he probably would not know it since it was a very small village in the far north. It so happens that Peter was raised there as a child. Last summer Peter and his girlfriend visited Ed in Napa and next year Ed will visit Peter in Sweden and if all goes well Peter will enter a Lanzo Airborn (kit supplied by Ed) in the event in Germany. When Ed goes to Sweden he should be able to fly the full scale simulators for a while. I've done this and it's like the world's most sophisticated video game. The fun part is flying the simulator for the Jet Ranger helicopter...for us full scale pilots it seems strange to pull back on the stick and expect the nose to come up then find that you are going backwards instead. Ed will have a great time.

As you can see we expand our circle of friends through our common interests. This is one of the great benefits of a club like SAM 27. As we grow we make a larger community and as we interact with other groups the circle gets larger.

Before I finish this month's column I want to urge everyone to be sure and go to the web page, ([www.sam27.com/](http://www.sam27.com/)).

Ned Nevels has done a very professional job of putting this together and be sure and click on the links to other pages.



## Monthly Club Meeting - December 2008

The meeting was held on Thursday the 18th of December. On arriving we found our regular meeting room filled with toys from the fireman's toy drive and held the meeting in the main building where the fire trucks are housed. The usual minutes and business were read and we went directly to 'Show and Tell'.

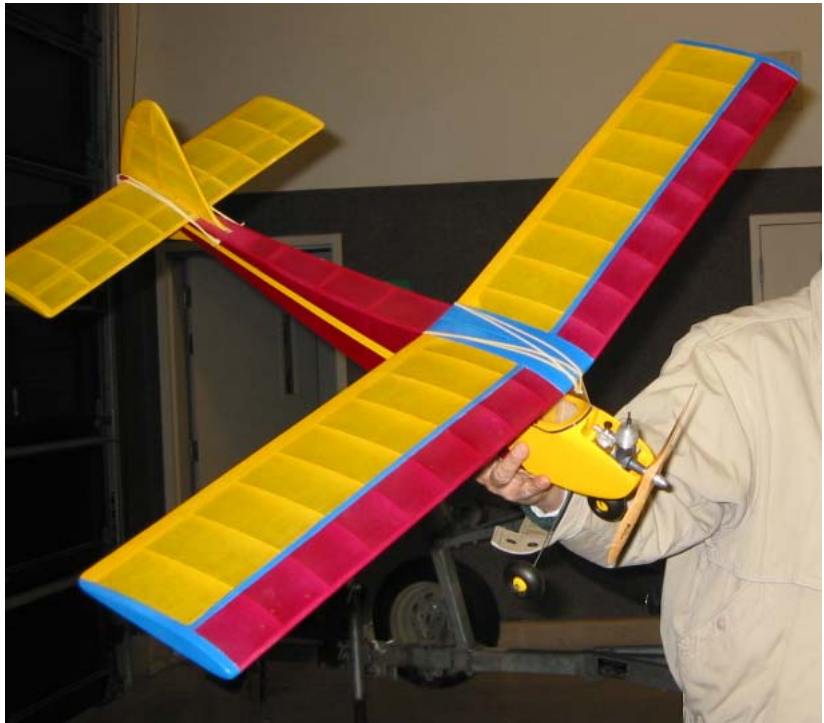
Ed Hamler brought in a nice TOMBOY that was covered in polyspan and had a diesel engine. Loren Kramer brought his beautiful 1940 Cleveland Viking.

We discussed the club project and the consensus was that we build a 'speed 400' type old-timer. Several of the members have built the airborne kit and several have bought them and intend on building them.

With the nice mount (pictured) from Loren Kramer we can then mount a "Speed 400" motor, an outrunner motor, or an .049 gas motor—all with the same mount. This allows us to compete in both electric and gas competition. Loren designed this mount last year when there was an event coming up at Crash and Bash—the Speed 400 LMR. He had a 1/2a Texaco plane and wanted to put a Speed 400 motor on it. Since he couldn't find one he designed this one. Everyone liked it so much that he made a run and they all sold and he is almost sold out of the second run. It fits the same mounting holes of the Cox .049 reed valve engine. Be sure and see Loren to purchase one of these at a very reasonable price.

For those that have misplaced their rules sheet for this event I have included it on the next to the last page. If questions come up, you can contact Ed Hamler (ehamler@att.net.) who would be happy to clarify them.

This is a good club project since we can all build a real old-timer in the spirit of the Society of Antique



Ed Hamler's 1950 TOMBOY



Another view of Ed Hamler's beautiful TOMBOY.

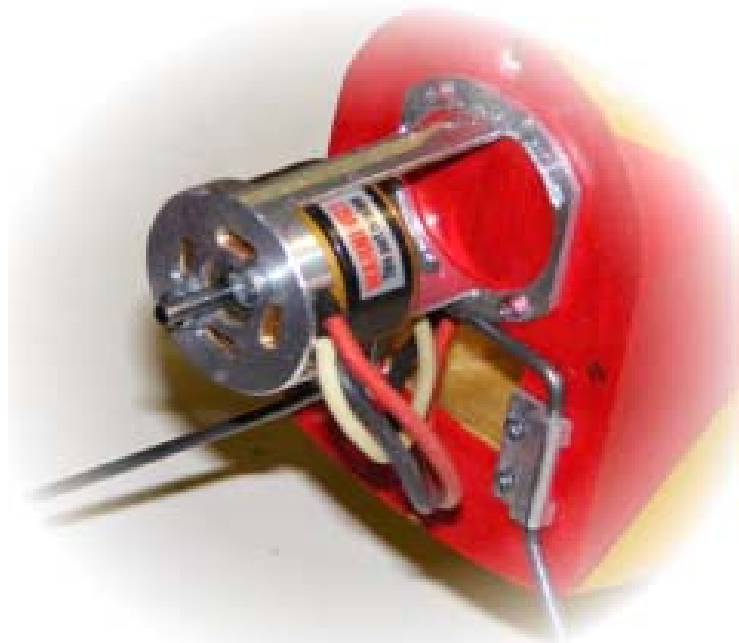
**Monthly Club Meeting - December 2008**

Ed Hamler brought his Tomboy to show. It is a Vic Smeed Free Flight design published in the November 1950 *Aeromodeller*. It's an extremely popular schoolboy design that's still featured in special mass launch events at Old Warden annually and also at our own SAM Champs. The wingspan is 36 inches for the typical Mills .75 diesel, but the plans provide for engines up to 1.5 cc displacement by extending the wingspan to 44 inches and adding extra bay ribs to the stab as well. Several engine options are shown on the plans along with ROG and ROW undercarriages.

The current November/December issue of *SAM Speaks* features a full page ad announcing an International Postal Contest, a TOMBOY rally, sponsored by SAM 2001, L'Aquilone. The rally started October 1 and will last through April 30 2009. Rules are simple and liberal allowing FF or RC entries with glow, diesel, or electric power. Team or club entries are not required. CAD plans are available from Jim O'Reilly and Bob Holman supplies laser cut partial kits. The model is easily scratch built since all the ribs are flat bottom and identical in size.



Loren Kramer's nicely done Cleveland Viking. From a set of original plans of 1940. Wingspan is 48" and 288 in<sup>2</sup>. This model is covered with polyspan and finished with Higgins ink and Design Master Paint for color. Flying weight is 14 oz. with an AXI 2208 brushless motor and 2 cell Li-Po battery.



Loren Kramer's mount that can be used for 1/2a, speed 400, or an outrunner. It was designed by and is available from Loren Kramer at a very reasonable price.

Ed Hamler also brought a set of plans for the KÁNE (pronounced "Connie") glider—one of many excellent towline gliders from the drawing board of Czech designer Radoslav Cizek following WWII. Designed in 1947 when balsa was scarce in the Eastern Bloc satellites the prototype was mostly spruce and aircraft plywood construction and had already established an enviable contest record when the plans were published in March 1948. A 29 minute flight placed first in Prague, a 28 minute flight placed first in Boleslav, and flights exceeding 11 minutes garnered a second and third at other spring contests that year.

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

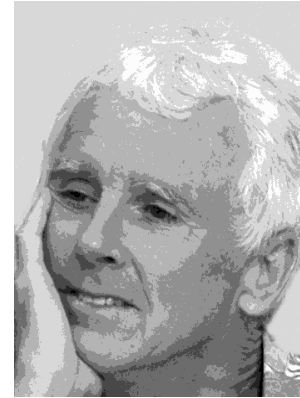
Our current interest in the KÁNE stems from the fact that it will be the commemorative model at the 2010 SAM Eurochamps to be held in the Czech Republic. Old Time Glider is the single most popular SAM event in Europe. Ninety-six gliders were entered last year at the Eurochamps in Slovakia and the winner was 14 year old Jakub Dvorák flying Rado's 1949 LUNÁK

When Don Bekins and Ed Hamler expressed an interest in building the KÁNE, our SAM President, Jim O'Reilly, provided a set of CAD plans showing balsa construction, RC control surfaces, and a pull apart four piece wing and two piece full flying stab for packing and airline travel.

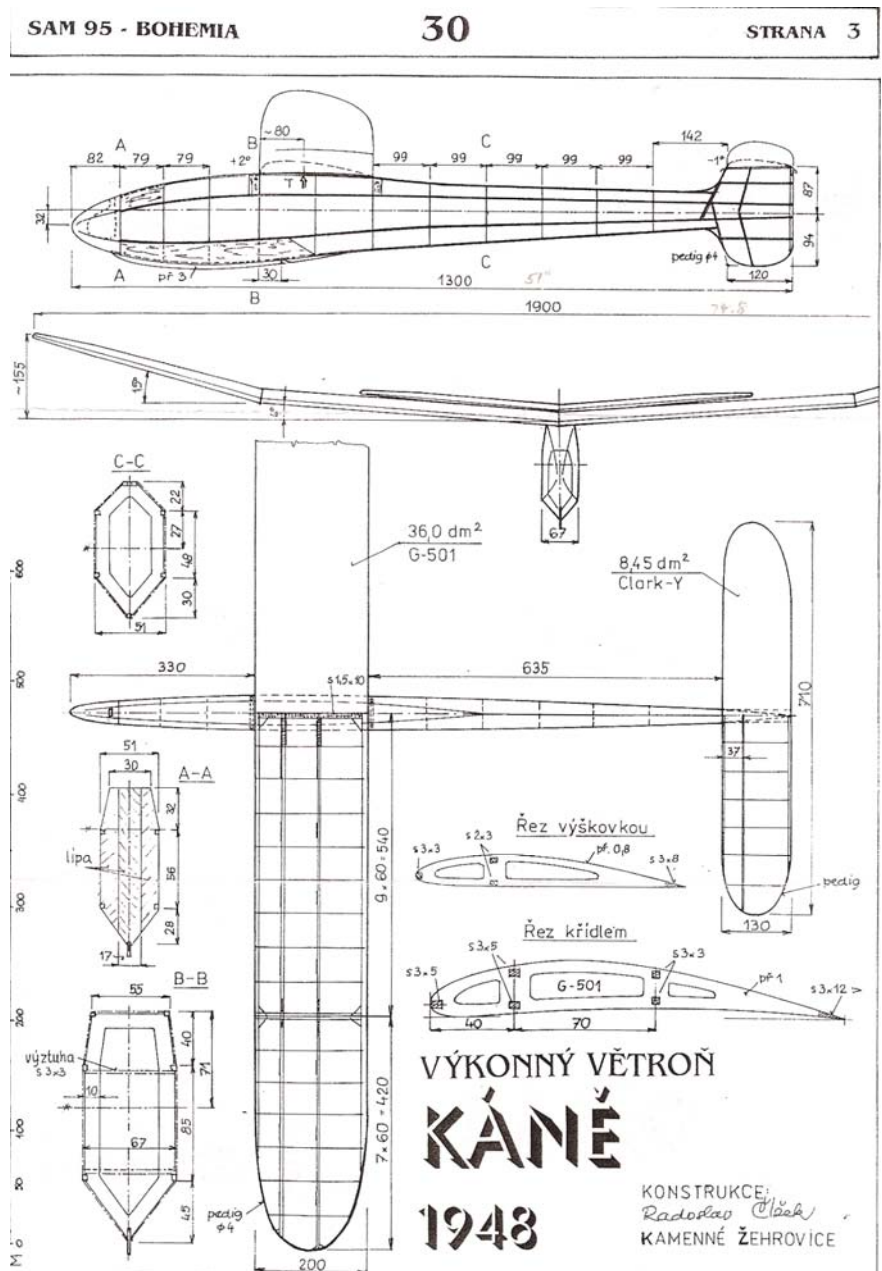
Since the model is eligible for Old Time Glider competition under SAM North America rules as well as European rules, several SAM 27 members have already made

plans to build this beautiful model. Bob Holman is now accepting orders for his laser cut partial kits which facilitate construction He can also supply Jim O'Reilly's CAD plans for the KÁNE.

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



Let's make sure we keep this smile on Jay's face. See that your annual dues and your AMA membership is up to date.





Chuck Griffith's Cherub with an OK engine.



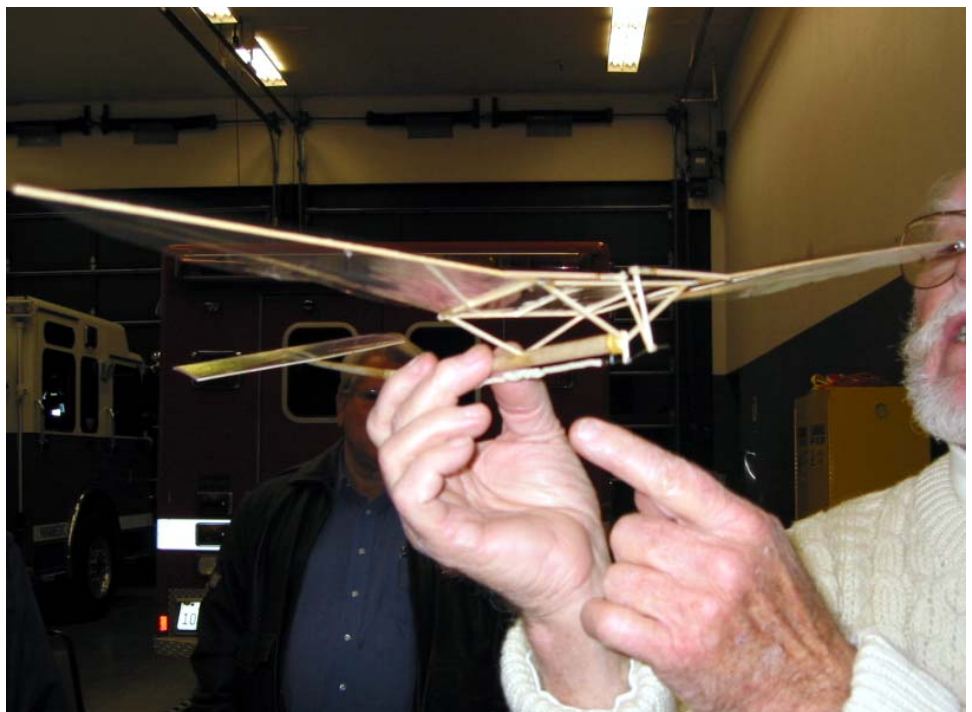
Another view of Chuck Griffith's Cherub with an OK engine.



Being Knighted into the order of TOFFF



Andrew's RC1 old timer



Ed Solenberger brought this ornithopter. It is made from very light balsa and is covered with microfilm. He wasn't able to fly at this time, but did wind the motor to show the wings flap. These are amazing models, but be sure and fly them in a room with no cats. It's just too enticing!



We all met in the main room with the fire trucks. It worked out fine, but the acoustics were not the best and a noisy heater fan made it even worse.

## Our Annual Christmas Party 2008

We had a great turnout for this years Christmas Party. This has been our yearly tradition and each year it just seems to get better. The food and the service was good and the gift exchange was a lot of fun. At first there seemed to be little 'stealing' of gifts, but as the drawing went on, the person chosen would often wander through the crowd looking for that special item. A few of the gifts exchanged hands several times.

At the end of the gift exchange there was a raffle for two gift certificates of \$150 each. Our vice president and owner of Sonoma RC hobbies—Richard Beck—gave a generous portion of this. The last and best prize of all was a finished (and flown) old-timer—a *Long Cabin*—with an old-time ignition engine and Airtronics radio. This was donated to the raffle by Ed Hamler. The first name drawn then politely declined the offer and another name was drawn. As chance would have it the next name was Ed Hamler—the provider of the prize! Instead of drawing another name Ed announced that he would give this to anyone that would truly enjoy it and would definitely fly it. There was a pause while, I'm sure every mind was calculating whether to raise their hand or not, when Richard Coleman raised his hand and was presented with a beautiful, truly ready to fly, old timer. Our thanks to Richard Beck and Ed Hamler for their very generous contributions.

Mike Clancy and others came to Papa's Taverna early and hung some old time models from the ceiling to give us the atmosphere. Jay Beasley and Bob Rose greeted everyone at the door and gave us the tickets for the gift exchange and raffle that followed dinner. We were treated to a nice menu of Greek food and the bar was open



for anyone wanting something stronger than water or soft drinks. After we finished our meal the gift exchange and the raffle took place with Bob Rose as the Raffle Master. There were some really great gifts including a new OS-40, an old-timer Long Cabin kit (happily won by your newsletter editor), a GollyWock kit, a very nice rubber motor winder, building supplies, tools, and gifts for the ladies.

This was definitely an event you should never miss.





## How High Did it Go?

By Ed Hamler

Every time one of our antique models climbs until it's just a small speck in the sky we have probably wondered just how high it actually is. We learn to keep our attention fastened to that little speck, lest we look away and are never able to reacquire its image. We also wonder which colors are easiest for us to see; are two contrasting colors better than one? Is black really better than red, orange, and yellow? Under what conditions? blue sky, white clouds, haze, grey overcast?

For SAM competition events even more questions arise: Does my propeller give me the best rate of climb? Should my climb profile be more or less steep? How's my transition from climb to glide? How can I be sure when the model is so high? Could my model's CG and trims be adjusted for a lower sink rate in the glide? Should my battery pack for my Speed 400 motor be larger or smaller? How can I improve my search for thermals? You can probably add more to this list.

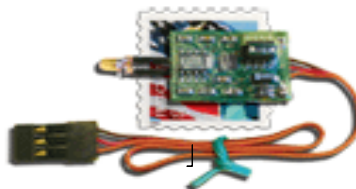
Fortunately there are some very affordable tools available to help answer, or at least reach a better understanding of many of these questions. They are also made here in the USA

My first experience was with the *How High* model aircraft altimeter that sells for \$39.90. This smaller than a postage stamp airborne instrument plugs into a spare servo slot in the receiver for power, then accurately records the highest altitude above ground level reached during a flight. After landing (and before turning off your radio) simply wave your finger over the sensitive LED and watch it report the model's max altitude with light flashes:

*Flash, flash-flash, flash-flash-flash, flash-flash-flash* = 1233 feet, for example.

For months I was completely happy and satisfied with having such a good piece of information about each flight. I could try slightly different props and find

out which gave me the highest climb for a certain engine run time, but that was about all I ever thought about using the tiny instrument for. Then one day a good SAM friend in North Carolina, Kirby Hinson, asked me if I had seen the new *See How* instru-



ment from the same company, Winged Shadow.

Their ads appear in the model magazines, but unfortunately I had not read them very carefully. My impression was that the new gadget displayed an immediate digital readout and saved you the trouble of finger waving and counting light flashes. Not so, I was very mistaken; it is much, much more.

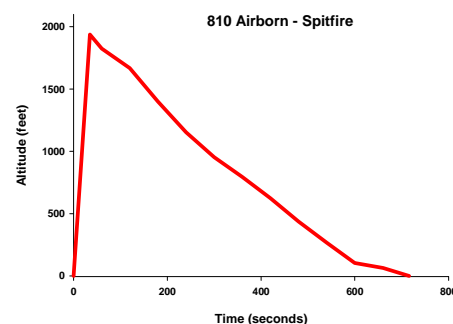
The *See How* is an optional self-powered accessory that stays on the ground in your pocket, not in the model. It features a 4 digit LCD display and a simple 2 button control. After a flight it downloads data from the *How High* altimeter via a high-speed optical LED link into memory that can recall the LAST TEN flights!

Now here's the best part: All *How High* altimeters are capable of capturing up to 9 data points, plus the peak altitude, from each and every flight. The data points are captured on command from the RC transmitter to the instrument through the spare servo function used. Only the *See How* enables you to unlock this ability and utilize the full potential of the *How High* to download up to ten data points from each of ten separate flights. With the original finger waving method only the peak altitude from one flight at a time can be obtained.

The *See How* stores up to 100 data points in memory – 10 points

for 10 flights. If the memory is full it replaces the oldest flight data recorded with the latest. Nifty, and the price is only \$34.90. The company also produces a *How Fast* instrument for air speed (the *See How* works with any number or combination of units), and multi-function on board monitors that look perfect for E-powered models.

Below is a graph charting altitude vs. time for a flight with my Spitfire powered 810 sq.in. Lanzo Airborn in October. The model reached an altitude of 1938 feet in 35 seconds for a climb rate of 3322 fpm. Data points were captured at one minute intervals by a toggle of the Tx gear retract switch. Sink rate of the glide averaged



170 fpm. Total flight time: 11 min – 56 secs exceeding the 10 min-Max for the SAM Antique event. It was early in the morning and a straight glide line was expected but the bumps in the curve indicate some buoyancy from the sun's warmth must have slowed the model's rate of descent a couple of times.

My next project is to chart Speed 400 flights in order to evaluate different props, battery packs, wing loadings, and so forth. It's easy, fun, and great practice!

Source:

Winged Shadow Systems  
PO Box 432  
Streamwood IL 60107  
Phone 630-837-6553  
[www.wingedshadow.com](http://www.wingedshadow.com)

## News from Lakeville International Airport

The wet season is upon us and we all need to be sure and keep the parking area free of ruts and tire tracks. A few of us have been out this month and, even though the surface is fine to walk on it is just not good enough to drive on. The suggestion is to park on the road, as far off to the side as possible to not impede traffic and then hoof it over to the flight line.

Winter days are cold, but there are still a lot of thermals and the air is relatively calm. I've had some of my best glider flights this week with phenomenal lift even though my fingers were frozen. So bring out your model, warm clothes, a thermos of coffee, and enjoy the flying.



John Carlson's Playboy flies again in the hands of Jay Beasley. Jay replaced the Speed 400 and planetary gearbox with an AXI outrunner. The smile on Jay's face tells you how well this plane flies.



AerialShotz

## Antique Flyer

### Why Join the Speed 400 Team?

By Andrew Tickle-member at large



Have you ever watched Old Timers soaring majestically over our field? And wondered how to get involved? And who would help if you got stuck building your model? Or flying it? And how would you keep your plane soaring up there with the hawks? If you have ever wondered any of these things then join the Speed 400 Team. Just pick a plane and join the team!

THE SPEED 400 class is an Old Timer RC duration event with a 2 minute motor run, using an inexpensive Speed 400 electric motor.

The biggest benefit of S400 is that you will get more use from it than any other SAM (or non-SAM) plane

#### THE PLANES

The class is based on pre1943 free-flight designs of about 48" wingspan. The flight is slow and majestic, and the free-flight aspect of the designs makes them inherently stable. This makes you look like a much better pilot than you really are. Something I can never get enough of!

#### TWO BASIC DESIGNS:

- **Pylon**, such as the Lanzo Bomber,
- **Cabin** such as the Atomizer.

The pylon design is a typical free-flight concept where the raised wing on the pylon gives greater pendulum stability. The Playboy, for example, comes in both configurations. The cabin version is probably the best for RC. It is more robust and has a roomy cockpit for easy radio and battery

installation. Both versions are competitive and have their loyal supporters. The long-standing debate over which is the better has never been resolved (will it ever be?). SAM 27 members fly both.

#### THE MOTOR

The rules require the 6 volt Graupner Speed 400. The 7.2V version you wouldn't want anyway. It develops less power. The 5V version develops more power

(because it is seriously over-driven) but burns out quickly. So the 6V motor is the motor of choice anyway and levels the playing field. Having Graupner as the supplier levels it "internationally".

The typical battery is a 2-cell LiPo of about 1200 mAh capacity. This gives three 2-minute climbs per charge.



Ed Hamler's s400 Lanzo Airborn



Dick Irwin with Cloud Chopper

# Why Join the Speed 400 Team?

By Andrew Tickle-member at large

## LONGEVITY

Old Time airplanes tend to have long and productive lives. The inherent stability and slow flight ensure this. If the plane gets away downwind you can always use “emergency power” to bring it back and prevent a fly-away. S400’s will never become neglected old hangar queens. The pleasing flight characteristics and effortless climbs make them frequent flyers. On sunny days join us at the field and soar with the hawks.



Ed Solenberger photo

## SOURCES for KITS and PLANS

There are many designs available as inexpensive partial kits (containing plans and precision laser cut parts – you get your own sticks.) They are all easy and satisfying to build, and they all fly well like all Old Timers do.

**Bob Hartwig's  
B&W 1/2A Models**  
11206 Trentman Rd  
Fort Wayne, IN 46816  
260-639-6510  
bjhart@infoline.net

**Bob Holman  
Partial Kits and Plans**  
email bhplans@aol.com  
web site www.bhplans.com  
909-885-3959

**Klarich Kits**  
www.klarichkits.com  
916-635-4588

**Richard Beck**  
Sonoma RC. Hobbies  
707-938-9765

Bob Holman and Harry Klarich. come to Crash and Bash each year.

Also of course 1/2A Texaco models can be easily converted in less than an hour. See the article in this issue about Loren Kramer’s mount.

Happy flying...



Andrew Tickle’s DeHavilland Puss Moth

SPEED 400 TEAM STATUS		To be updated montly
MEMBER	MODEL	STATUS
Dick Irwin	Cloud Chopper	Flying
Andrew Tickle	Quaker Flash	Flying
Ed Hamler	Airborn	Flying
Nick Kelez	Airborn	Flying
Loren Kramer	Playboy	Flying
Bob Rose	Airborn	Flying
Chip Buss	Airborn	Construction
Jimmy Walker	Airborn	Construction
John Trumbull	?	
Jay Beasley	Airborn	Construction
Mike Clancy	?	
Chuck Griffiths	?	

Another Form of Flying

By Ed Solenberger



Looks like we are in for a string of cold weather--meaning that we will not be in a great mood to fly for a while!! Take heart, however, as

there is another form of flying that a lot of folks have been missing. As soon as the basketball season is over, we are pretty sure to be able to get back into the gym at St Vincent's. Plan to get to one of the indoor sessions when that time comes. The MAC group flies indoors on the 4th Sunday of each month. This has been going on for 20 plus years, and it is always a fun time. Indoor flying means that you don't have to brave the wind, rain, cold (at least not too cold) and mud.

Now to the "getting involved" part of indoor flying.

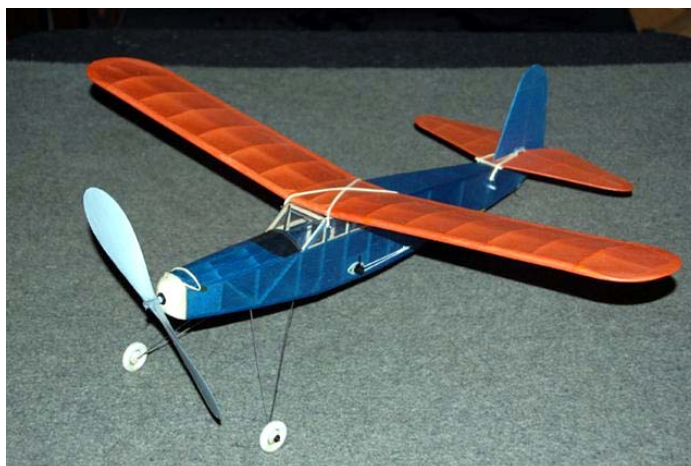
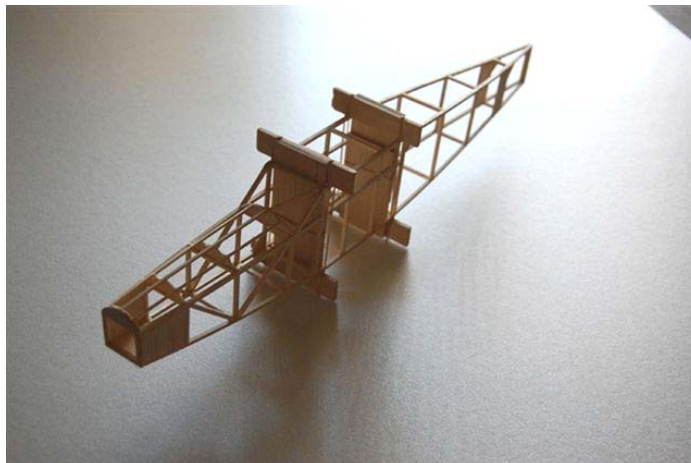
For those of us to whom a 1/16 square balsa stick seems to be too tiny to handle, let me say that it is only a matter of slowing down the hand movements and getting used to a more gentle grip. There are lots of easy to start with rubber powered flying things which actually do fly!!! available--for example Sig carries the AMA Cub---very reasonably priced. Very basic in design , they are great for learning [or recalling, in some cases] how to trim for freeflight. There are some models that can actually be flown in your living room---without causing damage to furniture, pictures, lamps etc!!!!

No one expects a newcomer to start with World Class F1D Microfilm models, so no one will deride you for building a beginner type model!!!! After the first couple of ROG's (any one remember those?) you start thinking of how you can lighten things up, make things straighter, wind the motor a little more etc.

There is lots of help available from the old guys--and a coupe of young guys --like 96 year olds!!!

Let's take a few moments to reflect on this great facet of modeling!! If you want to relive your youth---you did have one, didn't you? when you tried building a model--often with little or no guidance--and the thrill of seeing your creation fly, however short a distance. Those care free days are yours to repeat now that the opportunity is there!

The pictures below show the stages of building the ubiquitous Flying Aces Moth. Starting with two sides assembled on a jig then the complete framework is covered with Japanese tissue. A plastic prop gets you flying immediately or you can learn the art of carving one yourself.





## SAM International Speed 400 LMR Event Rules

Any approved SAM Old Timer gas model airplane. By rule, North American Old Timer designs are limited to **December 31, 1942** and older (Section I, C). Other designs are limited to local SAM Chapter design date rules (Article XII, 2) but in no case later than December 31, 1950. Scaling is allowed. The model's name and design year should appear on the model.

Minimum loading will be 24.4 gr./sq.dm. (8 oz./sq.ft.) of planform wing area with an absolute minimum weight of 454 grams (16 oz. Advp).

Propulsion must be a *Graupner* Speed 400 6 volt permanent magnet ferrite motor without ball bearings. Drive must be direct to a non-metal propeller of any size. Folding propellers are admitted. After purchase timing adjustments are allowed.

The battery may be six NiCad or NiMh cells, or two Lithium chemistry cells of any capacity with manufacturer's label clearly visible.

Any RC on/off, ESC, and/or BEC power control system is acceptable.

Flights may be hand launched with landing area determined by field rules.

The motor may be run only during the first 120 seconds of the flight; any running of the motor afterwards results in a zero score for that flight.

The model is the entry in the event. A model may be entered only once in this event but one contestant may enter two models of different designs without regard to the builder of the model rule.

At local contests a model's score will be the sum of the 2 best flights of three 15 minute max flights. For postal contests, three models will constitute a team entry and all three 15 minute max flights are to be reported and scored.



## La Page Mystère

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### What Airplane is this?

Is it really a German Plane?

Won medals for competition at several international meets

Only 45 were produced



### Who Might this be?

Is it really an American Boy?

Won contests at several meets

Only one of its kind was ever produced



## AMA Chapter 108 CLUB OFFICERS AND DIRECTORS

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**Race Marshal** Hap Miller 707-833-5905

### Club Meetings

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

### Membership

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

