



Antique Flyer



1930 Kratmo—Germany

Sollenberger Photo



In this issue:

- The progress of the Kané Glider
- A Short Story by Remo Galeazzi
- Notes from the January Meeting
- Speed 400 Projects and progress
- News from Lakeville International

President's Comments

by Mike Clancy



As a competitive RC sailplane flyer I have discovered that there is a lot of pleasure that modern competition is missing. Today, to be competitive in RC soaring you must fly a CNC molded composite airplane. These aircraft cannot generally be built at home as the first one off runs about \$40,000 in design, tooling, and materials. At a retail price of \$1,200 to \$2,000 (empty) you get an excellent flying machine—a tool of the trade so to speak. What these planes lack is any personality whatsoever. They are tools of the sport, the same as golf clubs, bowling balls, surfboards, etc. Not many golfers build their own clubs anymore.

What is missing is the pleasant quiet times of constructing, covering and finishing a model airplane and then the joy of seeing it successfully fly. As someone who has flown ARFs and planes built by others I can honestly say that the planes I have built myself are prized above the others.

I do not intend to denigrate ARFs and second hand ships here. I would rather see people flying such planes rather than not flying at all. I once took a neighbor to our field, having told him about the great variety of planes flown there. It was quite a windy and overcast day. My friend commented that he thought it was not a good flying day and I agreed and suspected that no one would be flying. But wonder of wonders, when we arrived at the field 15

flyers were standing around watching John Hlebcar flying a biplane kite.

Owner built ships are usually maintained better, and are flown with greater care. There is a pride of ownership that doesn't exist with ARFs. One of the small joys of building is when you show up at the field with a new ship and people admire the plane and ask who built it and you can reply "I did."

One of the down sides of building is if/when you crash or lose it you feel like you've lost a friend. With the ARFs it's only "oh crap" and you write another check.

Our free flight and indoor flyers are prolific builders as there are no ARFs for their disciplines and competition rules still have the **builder of the model** rule. Control line now has ARFs available though top competitive classes still have the BOM rule.

Old time models are a great way to get into building for first-timers. The kits, plans, and materials are relatively inexpensive. The models are easy to build and finish. And they are easy to fly and fly well. They won't do lomcevaks and snap rolls but then a Pitts Special can't ride thermals with the eagles and hawks. Also, there is a lot of experience within SAM 27 upon which to draw if and when you need help.

On the following pages are some photos of current construction projects and their builders. The purpose of the article is to encourage members who have not built a plane or at least not recently built one, to get out the pins, sandpaper, and glue and give it a try.



Mike Clancy working on a Pharis P-30 at his inside working table. His larger projects are done in the garage. Mike's problem is "framing is fun, but finishing is less fun". That explains the five or so planes that he has framed but not yet covered.

President's Comments

by Mike Clancy

There's more fun than just Flying



Ed Hamler's Atrium

Mary Hamler is a modeler's dream wife. How many of us would be able to decorate the entry-way of our home in this manner. This photo shows the results of a prolific builder and a good flyer who doesn't crash very often. This fleet would be larger yet if it weren't for a few missing models due to over-enthusiasm following big thermals downwind.



Careful Study of the Plans...

Part of the fun of building is careful study of the plans...but I'm not sure what Ed Sollenberger is going to do with that rubber powered prop and the 1/2A Texaco Airborn plans.



All that hard work finally pays off...and they are so beautiful when they fly!!

A Few Words from the Editor

by Jimmy Walker



First I'd like to thank everyone for their positive comments on my first try at the newsletter. I'll try my best to keep it positive. I'd also like to thank everyone that has contributed to the newsletter with pictures, articles, and ideas about what to include. My imagination reaches a limit rather rapidly and I need all the help I can get.

One of the entries into this issue is a wonderful story written by Remo Grazziani. He told me that it's now a recycled article since it was written years ago and put in an old newsletter in 1992. He said the chances that some members read it are slim since the club has added many new members in the last 17 years. Anyone that knows Remo knows that his life revolves around aviation both large and small. When he gives a presentation as he did in our last meeting the whole group is silent and intent on every word. You'll see some pictures in this issue of his work on a real Waco biplane and the impeccable model that he built and showed to us. He's an inspiration to anyone that enjoys the craft of building and creating a flying machine.

A theme that you'll see in these pages is that building models is the heart of the hobby. Of course flying and competing is the other side, and the end to those long hours on the workbench, but building is where it all starts. We spend hours on end making dust, cutting wood, paper, and sometimes our fingers, then a shape comes off the board and we often hold it up and whirl it around in the air as if it already has flown.

How many times have we put the bare bones on the bench and positioned it with the wings and tail stuck together with a few pins just so we could see the "finished" airplane. How many minutes do we sit mesmerized by our creation and thought how long it will be before we can bring this to "show and tell" .

Some like to start with the simple tail feathers, then the fuselage and the wing. Some like to start with the wing then the fuselage, but however you start, you need to cut a few pieces and glue them together. Once it starts to take shape it comes alive and you'll find yourself thinking about the precious time that you've set aside to work on it. I don't know about you, but I can't wait to have a few hours free so I can go into my workshop and shut all other thoughts out of my mind while I create.

The nice thing about old-timer models is that it gives us a chance to create something that is rela-

tively easy to fly and the hard work that we did is usually not re-kitted at the flying field.

I'd like to put together some pages about hints and tips from modelers. This would make a nice addition to the newsletter. Even if you think that everyone knows a building technique, tell me about it anyway and we can put it into print so everyone can share it. Send me just a few sketches, pictures, or drawings that you find to be useful and I'll write it up here. A lot of free-flyers have techniques that RC modelers have not seen. Working with larger models uses a different set of skills than very small models. But they all have one thing in common: a well flying machine. So let me know if you have some special techniques, fixtures, jigs, templates that you'd like to share. And we'll all get a chance to try it out.



The Cover Story

The engine on the cover is an original *Kratmo*. It's part of the collection of Ed Sollenberger. He received this engine from a German friend many years ago. He hasn't attempted to run it, as it is well used and does not have great compression—though he has no doubt that it would run. He was very lucky to later acquire the proper propeller to which he restored the finish. The motor was used by the German youth in the same era as our boys were using the Brown jr. The original was constructed by Walter Kratzsch about 75 years ago. He created a whole family of gasoline and diesel types of various sizes. This engine was built in the early 30's and achieved success with many records.

A replicate motor is being made of the Kratmo 10A by *modellmotoren* in Germany. It is a 2-stroke with 0.57 cubic inches. It's equipped with an electric ignition system. It's a very reliable engine for everyday use. It uses a 16-8 prop to spin at around 4200 rpm. The web page below will take you to the site to purchase one. You might also consider deleting back to the first slash mark (after .de) to see his page of engines. Be sure and click on English at the top of the page.

<http://modellmotoren.homepage.t-online.de/engl-Kratmo-10.html>

Monthly Club Meeting - January 2008

We had a pretty good turnout at the meeting. Once the chairs were all set up we got into business right away then did a show and tell session. The pictures included here pretty much sum it all up. We had an informative display of the Biplane (full-size Waco YQC-6) that Remo Galeazzi helped build. Then Remo showed a small rubber powered model of a 1926 Farman Carte Postale Biplane that he carefully crafted from just 3-views. Most of us need precise plans and some of us do much better with pre-cut kits, but Remo just needs to look at a few pictures then he makes the aircraft.

Andrew Tickle spoke about the mentoring system whereby everyone that is starting to build and fly old-timers has a helping hand. This can only help to further our skills and make the modeling and flying experience a positive one. I for one, no how much I think I know, am always in need for some help. Be sure and see Andy's column in this issue.

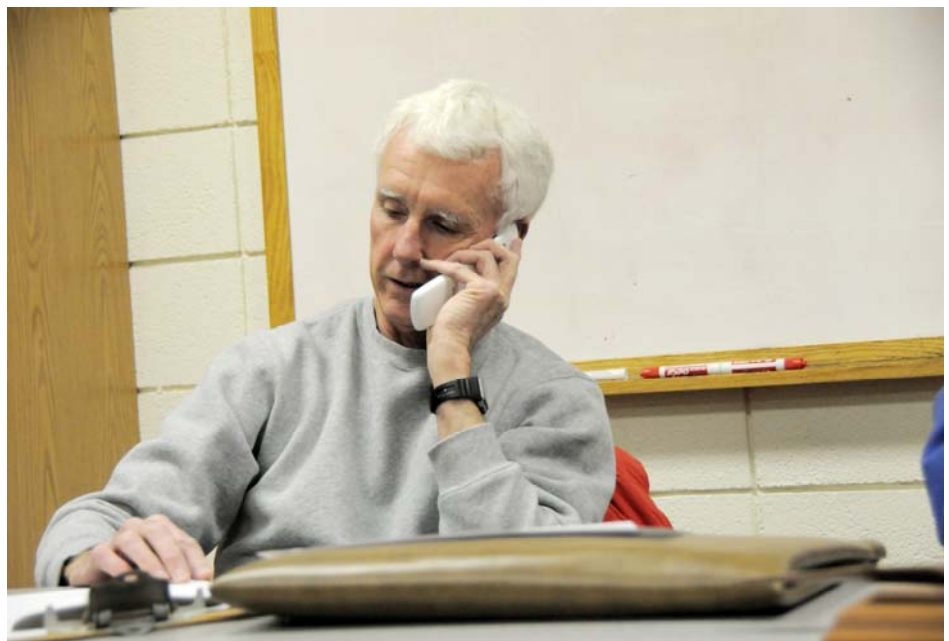
Ed Hamler talked about why he is into the Old Timer movement. He has a lot to say for getting into this aspect of the hobby and you are quite ready after listening to Ed's anecdotes. He speaks eloquently and if SAM needs a motivational speaker it would be Ed.

Jay called Nick Kelez on the phone and we all yelled out a resounding Hello. I think this lifted his spirits quite a bit. We all wish him well.

We have a new members Frank Dunn and—an old friend of mine—Ben Borok. Ben has paid his dues in full, joined the AMA, built an old-timer facsimile (the Miss 2) and plans to fly at the field to redevelop his long-forgotten skills of flying, then build an old timer. Ben was flying with ignition engines years ago



For those that have not heard of the Wedgy look in the latest issue of "Model Aviation". A once popular model from Leon Schulman it's still kitted and sold or you can buy plans from Bob Holman along with a laser-cut kit. Here's Ed Walker's model which he plans to fly at Lakeville when the weather gets better.

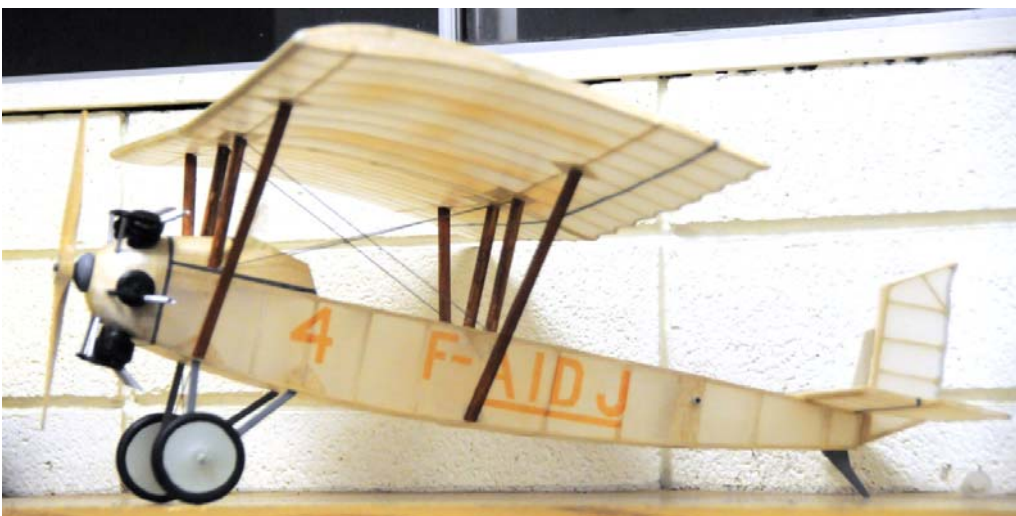


Jay Beasley calling Nick Kelez so that we can all yell out a big "Hi Nick" when he answers. As you all might know Nick is under the weather for a while and recuperating from some health issues. We haven't seen much of him lately, but hope to in the near future.

Get well Nick...we all miss you!!

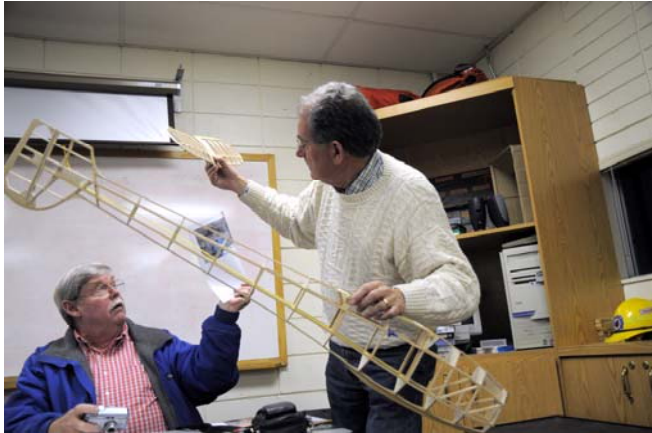
Monthly Club Meeting - January 2008

and is excited about getting back into it.
Welcome Frank and Ben; we're looking forward to your Old Timer projects.



The pictures above are of Remo Galeazzi's carefully crafted 1926 Farman Carte Postale. This is a French airplane made by the Farman brothers. The wing comes from an airplane called a Goliath bomber. It seems out of scale for this airplane, but that's the way it was built. Remo made the dummy cylinders from playing cards and balsa with his Dremel tool. He explained the construction of the real airplane and the unique arrangements of the 6 radial cylinders with offset rods.

Monthly Club Meeting - January 2008



The Kané Glider is coming along. Ed showed his progress at the January meeting. This old-timer glider was designed in 1946 by a Czech designer. It is expected to compete in a competition in Europe in the coming year. It has a 2 meter wing and Ed said that the fuselage was quite simple but the tail section was very intricate and time consuming. If anyone can make it perfect it would be Ed. We'll keep you posted on its progress.



Remo is involved in, not only fine modeling, but full scale airplanes as well. Here's a fully restored Waco YQC-6 that a friend of his restored. I'm sure Remo had his hand in this also. As you might know Remo is very involved in the Experimental Aircraft Association (EAA) at the Sonoma Airfield. They are the people that put on the airshow in Wisconsin every year at Oshkosh. If you've never seen it you should go at least once in your lifetime. It's fantastic. There's also a super museum, there. The mystery plane this month was from a picture that I took there last year.

The Flight by Remo Galeazzi



The minute that he had turned onto Laurel Grove Avenue he instinctively knew that this time he was going to find the place again. Whenever he had found himself near this part of Marin County he always made it a point to drive by the old house and Reminiscence a little about the wonderful years he had spent there as a child and later as a young man, although he knew that he couldn't go back, for he had tried that before, and it never worked. He had found that the door never really opened, not even a crack. But now, in his November years, he was quite happy to occasionally drive through the old neighborhood, not to try to go back, but just simply to remember.

This time, though, he didn't just want to drive through - he wanted to find the exact place. He slowed down as he got to Cypress Avenue, the street on which he had lived, and looked for Nieri's old house that was right at the foot of the street. It had to be right there, he thought, right where Cypress met Laurel Grove. But it wasn't. It took him a few minutes to realize that indeed this was where the house had been all right, but that a new house must have been constructed on the old site.

Now, if that was where the house had been, then the lot he was looking for had to be right along side of it, extending down to the next street. Satisfied with this logic, he slowly moved past a number of houses 'til he came to

the next corner. Now, he reckoned the empty lot he had in mind had to be between this corner and that new house that had been built where Nieri's house used to be. He carefully turned his car around and headed back up Laurel Grove until he was about half way up the block, and stopped. This had to be the exact place. He turned the ignition off, rolled down the window, and sat staring past the front yards, past the back yards, and to the hill beyond.

Everything was covered with houses now, and as he watched, he glimpsed movement here and there, a lawn mower whining, children kicking a ball, and the sound of a door slamming. He marveled at how small the lot seemed to him now, and remembered back to when the lot was devoid of any structures at all, and the grass came up to his middle, and he could run and run forever before running out of lot. He thought of those long, hot summers, and the sound of myriad insects buzzing, and how time seemed to stand still, and it all seemed so real again.

He leaned back against the headrest, closed his eyes, and wondered where all of those years had gone. Was this life he had about used up just a dream, or a figment of a greater power's imagination, or could this whole thing have taken place in another cosmos in but a few seconds? He was pondering these thoughts when suddenly he felt himself being transported into another realm, and he was experiencing a feeling of unencumbered joy, just as he had felt that day so long ago. He was not surprised in the least when he saw himself walking down Cypress Avenue with his friend, Bill Neal, just as he had done that wonderful day in 1939, that day that he had never forgotten.

His mind traveled back even a little further, now, to when he had seen the Korda Wakefield kit ad-

vertised in *Model Airplane News* for one dollar. His buddy Walter had purchased a kit and was busy building it, which had precipitated a horrendous yen to have one for himself. A buck was pretty hard to come by in those days, but a few well chosen words to his father turned the trick. It was a long bike ride to Holman's in San Anselmo, and as he furiously pumped, he remembered that he kept checking to make sure that the dollar wouldn't fall out of his jeans. When he finally got there and made that momentous purchase, he jumped back on his bike and pedaled like a boy possessed; so hard in fact, that he got a terrible kink in his side, forcing him to slow down a little even though he hated to do so. Oh, how he savored those moments, when finally reaching home, he could open that precious box, peruse its contents, and study those lovely plans! He remembered that he was happy to discover that it was a *Megow* kit, the same people that had marketed the Quaker Flash that he'd built the year before and had successfully flown. He had set promptly to work building the model and had it all ready to go within a short time, resplendent in its red tissue covering and sporting a single-bladed prop. All ready, that is, except for one little item. This model needed a whole bundle of rubber, and he had no way of acquiring even a small amount. He knew that old man Holman had some up there on a spool, but he just simply didn't have enough money to go up there and buy what he needed, and anyway, he had used up all of his good will when he had asked his father for the dollar to buy the kit in the first place.

Well, he'd just have to wait a while. He weighted the nose until he got a nice smooth glide, and wiled away the summer afternoons gliding the craft off a hill

The Flight (continued)

behind his home. It really went too, without the weight of the rubber to weigh it down. It wasn't long afterward, though, that lightning struck! His uncle had off-handedly flipped him a four-bit piece when leaving to go back to his home in the city after a visit, and that bike really caught hell all the way up to Holman's. When he returned he had a great ball of rubber squeezed into his pocket which took him forever to unravel, but he finally got it sorted out and made up a motor for his precious Korda.

He had read where a fellow could make up some rubber lube using green soap and glycerin - he found some liquid soap his mother used that looked sort of green, but to him, glycerin was something that might have been found on Mars, so that was out. He carefully rubbed some of the soap on the rubber and then wiped some off, just as he had read about how the big shots did it in the model magazines. Then he installed the biggest rubber motor he had ever seen, wondering if it would squash the model to smithereens when he wound it! It was about two in the afternoon when he was finally ready to fly the thing, and he yelled for his pal Bill Neal to join him. He walked excitedly down Cypress Avenue with his buddy, proudly holding the Korda so that the whole world could see it - but Kentfield was sparsely populated in those days, and to his dismay they made their way down the street unseen and unheralded.

They walked down past the Nieri house to the big empty lot next door. The grass was matted down in some places where they had recently played touch football. But there were still some tall patches left to test glide his model without harming it. After a few tentative glides, the boy decided that no further adjustments were necessary, as the glide was flat and

true.

Now was the time - the time for the adrenalin to start to flow, and for the hands to start to shake. He, of course, didn't have a winder, but he was used to winding by hand, and planned to put in about two hundred winds, just to see what would happen. It seemed that he had been turning the prop forever, but eventually he got the two hundred turns he was aiming for, and holding the prop in his left hand and the fuselage in his right, just about at the center of gravity, he positioned himself for the moment of truth. With one smooth motion, he slid the model into the air and he could hear the wooshing of that one giant blade pushing great hunks of air back where the molecules would find another niche for themselves in the atmosphere. He was elated to see the craft climbing in a slow right turn, the propeller, now silent, pulling it upwards in steady flight, climbing, climbing past the sun so that he had to squint to keep his incredulous eyes on it.

It made one more complete turn, and at about seventy-five feet (he later reckoned) it settled down to level flight, cruising. A few seconds later, he heard the clack of the prop hook striking the stop and watched in wonderment as the blade folded back against the fuselage, for this was the first time he had ever witnessed this phenomenon. The boy was running under the model now, following its flight path around the field, watching the wings tip this way and that in glorious free flight. But then something happened that was beyond his ken, and he wasn't sure that what he was witnessing was really happening. The model kept circling at the same altitude, refusing to come down. Was it possible that the model had caught a thermal at this low altitude, and that he had joined that elite group of

modelers that spoke of this occurrence in such magazines as *Model Airplane News* and *Flying Aces*? He began yelling over to his friend to just look at that model, would you? Darn, just look at it, Bill, ain't that somethin'? Look at that bugger fly!!! They were both standing still now, watching the model in awe as it circled, each circle going a little higher now, until the model began to appear smaller and smaller and started moving with startling rapidity to the north. It flew over several trees and halfway up the block as they just stood there as though transfixed.

Finally, the spell broken, the boy let out a whoop and started running with his friend following, trying to keep the model in sight. But several blocks up Laurel Grove he instinctively knew that the effort was futile. He kept running, just so that he could say that he had made the effort, but already the model had disappeared behind a stand of eucalyptus, and by the time he had gotten abreast of the trees, it had vanished. It had been wafted over the hills, he knew, and further pursuit would have been a waste of time. Years later, he had wondered about its eventual descent, and imagined someone finding a rusted prop hook, or landing gear, and wondering what in the world it could possibly be. Little would the finder know of the work those few pieces of bent wire had performed, or the joy they had brought to a boy so many years ago.

They turned back, and as they walked each tried to reconstruct the recent events as they had happened, but it had been too exciting to really remember every detail. That came later, months later, as the boy mulled those events over in his mind again, and again. Their walk back was interrupted by a fiesty little black and white dog that ran around them barking

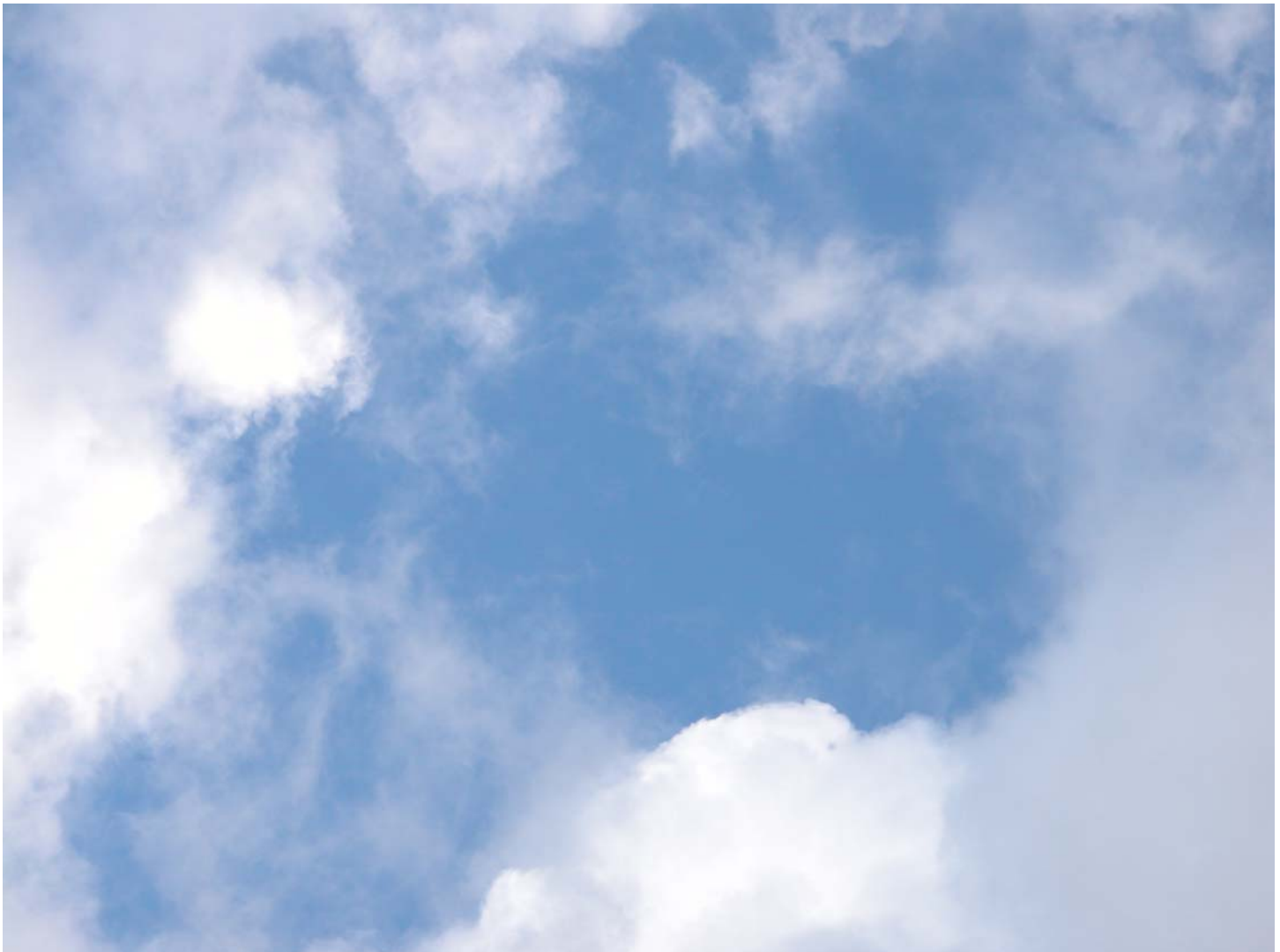
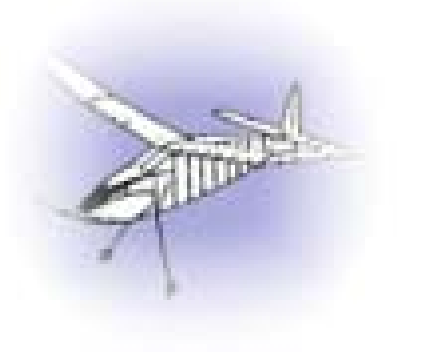
The Flight (conclusion)

incessantly, first one way, then the other. The boy stood looking for a rock or a stick to defend himself with when suddenly the sound of the dog barking changed in pitch.

He sat bolt upright, startled. His reverie broken, he blinked his eyes several times and saw a dog barking at a ball that had been thrown for him and that had rolled right under his open window. He smiled a sad smile when he realized what had happened, and regaining his composure he started the engine and let the car move slowly forward, back into 1992.

As he drove-up Laurel Grove he reflected that a lot of water had flowed under the bridge since those halcyon days of his youth -

and that a few short years after losing his Korda he had found himself most implausibly in Belgium, in the Ardennes, fighting the Battle of the Bulge. Now he was in the sunset of his life, which he also thought implausible since it had come so soon, so soon. And yet, he mused, there were still these wondrous memories, some of which he would never forget. Yep, he thought, some things you just never forget.



La Page Mystère



The US Navy signed on for this airplane in 1932. It was used for many diverse jobs such as bomber, photo recon, rescue, and transport. Though it had the nickname “The Ugly Duckling” it had its own charm. Powered by a powerful radial it was popular enough that over 600 were made. A few are still around...this one is in the museum at Oshkosh Wisconsin. If you ever get a chance to get the video “Murphy’s War” you’ll find this as the main character.



And the mystery character from December was....

Our very own....

Loren Kramer

December's Mystery Plane — AVIA Ba-122

The Country that gives us those good AXI electric motors also was home to the AVIA Aircraft Company that produced the mystery airplane from last month's newsletter. AVIA still exists today, but ceased production of aircraft in 1960. It produced aircraft engines until 1988 and has now been restructured and is a top manufacturer of propellers made for everything from vintage props to high performance turboprop aircraft.

This biplane trainer was developed in the mid-1930s for the Czechoslovakian Air Force and saw a small amount of service during World War II.

This amazing aircraft has been called by many as the finest aerobatic aircraft of the 1930's.

AVIA was given the job to develop an aircraft which would be capable of competing in an upcoming World Cup aerobatic competition. The unbelievable part of this is that the prototype—the AVIA B.122—was presented after only six weeks! Many of us can't even get our models designed and put together in that length of time. The pilots that were going to the competition were only allowed a few weeks to familiarize themselves with the aircraft and get ready for the event. Even with this pressure they were able to win a 4th and an 8th place in their first competition.

After the competition designers modified it and made improvements based on the pilots' input. This resulted in the Ba.122 which was equipped with a larger rudder and a more powerful engine. At that point production was started and a total of 35 aircraft were produced. With this new airplane the Czech pilots were ready to enter the 1936 Summer Olympics in Berlin. They went on to win 2nd, 3rd, and 8th place with their Avias.



The pictures above and below are of an RC model of the Avia Ba-122. This particular one—OKE-AVE—is the same aircraft that entered the Vincennes Rally in 1934 piloted by the outstanding aerobatic pilot Frantisek Novak. He won 4th place at that event. The B.122 designer encouraged Novak to form a top line aerobatic team. It was Novak, Siroky, and Hubacek that took a 2nd, and 3rd at the 1936 Olympics in Berlin and top three for their class at the Zurich meeting in July 1937.

In July of 1938 Novak flew a newer variant—the Ba-422.2 and gave an exhibition at St. Germain-en-Laye in France.



AVIA Ba-122

A few of them were equipped with a more powerful radial engine with nine cylinders instead of the usual seven cylinders. The next year brought even more success with a 1st and 3rd place at the international flying meet in Zurich.

Now that the Avia was a well proven aircraft the orders started coming in from other countries. The Czech Ministry of Defense ordered 45, then the war put an end to the development. When parts of Czechoslovakia were absorbed into Germany many ended up in the German Luftwaffe. The picture seen in last month's newsletter is a picture of an Avia with German Luftwaffe markings.

The pictures on the previous page are of an RC model of the original plane that entered competition.

In 1985 I was in the country of Czechoslovakia, in Prague and purchased a number of plans for models—one set of which is a nice radio controlled Ba-122.

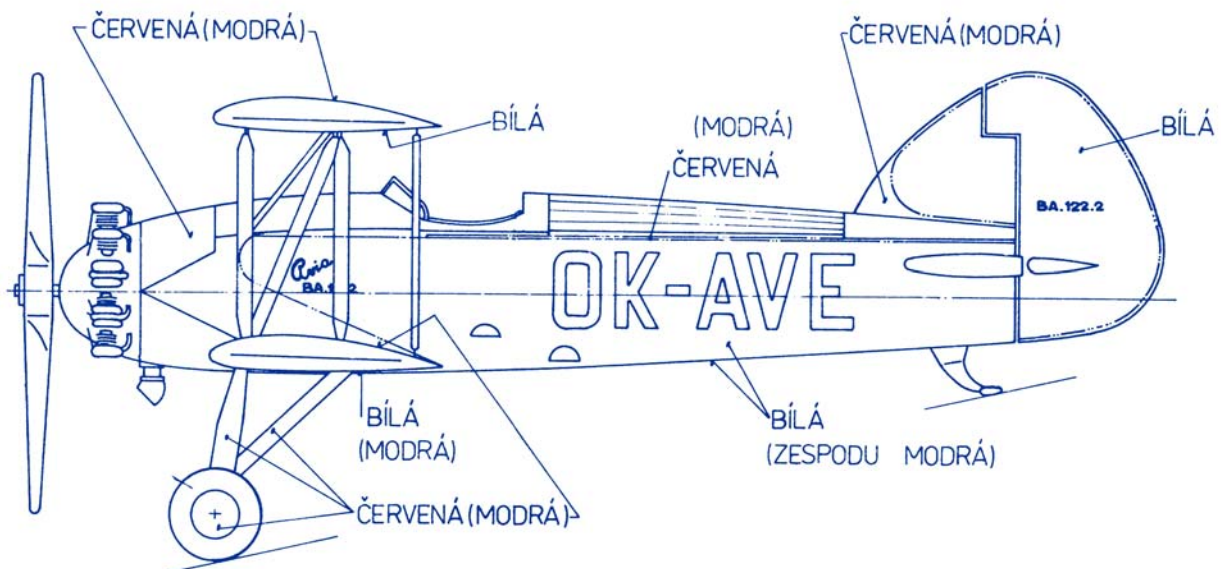
The plans are for a model with

about a 6 foot wing span and would be great for a hot 40 or a strong electric motor. If anyone wants to build this plane a set of plans can be made available. Since this airplane is from the 30's it should qualify for old-timer Scale. There doesn't seem to be a large contingency of members that are interested in scale, but it would be a noble effort for some of our expert builders.

So now you know the name of the mystery plane; I would like to have a new one each time a newsletter is finished. I could use some input from all members. Pick a plane that seems to be a *rara avis* and get all the pictures and information that you can on Google or elsewhere then we can keep this going. Try to pick a plane for which there are plans available.



(V ZÁVORCE PLATÍ PRO OK-VIM)



News from Lakeville International Airport



Rich Coleman's Long Cabin powered by a Brown jr. This is the model that Rich won at the Christmas party. Ed Hamler (kneeling) is helping him with it.

News from Lakeville International Airport



A guest from Stockton—Tim Horn is flying his Lanzo Bomber with an Enya 4-cycle. Tim was very impressed with our club. He mentioned several times what a great bunch of guys and that he will no doubt become a member.

That's Tim's plane on the right as it climbs off the runway.



Rich Minnick with his "A" Rocketeer.

News from Lakeville International Airport



This big glider was a real hit at Lakeville. It's a 1940 R-40 built about 10 years ago and given to Don Bekins who recently passed it on the Mike Clancy. Mike set up a high-start at the field and when this behemoth launched it got everyone's attention.



News from Lakeville International Airport



A rubber powered Fokker D-7 built by Ding Zarate. The plane is built from a Herr Engineering kit that was given to Ding by John Trumbull in thanks for driving him home when his Prius battery died. Every good deed gets returned.



Bob Rose with his Airborn speed 400. He's had quite a few impressive flights so far and plans to compete in competition with this one. It's built from Bob Holman's short kit with plans. Nice job and great colors.



Is this guy a member??

The Mentoring System

By Andrew Tickle-member at large



A Big thanks to the Mentors. This year we have a big increase in the number of flyers getting into Old Timer flying. The Mentor Program is to make sure they are all successful. Mentoring is hands-on, so many thanks to the mentors for committing part of their time to helping others at the field.

The Mentors are available to everyone. But for continuity, and to better appraise progress, those new to Old Timer flying have been assigned a Primary Mentor. The Mentors have a proven contest record. But winning contests is not the goal of the program. It is more down to earth:

The More you know, the better you fly, and the more you enjoy!

Have fun
Andrew Tickle



Dick Irwin



Ed Hamler



Andrew Tickle



Loren Kramer



Nick Kelez



Ed Sollenberger



Mike Clancy



<i>Jan-09</i>			
SPEED 400 TEAM STATUS			
<i>To be updated monthly</i>			
MEMBER	MODEL	STATUS	PRIMARY MENTOR
Dick Irwin	Cloud Chopper	Flying	
Andrew Tickle	Quaker Flash	Flying	
Ed Hamler	Airborn	Flying	
Nick Kelez	Airborn	Flying	
Mike Clancy	Atomiser		
Ed Solenberger	?		
Loren Kramer	Playboy	Flying	
Bob Rose	Airborn	Flying	
Chip Buss	Airborn	Construction	Andrew Tickle
Jimmy Walker	Airborn	Construction	Ed Solenberger
John Trumbull	Playboy Cabin		Mike Clancy
Jay Beasley	Airborn	Construction	Dick Irwin
Chuck Griffiths	?		Loren Kramer
Rich Minnick	Diamond Demon	Construction	Andrew Tickle
Kermit Walker	Foot Westerner	Construction	--



Ned Nevel's Grandson has just discovered Ned's Airborn model. Start 'em young!!

Just a quick note from the editor:

I'd still like to put some space in the newsletter for items that we all want to sell, swap, or just plain give away. I bet you are all a lot like me with too many projects to finish in this lifetime. Let me know your thoughts on how we can get this together and email me or write.

jimmy@startrain.com

Jimmy Walker
 PO Box 449
 Novato CA 94948

AMA Chapter 108 CLUB OFFICERS AND DIRECTORS

President

Mike Clancy
2018 El Dorado Court
Novato CA 94947
415-897-2917
mikelsfv@comcast.net

Vice President

Richard Beck
2009I Broadway Street
Sonoma CA 95476
707-938-9765
sonomarchobbies@yahoo.com

Secretary/Treasurer

Jay Beasley
104 Robinhood Drive
San Rafael CA 94901
415-456-9520

Contest Director

Ed Hamler
3379 Crystal Court
Napa CA 94558
707-255-3547
ehamler@att.net

Newsletter Editor

Jimmy Walker
PO Box 449
Novato CA 94948
415-897-6789
Jimmy@startrain.com

Official Photographer Mike Clancy

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

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.