

Issue # 272

July - September 2011



Antique Flyer



Photo by Jay Beasley



 bringing modelers together
Academy of Model Aeronautics

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President's Comments

By Chip Buss



I mentioned in my last letter how surprised I was to see it raining in June and that was the last day it rained until today, October 3, 2011. Is there a pattern here? Shall I start a new letter whenever we need rain? Tomorrow I'm driving to SAM Champs in Nevada and I hope it will be dry.

Crash and Bash (C&B) was extra special this year because we celebrated Miriam's birthday Friday night with a catered Chinese buffet. She graciously invited any SAM member who wished to attend which made her the perfect host. Her friends and family all pitched in to present a great party with live entertainment in the form of an accomplished bagpipe musician. I know how hard the "pipes" are to play and this fellow was flawless.

Andrew Tickle then provided us with a night-flying demonstration that was very impressive. Jay Beasley and I attempted our own night demo by flying our Mini Champs. By this time, alcohol and stubbornness were overcome by wind and a rudder problem and our demo ended.

I'm sure the audience was crushed, but there is always next year. I Don't know why, but as the night went on the crowd got louder and happier. Could it be the lemonade they were drinking?



I think Bob Rose was sleeping in the photo above but I can't be sure.

At this point I set up a TV and DVD player at my trailer and we watched the video that was taped the day before at TOFFF. Our Italian guests enjoyed it and they received their own copy all thanks to Don Bekins. Don also spoke for SAM 27 in wishing Miriam the best birthday ever.

Saturday's flying was cut short by high winds in the PM. All planes were put away, everyone headed inside or left and the ranch became a ghost town. Taco night was held in the kitchen and the food was excellent as usual. Thankfully, Sunday morning was calm and clear till the award ceremony which was also held indoors.

We had four special guests from

President's Comments

By Chip Buss



Italy who were made honorary SAM 27 members at TOFFF prior to C&B. As president, it truly was an honor to have them join us.

Then there was Miriam the "Queen for a day". She had a smile on her face all day long. She was as excited and happy as a girl in a candy store. As you can see, no expense was spared in the making of the aluminum foil crown.

Finally, I wish to thank all the volunteers that helped with all the set-up, prep work, and many other duties necessary for a successful weekend. People like Ned N., Miriam, Bob R., Jay B., Loren K., Rich M., and many more. We all know that special thanks go to Ed Hamler. Without his guidance, hard work, and ability to pull it all together, C&B would not have been a success.

Thanks Ed from all SAM 27 members.

Chip Buss-President



Thanks for the pictures Chip...could you tell me what day the pictures were taken??

editor

A Few Words from the Editor



One of the last things that I put into this newsletter is my column. I like to look over all of the pages and make sure everything is put together in an easy to read manner. I try to check the spelling and grammar to the best of my ability and usually rely on others such as Chip and Jay to proof read it and let me know of any mistakes. This time Jay is away to Europe on vacation so that makes one less person to find errors. What the heck...if it's wrong it's wrong. As they say in France—*c'est la vie!*

I'd like to thank all of you that contributed pictures for this edition. I know a lot of pictures are taken at the meetings and at the field and I appreciate any that are sent to me. One of the best sources is Jay Beasley...he not only does a good job as secretary/treasurer he is a super photographer. He has a gift of composing his pictures and taking with just the right amount of lighting and angles. You might note some of his pictures in this issue and the one on the cover of Rich Minnick's model of the Snow White. I think we should vote him in as the official photographer.

Speaking of voting...sometime in the near future and before the end of the year we need to gather some ideas for the election of officers. We have lots of good qualified people that can fill any of those rolls. We are so lucky now to have the current "administration". It's going to be hard to beat.

I've been away for the last few months and haven't been to the meetings or at the field so I don't have a lot of pictures and comments to submit. I expect to be home more in November and December, but this is the wet season so I hope that some of you have plans to start building next year's models and you will keep me informed of the progress through pictures.

I've had some great building articles to share from Mike Clancy and Jim Temple and there are some great building articles on the web site (www.sam27.com) of one of our members—Tandy Walker. These are inspirational and you should look at them before you start; it will charge you up.

I was at Lakeville one day and sitting beside me was Bob English. He asked if I could use some construction articles for his airplane—the Pacific Ace. Of course I was thrilled when he said he had photographs and a letter he could send describing his experiences. A week or so later I got a package in the mail with 25 pictures and long hand-written letter that took quite a while to type in, but it was well worth it. Bob requested that I don't cut anything out and don't over edit and leave any part of it out. I did make a few spelling changes, but it was so well written that I scarcely needed to alter any of it. Bob might notice that I added some small punctuation changes, but they were minimal.

This job would be much easier if more of you did the same. I'm looking forward to more of these types of articles. This one from Bob English is rather long and has quite a few pictures, but I don't think I could condense it if I had to.

Thanks Bob; much appreciated.

I wasn't able to attend Crash and Bash this year. I was in New York City and Boston. I would rather be at the Schmidt ranch wishing Miriam a happy birthday. My birthday was the exact same day. I'm sure there were a lot of pictures taken at Crash and Bash, but a lot of them are in someone's private collection and we won't be able to use them here. I want to thank Rich Minnick and Ray Bazaruto for sending me some nice shots.

The days are getting shorter and the weather is changing; that must mean that I need to organize my shop and get to work making and repairing models. I want to strip all the covering from my Speed 400 Airborn and cover it with polyspan. Now's a good to start that...maybe I'll get it done by spring.



Monthly Club Meeting - August 2011

Thirty one members attending the August meeting greeted new member Tom Ries. Tom lives in Fairfield and is getting back into building after a lengthy sabbatical.

Chip Buss, Mike Sidwell, and Jay Beasley gave the usual reports and received standing ovations (not) from the crowd.

Old Business: We received a nice letter from Remo Galeazzi thanking us for the card we sent after his wife's passing. **Crash & Bash:** Ed Hamler reported that Gabrieli Montebelli is bringing three of his Italian buddies to C & B and SAM Champs, and will also be doing a lot of sight seeing. A C & B flyer will be forthcoming. There will be a catered Chinese dinner on Friday, Sept. 23 at Schmidt ranch hosted by Miriam's family in honor of her 70th birthday.

We discussed what to do with the partially built 1/4 scale Champ with twin cylinder engine that we were given. The consensus seemed to be that the most money could be had by selling it on Ebay or some other venue, rather than auctioning or raffling it.

New Business: A discussion of a gift for Miriam Schmidt took several minutes. In the past we have given Miriam \$500 for hosting C & B, providing a couple of campers for overnights, dealing with our food and beverage setups, cleaning up our mess, and allowing us to impose on her home and family for three days. We voted to again give her this amount, and in addition we will give her a separate gift of \$500 for her birthday. A card for members to sign will be available at meetings and TOFFS before C & B. We will consult the membership to find

out who will be attending Miriam's dinner and also the taco buffet on Saturday evening.

Bill Vanderbeek reported on the Nationals at Muncie. Bill said that he was almost literally burned out because of the heat and humidity. Jerry Rocha concurred. Bill, Jerry and Bud Romak competed in many events and did well. Once again, Jerry Rocha's speed demonship garnered him first place. Bill was inducted into the National Free Flight Hall of Fame--congratulations, Bill!

Our Jimmie Allen postal contest will be held August 27, and the 1/2A Texico will be held Sept. 15.

Ed Solenberger showed an original Deezil engine circa 1946 that he has slightly modified, and it



Photo by Mike Clancy

Monthly Club Meeting - August 2011

runs well. Ed says the original engines advertised in America's Hobby Center ads sold for \$12.95 and ran well, but later versions advertised by Gotham Hobby and sold for \$1.95 wouldn't run at all. Ed's engine was mounted in a half size Chet Lanzo RC-1. Ed would like any info about the source of the original, well running engines.

Jay Beasley finally finished his Fokker D-8 after 5 1/2 years and planned on flying it at TOFFF the next day. He built it with no dihedral, no under camber, and with ailerons, which sort of took away some of the old timer qualities of the original design. He had some concerns about the c.g. but Ed Hamler assured him it would fly fine.

Ed Hamler showed an Ohls-



Photo by Mike Clancy

son .60 powered Benny Boxcar he is building for Gabrieli Montebelli to fly when he arrives for C & B and SAM Champs. This features a whopping 24 degrees of dihedral.

Our next meeting will be held at the Round Table pizza restaurant in Novato.



Photo by Mike Clancy

Ed Hamler's Benny Boxcar with Ohlson 60 power

Monthly Meeting September 2011

Twenty nine members and three guests showed up for our quarterly pizza/auction meeting. The three guests were buddies of Gabriele Montebelli from Italy. After a motion from Ed Hamler, the membership unanimously voted to make these gents members of SAM 27. Our new members are Tiziano Bortolai, Giorgio Crismani, and Walter Gianati. Benvenuto, signori!

The usual reports from the officers provided the usual information.

Old Business: For some reason the 1/2A Texaco contest scheduled for the previous week featured mostly no shows. So now the contest is new business for the next TOFFF.

Mike Clancy introduced a motion to give \$200 to Tony Cincotta who has given SAM 27 many models including the 1/4 scale Bellanca with twin cylinder engine. We've made money auctioning some of these models and will take in quite a bit more for the Bellanca, and especially it's engine. The motion passed.

Mike Sidwell talked about an estate sale coming up for Wayne Connor's models and engines. This will be held on November 6, in Tracy. A flyer will be coming out concerning this. Mike has completed the digital archiving of most of the past issues of the *Antique Flyer*, and CDs will be available soon. Mike put a lot of time and effort into this project. Thanks, Mike.

New Business: Papa's Taverna will be contacted about the date of our Christmas party and menu items. We are planning on Saturday, December 10.

The meetings in October and No-

vember will be on the third Wednesdays at the fire station-- October 19; November 16.

The missing SAM 27 coffee mugs reappeared and were subsequently sold at the meeting.

Bob Rose's vehicle has a new name.....the Balsa Magnet. It attracts everything from large Rocketeers to smaller rubber powered models. Do not park near Bob's car!

Thanks to Bob Film for bringing a cooler full of ice, water, and sodas to every TOFFF this summer. What a guy!

Our raffle prize was fittingly won by one of our new Italian members.

Mike Clancy did another wonderful job as auctioneer of a load of model related stuff. We netted \$423 this time around. Thanks, Mike.

In conclusion, a good time was had by all.

News and Views from Lakeville International



Photo by Jay Beasley

Jim Temple's beautiful Fokker. He colored it in honey-bee colors and it is very attractive.

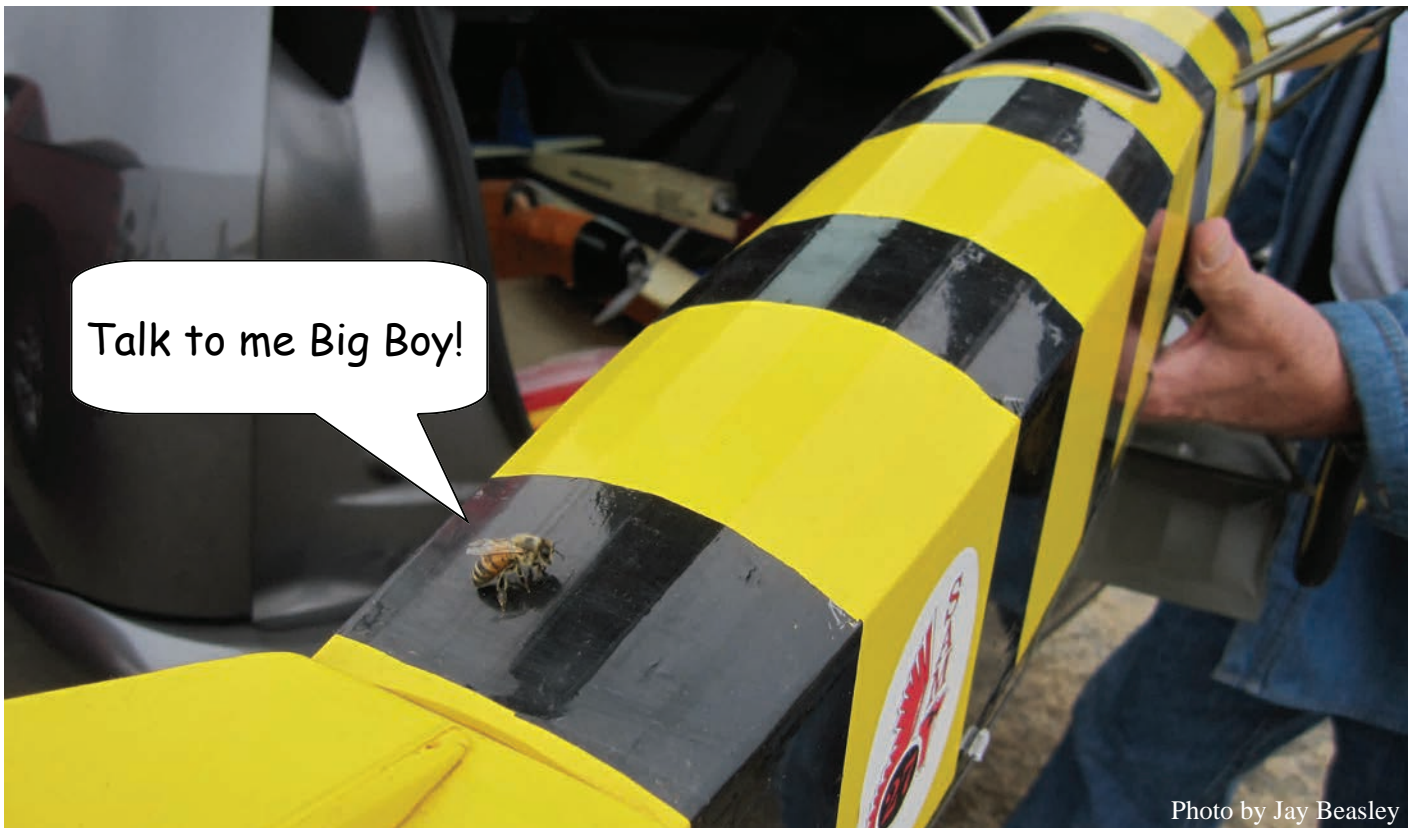


Photo by Jay Beasley

Maybe too Attractive—notice the honey-bee.

News and Views from Lakeville International



Photo by Jay Beasley

Rich Minnick is one of the most prolific builders in the club and fast becoming one of the best flyers. Here's a picture of his model The Snow White. Plans were published in August of 1982 in Model Builder Magazine. The airplane was designed by Joe Raspante in 1938. At that time it became the standard of excellence in modeling, won many contests, and was considered by many competitors as the model that was the hardest to beat.

Rich did such a good job on this that we now expect him to build one of Joe Raspante's best flyer—the Willie III. Go for it Rich and take lots of pictures as you go so we can see the construction here on these pages of the



Photo by Jay Beasley

News and Views from Lakeville International



Photo by Jay Beasley

Ding Zarate's beautiful hand made prop



Photo by Jay Beasley

Tom Whitworth's rubber powered Arado. How could you not fly on a day like this...look at the sky in the two pictures on this page.

News and Views from Lakeville International



Photo by Mike Clancy

Lynn Price's Smarty



Photo by Mike Clancy

A well deserved win in the Speed 400 event—Jay Beasley wins a gift certificate from Hobby Town. Mike Sidwell holds up the scores.

News and Views from Lakeville International



Photo by Mike Clancy

Jerry Rocca's immaculate Strato Streak



Photo by Mike Clancy

A closer view of Jerry's Strato Streak showing the timer and his custom engine mount with thrust adjusting plate for the diesel engine.

Views of Crash & Bash 2011



Photo by Rich Minnick

The Three Musketeers...oops Rocketeers



Photo by Rich Minnick

Bob English's Pacific Ace—see the saga of his Pacific Ace experience in this issue

Views of Crash & Bash 2011



Don Bekins getting ready for another flight of his Hayseed—Ed Solenberger assisting



It happens sometimes....but with care it was brought down on one piece.

Views of Crash & Bash 2011



Photo by Ray Bazarro

Every Event needs a Scribe...and Mike Clancy does it so well



Photo by Ray Bazarro

Two of the movers and shakers. Ed Hamler and Jay Beasley—without which things might not go so smoothly. These guys are hard to beat when it comes to organizing SAM and SAM27.

July Speed 400 Contest



Speed 400 Contest



Date Jul 21 2011
CD Bob Rose

PILOT	AIRPLANE	TIME 1	TIME 2	TIME 3	TIME 4	TIME 5	SUM of BEST 3	FINAL POSN
Loren Kramer	Playboy	10:40	7:11	10:31			1	28:22
Peder Samveber	KERSWAP	8:09	(CRASH) 2:00					X
Bob Fihm	LAV20	7:12	4:52	5:36			4	17:48
Dick Irwin	Cloud chopper	7:12						X
PHIL LEECH	AIRBORN	4:12	4:31	5:38			5	15:21
Dick Irwin	KERSWAP	13:34	12:19	X			2	25:53
ED HAMLER	KERSWAP	7:49	7:35	9:20			3	24:52

Here are the results of the Speed 400 contest held on July 21st. Loren Kramer took the honors in both the regular duration contest and the mass launch. Loren also won the last mass launch contest. Looks like we need some more competition for Loren.

John Pratt's Show in Petaluma



Photo by Jay Beasley

John Pratt exhibited over 30 of his fine rubber models in Petaluma at the *Mail Depot* on August 13th though September 6th. The owner of the Mail Depot—Maureen McGuigan—gives local artists (and John is definitely an artist) a venue to display their work. As a joke John suggested that he could hang his planes and he was surprised when she agreed.



Photo by Jay Beasley

Last Month's Mystery Plane—the PWS-24 from Poland



The PWS-24 built by the PWS factory (Podlaska Wytwórnia Samolotów). The national airline of Poland (LOT) used this aircraft from 1933 to 1936.

In June of 1932 it took the first place in a passenger aircraft race at the international meeting in Warsaw.

The prototype was fitted with a *Lorraine Algol* of 300 HP. This was a French built 9 cylinder air-cooled radial engine. Later Models were fitted with the American Wright Whirlwinds—specifically the J5. then later with a 400HP Pratt and Whitney Wasp Junior. This increased the maximum speed from 115 MPH to 140 MPH. Most of the aircraft were put into use by LOT airlines. They had to compete with the Fokker F series used by LOT and they weren't up to par so their usage was limited.

Three were converted to aerial photography and four were broken up. The last was broken up in 1936. One was sold to the Polish Air Force and used as a staff machine. One was sold to the Naval and Colonial League Paramilitary Organization and soon crashed during a propeller test.

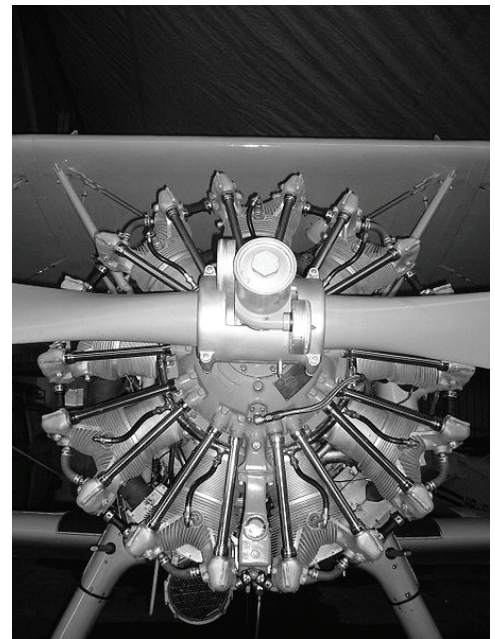
After the German invasion in 1939 one of the aircraft was evacuated to Romania where it was used for aerial photography. The aircraft had a steel frame cov-

ered with canvas. It had a straight one-piece wooden wing with elliptical endings with two spars and covered with plywood. Tail feathers were steel tubing covered with canvas.

The crew consisted of the pilot and a mechanic with dual controls and a cabin under the wing for four passengers. The windows were wide and a door was installed in the cabin.

The engine had a *Townend* ring as a cowl with a two-bladed variable pitch propeller. The landing gear was conventional with a rear skid. The tank held 69 gallons with fuel consumption at 25 gallons per hour. That gave it a range of around 300 to 350 miles.

I'm sure you could find plans for a model if you search very hard. There's a challenge for all of you.



Here's the PWS 24's engine...the P&W Wasp Junior—same as seen on the Stearman above.

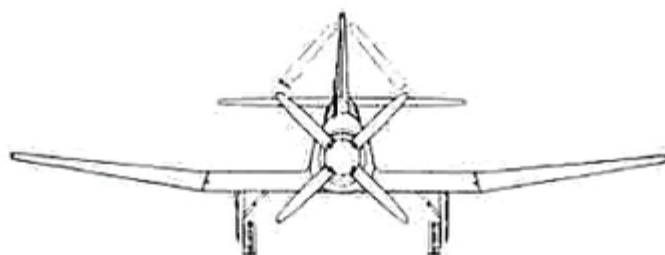
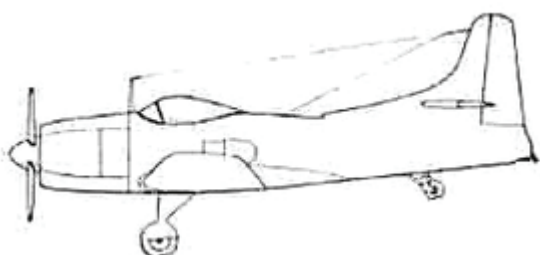


The competition to the PWS-24 was this aircraft—the Fokker F.VII—a tri-motor made by the Dutch

La Page Mystère



IN 1942 the US Navy was designing a replacement for the Curtiss SB2C Helldiver and the Grumman TBM Avenger torpedo bomber. There was a need for a lighter and more agile torpedo bomber so the assignment for the designs were sent to companies that were not currently involved in major war production.



My Pacific Ace Experience By Bob English

I think I should give a rundown on my modeling experience first.

I started building when I was about nine or ten years old; that puts it at 1941 or 1942. Of course, they were stick and tissue 10¢ kits. I tried to build one before then by drawing a set of plans and using toothpicks and Lepage's paper glue—you can imagine how far I got! Don't laugh, if you want something bad enough you'll try anything. I must have been about eight years old. My parents tried to convince me I would never be able to build one. "too complicated" they would say—not much faith in me. Members of my family (aunts and uncles) would give me a kit once in a while which my parents would end up giving to someone else because they just knew I couldn't build it. I never complained.

Finally they set up a card table for me and I tried to build one. I didn't get it finished, but it was a good start. I finally got one finished. The covering was the hardest part. I didn't know what dope was then and I used glue. I can just imagine how bad it must have looked, but I was happy and proud of that airplane. It hung above my bed for a while. I think it was a Douglas dive bomber. By this time the war was on and you couldn't buy rubber of any kind so I never tried to fly it.

You old guys that were building back then probably remember the Joe Ott kits—not a stick of balsa in any of them. They consisted of spruce (if you were lucky) or maybe pine or some such wood. They weren't the ordinary type like you're thinking. You would lay out the leading edge and the trailing edge first and then glue 3/32 square between them where the ribs are. This made the bottom of the wing. Next came the spar then the ribs came next. They went from the leading edge over the spar to the trailing edge—no notch in them for the

spar. The spar had to be tapered for a tapered wing. I don't know how I did this. For all I had to work with were my dad's used double-edged razor blades. Maybe they came tapered in the kit—I don't remember. Remember—no balsa! Keep this building procedure in mind because it comes up again in this article.

The Joe Ott kits were the biggest rubber models of the time and you had to spend a dollar to get one. That was quite a bit of money back then. I wish I had one now. I'd reproduce it in balsa, put an electric motor in it and have some fun. They had about a 40 inch wing span. I built a Grumman Avenger and a Hellcat; I don't remember what else.

In 1949-50 I built a six foot Playboy Senior and put an Olson 60 Ignition converted to glow in it. It was the first successful powered airplane I built. I did build a few gliders that I would take up on the local hills and launch. I lost one, but I went back the next day and found it. I also built a few control line models when I was in high school but didn't know how to fly them so they became just hanger queens. I built a Scientific Mercury the year I got out of high school, but didn't have time to fly it before I joined the Air Force (1952). I was sent to A&E mechanic school at Sheppard Air Force base in Texas. While I was there I built a Sterling SE-5 on my foot locker in an open barrack. If you want to build bad enough you can do it—I still couldn't fly control line so I sold it to a guy when I shipped out. It had a K&B 29 in it exactly like the one that's in my Buzzard Bombshell that you see out at Lakeville International. I was sent to R-4360 Specialist School at Chanute AFB in Illinois. When I got finished there I was sent to McClellan AFB at Sacramento where they put me on B-29s with 3350s in them. About three months later I was sent to

Anderson AFB on Guam for 18 months. I built a Ken-Hi Bobcat on my foot locker again. I still couldn't fly control line, but I joined the Circle Aces. I also designed and built two team racers and a Sterling Fokker D-VII kit. I was working on B-29s there too. The Fokker got a ride home in the tail of a B-36 and I picked it up at the tail gunner's home on Travis AFB when I shipped home. I gave the rest of the planes to the kids that hung around the club.

The last six months of my military career were spent at Travis where I was put on C-97s—finally got to work on R-4360s! I built one airplane while I was there—a Sterling Ringmaster. I was busy riding motorcycles and didn't have much time for model airplanes. When I was discharged my Mercury was waiting for me. It needed a recovering so I did it and put the Olson 60 in it and flew it a little. It vibrated so bad that I decided to re-engine it with a K&B 35; this worked much better. The bad thing about flying a free flight is finding a place with enough room to fly them and it's no fun chasing them down either. Back in those days (the 50's and 60's) control-line was king. Since I knew how to fly control-line I went into it—put the Mercury up in the rafters and never looked back. By now I was married with one baby boy and living in a little duplex and again building on a card table in the living room. Try building a control-line ship on a card table. A couple of years later we bought a house with a nice two car garage with room for a building bench. I went into WAM control-line stunt flying in 1961. I taught myself how to fly stunt on a Ringmaster that I had built on the card table. I could only fly level with a few ups and downs and within an hour or so I was able to fly inverted and make inside and outside loops. The square maneuvers took longer. Anyway, I

My Pacific Ace Experience By Bob English

brought the Ringmaster home in one piece! Not many guys could say that.

I stopped flying for twelve years following my divorce in 1977. In 1987 my two sons gave me a Gentle Lady kit. They were flying RC gliders at that time and wanted me to join them. I taught myself how to fly it just like the Ringmaster and control-line stunt. We were slope soaring on a hill in Fairfield but lost it due to housing creeping into our flying space. I bought a hi-start and continued flying it until one day I lost control of it probably due to interference. By then my two sons weren't flying anymore due to the loss of the hill so I just hung it up. If I had a flying buddy I'm sure I would have kept flying but it's not much fun going out alone—gets boring after a while.

In 1990 I met a control-line flyer in Vacaville and learned that control-line stunt was not dead like I thought so I went back into it again. A few years later a group of us in the Fairfield-Vacaville area formed a club called the Vacaville Skylarks. We installed a flying circle out at the Nut Tree Airport. We had a lot of fun there for a number of years, but it was eventually taken from us. Some millionaire wanted that space to build his hanger. The Woodland-Davis club got wind of our predicament and asked us to join them. They had three beautiful circles. Some of us took them up on it. Now I was flying around a lot of RC flying. I would wander over to their flying area and watch them fly and knew it was only a matter of time before I would try it again. I had built and Old-Timer 48 inch Cornett free flight at the end of my control-line building and I converted it to RC. I also built a 48 inch Spook which I built to RC assisted. I built both of these because when I was a kid I tried to build both and didn't get either one finished. I was twelve

when I tried the Spook. I finished the framework, but I never covered it. The Coronet was a different story. I was about 15 when I bought the kit. My high school buddy, Joe Cook, said he'd build the wing if I wanted and supply the engine—an Olson 23. I didn't have an engine at the that time so I took him up on it. I had no idea he wasn't a builder. That wing was so crooked and warped there was no way it was going to fly. We tried steaming it to no avail. The new Spook and Coronet flew very well, but they finally went the way of model airplanes—unless you make Hanger Queens out of them.

My Experience with SAM

I traveled up to the Woodland flying site one morning and there were five or six guys flying RC assisted old timers. I didn't know about this organization but liked what I saw. I still had my Spook and Coronet at this time so they invited me to join them. They flew every Tuesday morning. This turned out to be the SAM club led by Eut Tillotson. I joined up and flew with them for a few years, but now they don't get together and fly anymore. There were many reasons for this. The flying site got too busy on Tuesday mornings. Try flying your old timer with a turbo-jet in the same pattern and you get my drift. Too many people were getting too old and couldn't make it out there. Some moved away. We only had about ten guys left and out of them only four of us were active flyers. You'll probably only see me and Eut out at the Schmidt Ranch.

One day early in my SAM flying I happened to mention that I built a Scientific Mercury back in 1951 and Bob Metzger said that he had one of these kits that he won in a contest. He wasn't going to build it and he said that I could have it if I would build it. I couldn't grab

it fast enough! I first put glow power in it—an Irvine 53—and then converted it to electric. Mike Clancy saw me flying it at SVSS soaring site one day. He was surprised to see me flying RC—he knew me only as a control-line stunt guy. He used to go and watch the control-line contests. I had a big twin that he still talks about—ask him. He asked me to come over to Sonoma and fly the Mercury with SAM 27. I used to take it out there once in a while. You may remember it. I still have it but it needs recovering. I think I'll iron some Ultra-Coat on it.

I've been in SAM 27 about a year now. Since I live in Vacaville I am about halfway between the two clubs—SAM 51 and SAM 27—so I belong to both. When Bob Metzger moved out he gave me a couple of airplanes. One was a Viking. I fixed it up some and flew it for a while. I put the fuel tank inside the fuselage and it sprung a leak. I was out flying it one day when I ran out of battery in the transmitter. It crashed and that's when I found all the fuel soakage. I took it home and drew a new set of plans from the wreckage. I like to draw plans and do this for most of the planes that I build. The old wing was OK so I only needed a new fuselage and tail section. It crashed out at Schmidt Ranch one day. I might build another one sometime. I also have an oversized Lancer set up for Foxacoy flying with an 80 inch wingspan. I've had it out at Lakeville a few times. Maybe you remember it—white Silkspan with red and black trim. I ordered the 72 inch plan from Bob Holman and had them enlarged at a print shop in Suisun City. I must have paid over \$60 before I got what I wanted, but it was worth it. It built into a beautiful airplane.

And now my Pacific Ace Experience.

If you go to page six in your *SAM Speaks* of Nov/Dec 2008—vol. 204,

My Pacific Ace Experience By Bob English

you will find the plan to this airplane. You do save all the issues don't you? I love looking at and studying plans and do so with every plan in *SAM Speaks*. There's a great plan on the rear cover of this issue—I dare one of you rubber guys to tackle it. Of course there's no way I can keep all of these plans in my head—so I forgot about it. Now if you'll go to your May-June *SAM Speaks* 09 #207 on page 26, you'll see a two-toned red one. They misnamed it "Speedster" instead of "Sportster" but that's it. I like gull wings; hence my Spook. The caption under this picture says you'll find the plans to this airplane in a recent issue of *SAM Speaks*.

I went back through a few issues and there it was. Then I remembered it. I like to draw my plans but there was no scale on those plans. How am I going to get the right size? Then I noticed 35×70 up in the right hand corner. Assuming that the plan is 70 inches wide I broke it into 70 sections. Now I had my 1 inch, ½ inch, ¼ inch, and ⅓ inch. That's close enough. I got my paper, T-square, French curves, straight edges, and compass out and went to work. A few days later I had my plan. Now I could go to work! The airplane is nothing more than a big stick and tissue model. The funny thing is the wing is built just like the old Joe Ott kits of the war years—only it has two spars. I made the main spar into an I-beam with the top and bottom strips out of maple. It got heavy but it's really strong. Some control-line stunt ships are built this way. I've built many of them.

I built it so I could either electric or glow power. This I didn't put on my plan. The first two pictures that follow show the tail sections. Though I usually take a lot of pictures I don't have a lot of pictures of the initial build. It was covered with Polyspan with about five coats of clear. Then I decided to

fly it electric before I put the trim colors on. It's a very intricate paint job and requires a lot of time. I didn't want to go through all of that and have it crash right away. So I held the barrel hinges in with straight pins and took it out to the field. I picked a big open field out in Lagoon Valley park in Vacaville. It flew fine. A few days later I took it out again; this time I went to the model airport in Lagoon Valley. There are a lot more things to run into there—trees, fences, a windsock, a canopy, and other flyers. There was only one other guy out there. There was a wind gusting to about ten mph coming down the auxiliary runway. This is a good runway, but the approach and exit are a little dangerous. I flew it for a while and decided to land. The approach was fine when it got down to about five feet altitude. I could see it wasn't going to land on the runway but on the grass beside the runway. I wanted to get on the runway so I powered up to make another go-around. On the downwind leg it started losing power. By the time I got headed back into the wind I was really down on power. There's a fence quite a way out on that approach and I was out beyond it. I did manage to get over it but I stalled and nosed in.

The following descriptions refer to the pictures starting on page ??

Editor

You can see the results in picture #3 that follows on page ???. There was nothing wrong with the wing thanks to that strong spar. I picked up all the pieces and put everything in the corner of my room. Then I built the Buzzard Bombshell.

By this time I was over the trauma of losing this plane and decided to see if I could rebuild. If not I would just build a new fuselage. The tail was removable and

it was OK—see pictures #1 and #2. After I got all the bad stuff cut away it looked like I could just build a new nose section and glue it on to what was left of the fuselage. Picture #4 shows how I did this. You can see the old nose on the left. In picture #5 note the clamp—if you don't have one of these buy one. Here I'm holding the nose together while the epoxy sets up. Picture #6 shows the firewall installed. The engine mount is a hardwood and plywood affair. I didn't have a commercial one and didn't want to go to Sacramento to get one so I made my own. The clamps are holding two shims to raise the engine ¼ inch to align the spinner with the cowl. I didn't get the engine mount right and this was the easiest solution—they are epoxied in place. Picture #7 shows that I got it right. This was the original cowl and was carved for an old K&B 29. You can see the modification I had to make for the new OS 25LA. I found that I didn't have enough wing area for a 29 to fly in competition so had to go smaller. The gaps in the joints were filled with thin balsa slices. When you're using old components on new construction, you have to expect this. Picture #8 shows the completed construction ready to cover and dope. The original wing and gear mounts were used. I should say something about the trim paint job on this airplane. It is a copy of a copy of a control line stunter from the 1950s. My pal Jim Tichy took a picture of an I-beam stunter with this paint scheme. He painted two of his airplanes like it; one in 1962 and another in 2008. Then I stole it off him (with his permission) I had to modify it a little because of the different configuration of my airplane. Picture #9 shows the fuselage masked for the black dope. The yellow has already been applied. Use aluminum foil for masking; it works

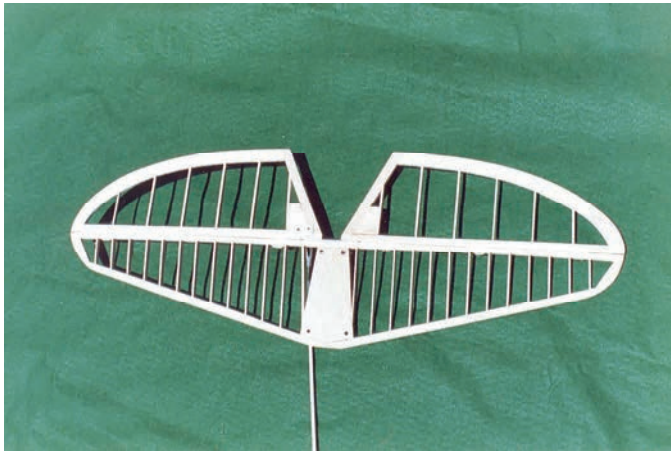
My Pacific Ace Experience By Bob English

best. Don't use newspaper! Picture #10 shows the black dope on. To apply the red on the black I had to first paint white because the red is too transparent and the black shows through—it makes the red too dark. Picture #11 shows all the solid stuff; it has been brought up to the silver coats here. The silver will show any bad spots and believe me, there will be many of them. You have to work on them with 400 or 600 grit wet sandpaper then spray more silver until it's perfect. Next seal it with a coat of clear. Picture #12 shows the white coat. The lower cowl is omitted because there is no white on it in the final trim. Picture #13 shows the final trim. The wing center section hood is left all white. Picture #14 shows the rivets and dzus fasteners. They are put on with a Sharpie pen. If you goof you can take them off with alcohol or turpentine on a Q-tip. Don't use any kind of thinner. When you apply the clear coat spray the first coat on fairly dry. A wet coat may smear the ink. Picture # 15 shows my homemade engine mount. You can see the engine raising shims here. I could have done a neater job here. the firewall is removable and is held in place with the common screws. Picture #16 shows the completed fuselage. The landing gear struts haven't been painted yet. Picture #17 shows the wing. When I got the wing finished the cockpit looked too empty. This is no time to install a cockpit. It should be done when the plane is under construction. At least before the covering is on. Oh, what the heck—I'll try it anyway! In picture #18 all the new raw balsa had to be painted first. You don't have to use fuel-proof paint. I used my wife's ceramic paints. Be careful not to get any paint on the covering—it'll show through. The seat is carved from balsa and the back is cardboard (thank you Joe Ott).

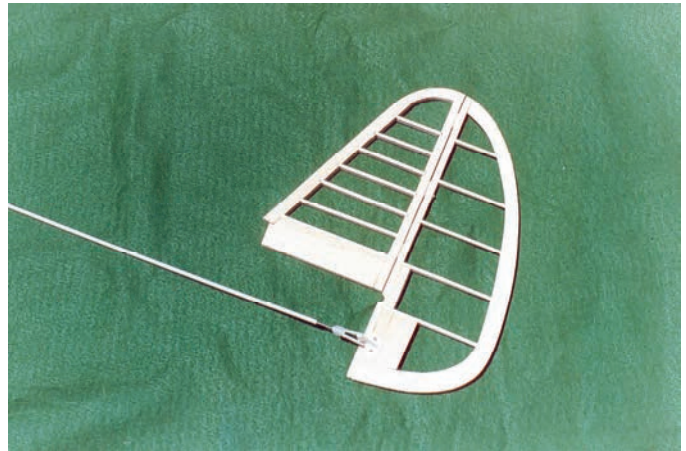
The seatbelts were cut from a small sanding belt with the back-side showing. The latch is bent wire and the buckle is foil covered balsa. Picture #19 shows the instrument panel. Get some 1/32 sheet balsa and a spray can of flat black paint—the quicker drying the better. Spray the balsa and sand over an over until there is no grain showing. Cut it to the required shape. Cut another piece of 1/16 sheet balsa to the same shape. Cut a piece of clear acetate sheet to the same shape. Arrange the instrument faces on the black one how you think they should be. Get brass tubing the same size as the instruments and sharpen the inside edge. A #11 X-acto blade will do it. Use them as a die to cut the holes. Next sandwich the pieces of wood together and mark through the holes on the back piece with the dies. Glue the instrument pieces on the marks. Glue the instrument face piece, the acetate sheet, and the black front piece together. Now you can doll it up a little with some white lines and dots, etc. use cut straight pins for toggle switches. Picture #20 shows the rudder pedals which are two 1/16th inch ply U's with carved balsa pedals glued to them. Cover these with foil. Push some anti-skid grooves in them with the back of your knife. I put "Ryan" on mine because this plane looks like it could have been designed by the Ryan Aircraft Company. The P-51s have "North American" on their rudder pedals. The red T-handle between them is the parking brake. Carve from balsa and soak with thin CA glue. The leather padding that surrounds the cockpit (I don't know what this is called) is SilkSpan and white glue wrapped around a 1/16th aluminum tube. Paint this brown. The little black box on the right is the two-way radio. I put "RCA" on it. I have no idea what they are supposed to look like. Picture #21

shows the left side of the cockpit with the throttle quadrant and the trim wheels. The throttle quadrant also has the mixture control on it. The joy stick is carved balsa. Picture #22 is of the windscreen. I made this out of cardboard first. When I got it to fit right I reproduced in 1/16th inch ply. Don't use Lite-Ply! I never use it. Then another was made from 1/32nd inch ply. This one has the openings 1/16th inch wider. This will give space to glue the clear pieces in. Glue the windscreen in after the plane has been painted—I used CA. I wanted the name of the airplane somewhere on it. I dreamed up the flying Ace-of-Spades. I wanted the wings in gold, but gold doesn't show up very well on yellow. Any other color is great—hence the red triangle. The red was laid down first. Then it was masked off for the white card. Then everything was masked off for the gold wings. The black spade and the two "A"s were done with a Sharpie pen. The wings had to be outlined in black. The white name was done with a white marking pen. The lettering is harder than it looks—the letters have to be spaced just right so you don't have any gaps or overruns. I don't think that the white ink is removable. Not only that it is curved and a paper pattern has to be made up first to get it right. This was repeated on both sides of the fuselage. The little square box in the cockpit is a map case. I put "Atlas" on it. Picture #23 is my favorite shot of the airplane. Picture #24 shows the whole underside which is black except for the trim colors. It is easier to see in the air. It was first masked where the colors were going to be then the black was shot on. Then the mask was removed and the black was masked off and colors were shot on. Then the mask was removed from the black. The last picture—picture #25—shows that is finally done.

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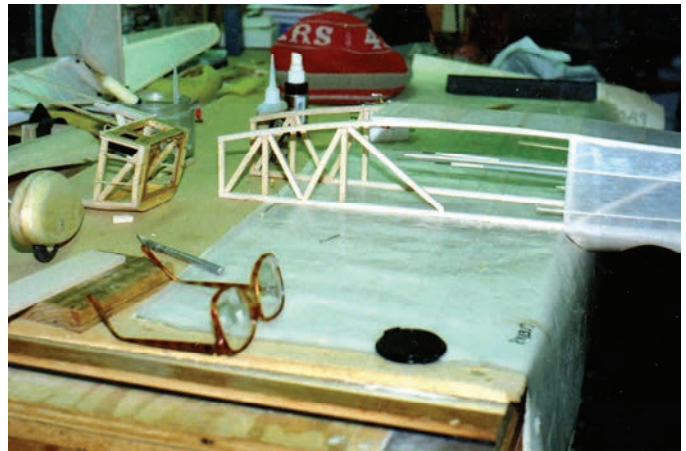
Picture #1—the horizontal tail feathers were undamaged.



Picture #2—the vertical tail feathers were also undamaged.



Picture #3—after the first crash, but not the end of the line.

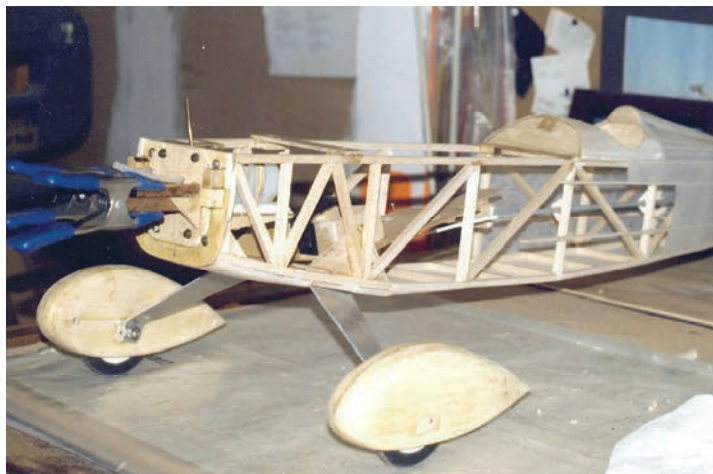


Picture #4—a new nose section glued to the old fuselage.

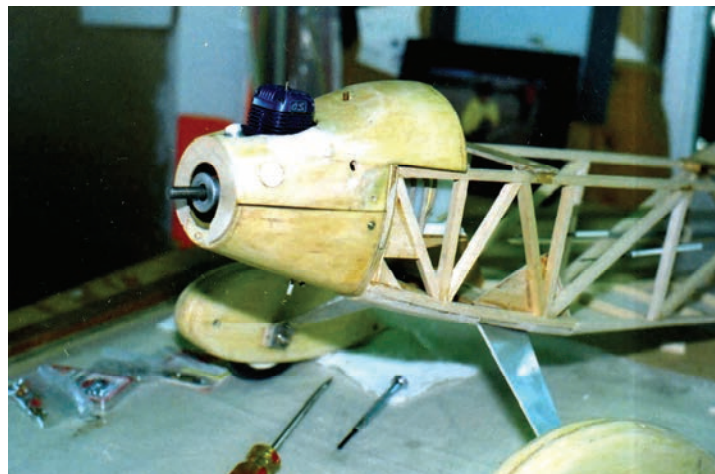


Picture #5—if you don't have one buy one of these clamps.

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Picture #6 The reinstalled firewall made of hardwood and plywood. The clamps are holding two shims to raise the engine.



Picture #7 This is the original cowling and was carved for a K&B but it's modified now.



Picture #8 Here's the completed reconstruction ready to cover and dope.



Picture #9 The fuselage masked for the black dope. Aluminum foil is the best mask.



Picture #10 after painting the black dope on.



Picture #11 All of the solid parts. Lots of sanding and painting.

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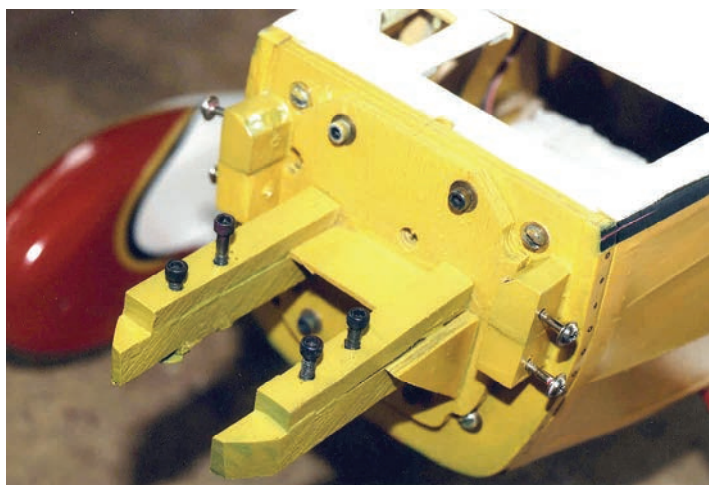
Picture #12 The solid parts covered with the white paint.



Picture #13 The final trim on the solid pieces.



Picture #14 Note the rivets and dzus fasteners put on with a sharpie pen.



Picture #15 Here's the homemade engine mount. Note the shims.



Picture #16 Completed Fuselage. The landing gear has to yet be painted

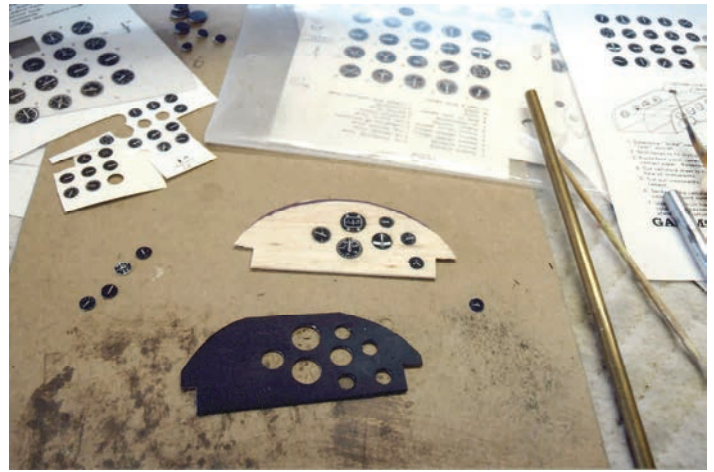


Picture #17 And finally the wing is attached.

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Picture #18 The cockpit. Lots of details



Picture #19 The construction of the instrument panes was intricate, but looks great.



Picture #20 A close view within the cockpit. Note the rudder pedals



Picture #21 Another closeup of the cockpit shows the throttle quadrant.



Picture # 22 A nice shot of the windscreen and the artwork



Picture #23 A great shot of the plane from the rear. Looks like it's ready to fly.

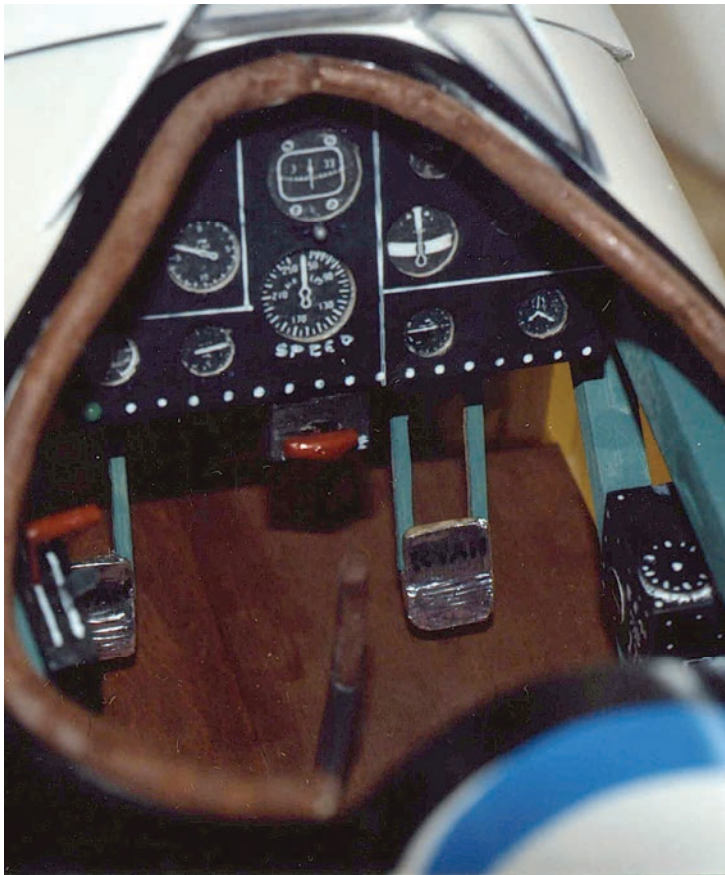
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Picture #24 A good shot of the underside of the wing in black; easy to see in the air



Picture #25 At last...ready to fly!!!



Dynamic Models, Inc

This text appeared in American Modeler Magazine October-November, 1964, one of a series of articles on then well known model manufacturers (who happened to be regular American Modeler Magazine advertisers).

Remember—the present tense in this article refers to 1964

Our first meeting with Hi Johnson at the Van Nuys (California) plant of Dynamic Models Inc., found him turning out a batch of new cylinder heads which he figured should boost the already potent output of his Johnson .35's. Hi is always ready to stop work and talk to "visiting firemen"—which he promptly proceeded to do. We were at the plant to get the story of its founding and the first experiences of "Mr. Dynamic" in model plane building. Seems H. J. found a design for a flying model in a rather ancient school library book. Being 1923—and in Northern Utah—there were no hobby shops nearby, so apple crates were cut up for the necessary wood, cement was made by boiling down pigs feet (he lived on a ranch), and the plane slowly took shape. Finished in late November, it had to be equipped with skis for the first trials. To his utter amazement the plane rose off the snow, travelled some 50' at an average altitude of 30'. Success!

After he entered high school he continued to build models until his Senior year when something in the same line, but much bigger, occupied his interest. With a few pals he constructed a full size "boy-carrying" glider, the first ever built in the state. It was taken out and flown on nearby dunes, left staked down at night. Why no necks or other human parts were not broken Hi doesn't know—but the parents of the budding aviators must have become more and more worried as the flights grew longer and more dar-

ing. For when the young fliers reached the dunes one day, they found their glider chopped to bits. As Hi quietly puts it, "That ended the glider phase".

He built his first gas model in 1939, a Fireball ukie with a Bullet engine, flown on the end of fishing line. At the time he had no idea of going into the model biz—this urge came after he had spent seven years as an aero engineer at Lockheed. Once out of big plane design and into the little ones, he found his engineering experience most useful. In fact he still treasures a dog-eared set of old NACA reports, refers to them constantly. Hi notes that up until the time Lockheed got into the very high speed (for that time) P-38, many of the planes he worked on operated in Reynolds Number ranges comparable to models and their props.

Late in 1945, Hi formed Burbank Mfg. Co., turned out kits for the Madman Jr. and Sr., Go-Devil Jr. and Sr., and Johnson built props. This firm was absorbed by Henry Engineering Co. (Veco Products) and Hi was a partner there before leaving to form KenHi with Ken Adams. Again the product was model plane kits, some of which are still marketed (Midwest Products is kitting the Johnson Cougar, may do some other old Johnson designs).

When the Ken-Hi partnership was dissolved, Johnson went to work for Litton Industries. This firm had considerable grinding done at the little plant of Henry Orwick, who was then producing the hot Orwick engines. Henry had decided custom grinding was a lots better business than making model engines, offered to sell Hi all his tools and Orwick engine parts at very low cost. Thus Hi found himself for the first time in the model engine business and produced 5000 copies of what was the first Johnson engine. Hi then went into a real study and devel-

opment program on small engines, turning out, as he puts it, "a 20 gallon barrel" full of experimental jobs, until he finally had what he wanted. By this time money in the young firm of Dynamic Models had run out, and he had to take a full time job in order to eat, meanwhile trying to produce the new engine design at night. This soon proved to be a hopeless setup—he figured it would take some 10 years of day-and-night work before the model company could support him full time.

Fortunately at this juncture an angel appeared. Bill Jame50n with whom Hi had worked at Litton land who was VP and Chief Engineer at the time) put up sufficient money to get the model firm going on its own and Dynamic Models was finally on the way. Business-wise this was fine, but Johnson points out he has had little time for model building and flying since. In fact he hasn't done any competition flying in 20 years. Dynamic moved to its present location in '59.

In 1960 the concern bought out Holland Engineering and Bob Holland was added to the Dynamic staff. An extensive development program was started, one result of which was the Holland Hornet (which took more Nats places in 1962 than it had in '61 and has had continuous small improvements ever since). This, by the way, was the first engine of anywhere near this size with variable speed carbo Bob stayed at Dynamic till the end of '61, when he went into the Missile Division at Lockheed. But before he left he had designed a small engine of which Dynamic produced well over 100,000 copies, for a large firm then just getting into the model field. During the period these engines were pouring out of the plant, there were as many as 45 employees at Dynamic (the present average is 16) and they

Dynamic Models, Inc.

had to work in several shifts. Holland still does some consulting work and engine testing for Dynamic.

Most modelers don't realize that there is another Johnson holding a vital position at Dynamic. This is Stan, no relation to Hi, who joined the firm in '59 to help out on management problems. Raised in Northern California, Stan had studied economics, had worked in many countries in the farm equipment business. Starting in this line in Detroit, he went to Toronto, then to South America, living in 11 different places within the space of 10 years. Back in California, he worked first on a part time basis at Dynamic, then full time. Stan handles the business end-sales, promotion, advertising, pricing.

Another essential employee, who has been with the firm since 1948 is chubby, smiling Jack Garcia. Competitors in Combat, Rat Race, Team Racing and other speed events know Jack well; he is very active and very successful in these fields. Along with Hi, Jack attends every Nationals; while Hi takes care of "public relations" for Dynamic, considers new products they might manufacture, Jack takes along a good stock of engine parts, makes sure that Dynamic engines owned by Nats contestants are working at peak efficiency. Jack also handles engine hopup work at the factory, assists Hi Johnson in special jobs.

The engine range includes the potent Johnson .29 and .35's (which won all Combat categories in the '62 Nats, repeated again in '63, won many other places as well); there is a BB .36 in this series, with the Johnson AutoMix carburetor, intended for R/C and other variable speed flying. Several factory hop-ups are offered on these engines. At the small end of the line we find the Holland Hornet, made in both .049 and .051. The Bulldog .09 is a compact and

hot little job that may also be had with variable speed fittings for R/C purposes; it is a Hi Johnson design (with Holland consultation), very light for its power.

Dynamic accessories are very numerous, include countless sizes and types of control line cables, 4 types of glow plugs, replacement glow heads for several makes of engines, R/C wheel brakes and carbs. Still stocked is the Auto Pitch prop; however, replaceable blades with considerably more area are now made for this unit. The hub is sold separately, blades in several sizes are extra. This is not a variable pitch prop; it is intended to operate at only two pitch settings, one for normal flying, one for low speed. Latter will allow "idling" at 5,000 to 6,000 RPM so no fussy carb

settings are required. When in low pitch (can be adjusted to suit your plane and engine) the prop offers considerable air resistance—you can even set it to give negative thrust. This produces a steep glide, can take the place of flaps on an R/C plane—but does require a different landing technique.

In an effort to level out seasonal variations in the model plane line, Dynamic has gotten into the rapidly expanding slot racing car field. They started with wheels of several types, precision axles in a variety of lengths, and knock-off style wheel nuts. A large slot racing track has been built (atop Hi Johnson's office and shop) so that products in this field may be thoroughly tested.



The green shade on the Johnson JBB-36 above reflects the metallic green paint job on the 35s. This is a carry over from the green anodized cases of the Orwicks which the engine resembled. This green factory painting only applied to the 35—not the lower displacement engines

Letters to the Editor

Aric Wilmunder, whose passion for 3D flying seems to have been replaced by soaring, will be the CD at an SVSS contest in October using relatively new rules for LMR electric powered gliders. See the attachment to this message. This or other SVSS events could be interesting to attend, especially for those of us who have never been to a soaring contest.

Jay Beasley

George Benson related a story of one of our member's auto battery dying at Lakeville. There were few people at the field when this occurred and nobody had jumper cables. Fortunately a cell phone worked and a tow truck was summoned. George suggests that before all the other vehicles have departed our flying site, make sure your vehicle will start.....especially if this has happened to you before.....Rod, Ed, and whom-ever else. As a final comment, if you have ever had a dead battery you would probably be wise to carry your own set of jumper cables.

Jay Beasley

At the SAM 27 Crash and Bash held at the Schmidt Ranch in Elk Grove, I was advised that the Spectrum AR-500 Rx has experienced range problems which could lead to loss of signal/control at less than optimum range. This problem was verified by the experience of a SAM modeler at the event. in a telephone conversation with Spectrum technician "Tom" today he verified that the problem existed with "some" AR-500 receivers and. while Spectrum has chosen not to issue a notice of the problem, they have recognized it in "some" receivers.

Current owners who have experienced range problems - loss of signal/jittering servos etc - should

immediately return the Rx to Spectrum describing the problem. It is further recommended that AR-500 owners who have not noticed a LOS problem, **to be safe**, should return the Rx to Spectrum for inspection. The Spectrum tech rep noted that Spectrum has discontinued the AR-500, has replaced some AR-500's with AR-600's and will work with owners to find a "satisfactory solution". Let your conscience be your guide.

Bill Copeland

Gents, after some discussion over the last month or so concerning restarting an electric motor in flight during a contest, John Trumbull has produced a document that clearly explains a policy that a CD might want to use during a contest. Please see the two documents that follow. The first attachment explains the electric restart rule. The second document is the score sheet from our most recent Speed 400 contest. If you look at the times recorded for Jay Beasley you should note that the second flight of 4:05 has an RS noted after the time. If you add up all three of Beasley's flights, the sum is 19:19. However, since the second flight required a restart to keep the model out of a ditch, one minute was subtracted from that time of 4:05. Therefore, the corrected total of his three flights was 18:19. This policy makes sense to many of us.

Jay Beasley

Electric Motor Restart Rule (Proposed)

In any contest in which time is a factor a contestant may elect to restart his electric motor upon the following conditions:

- 1) The competitive time shall stop at the time the pilot restarts and no time after the restart shall be counted as part of the competition for that flight.
- 2) The time keeper shall enter the competitive time on the scorecard and shall add the initials "RS" immediately thereafter.
- 3) The scorekeeper shall deduct one (1) full minute from each competitive time marked with an "RS" when calculating that pilot's flights in that task.

Rationale:

Under current rules, if a contestant loses a plane or lands off the field, the flight is scored as zero, causing the contestant to lose both all flight points and a the flight.

With electric motors there is no reason to lose a plane after a good flight, but a zero point score is such a heavy penalty that pilots are tempted to risk their planes unnecessarily.


With a 1 minute restart penalty one cannot score a perfect flight, but need not drop out of the contest. Example: Assume the task has a 15 minute maximum duration. I have a 23 minute flight, but need to restart to get out of the thermal. My maximum score would be 14 minutes (the maximum 15 minus the 1 minute penalty).

John Trumbull

Speed 400 Contest August 25th 2011



Speed 400 Contest



Date 8-25-11
 CD Mike Sidwell

PILOT	AIRPLANE	TIME 1	TIME 2	TIME 3	TIME 4	TIME 5 <small>All 3 Flights</small>	SUM of BEST 2	FINAL POSN
MIKE CLANCY	KERSWAP	6:27	11:02	7:13		24:42	18:15	1
Loren Kramer	Playboy	4:41	5:29	6:38		15:48	12:07	3
BOB ROSE	PLAYBOY SR	3:51				3:51	3:51	6
PHIL LEECH	AIRBORN	5:19	3:16			8:35	8:35	5
JAY BEASLEY	PLAYBOY	7:31	4:05 (RS)	7:43		18:14	15:14	2
Ed Walker	PB-2	5:22	5:59	4:24		15:45	11:21	4

And the winner is...Mike Clancy with his highly visible Kerswap.

Regarding the proposed rules:

If you look at the times recorded for Jay Beasley you should note that the second flight of 4:05 has an RS noted after the time. If you add up all three of Beasley's flights, the sum is 19:19. However, since the second flight required a restart to keep the model out of a ditch, one minute was subtracted from that time of 4:05. Therefore, the corrected total of his three flights was 18:19.

This policy makes sense to many of us.

International 1/2a Texaco Postal Challenge



ENTRY FORM Frank Ehling International 1/2 A Texaco Postal Challenge



~~September 22 thru October 21 2011~~
10 SEPTEMBER - 9 OCTOBER 2011

SAM Chapter: 27 NORTHERN CALIFORNIA, USA (number and location please)

Pilot's Name	Model	Wing Area (sq. in.)	Weight (oz.)	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total BEST 2
1. LOREN KRAMER	AIRBORN	288	17	863	900	619	1,519
2. DON BEKINS	ANDERSON PYLON	198	17	593	818	X	1,411
3. MIKE CLANCY	PLAY BOY PYLON	288	16	505	758	577	1,335
4. GABRIELE MONTEBELLI	DALLAIRE	300	16.6	553	728	678	1,231
5. WALTA GIANATI	DIAVOLO	300	16.6	342	385	717	1,102
6. ED SOLENBERGER	KERSWAP	295	16.7	592	735	427	1,019
7.							

TOP 3

Total time is the sum of the best two flights. 15 min. max.

Grand Total: (top three) 4,265

Flying Date: SEPT. 22, 2011

Weather: SUNNY, CLEAR, LIGHT WIND, SPOTTY LIFT

Team Manager: MIKE CLANCY

Address: 2018 ELDORADO CT.
NOVATO, CALIF.
USA

Telephone: 415-897-2917

Email: MIKELSFV@COMCAST.NET

This is the September contest; another will be held on October 9th
Looks like Loren Kramer is top of the list with Don Bekins and Mike Clancy right behind.

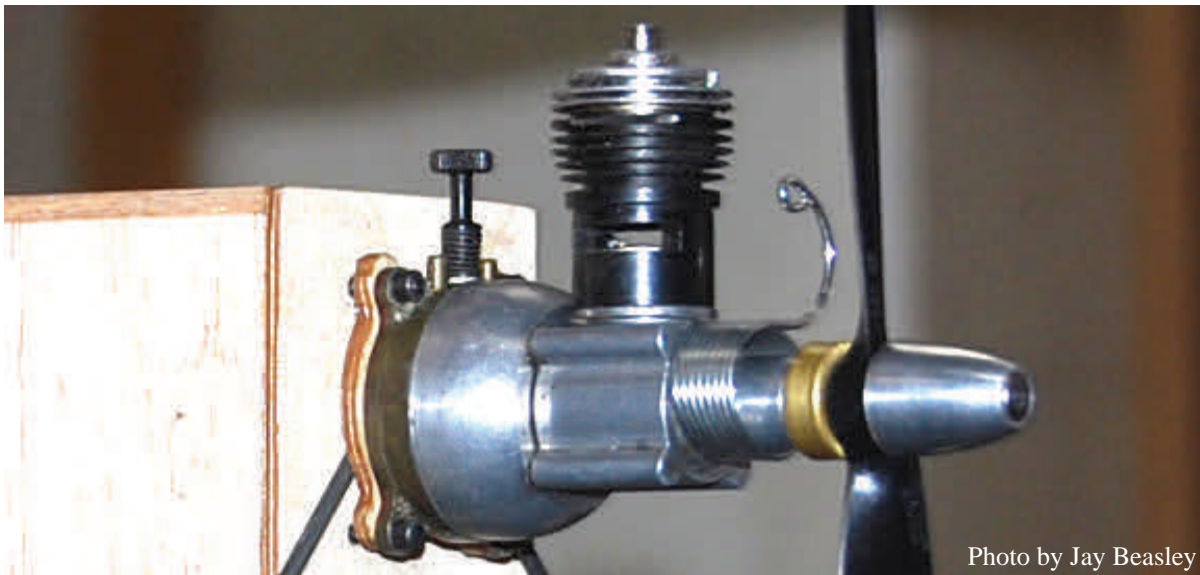


Photo by Jay Beasley

How can you not love it. It is pretty, it sounds wonderful, it expels a fragrant aroma, it is smooth to the touch.

Jay Beasley

Jimmy Allen Postal Pictures and score sheet courtesy of Mike Clancy

Place	Contestant	1 st flight	2 nd flight	3 rd flight	4 th flight	Total
1	Tom Whitworth	120	120	120	120	360
2	Jerry Rocha	103	120	120	120	360
3	Jerry Long	120	64	120	120	360
4	John Pratt	86	107	120	120	347
5	Bill McConachie	63	120	120		303
6	Gale Wagner	72	62	120	102	296
7	Ed Solenberger	50	120	120	48	290
8	Ding Zarate	74	64	120	51	258
9	Rod Persons	47	36	70	87	248
10	Jeff Persons (Jr.)	100	52	50	61	213
11	Bill Vanderbeek	55	95	52		202
12	Ray Bazurto	50	45	45		140
13	George Benson	15				15

Weather Conditions: early overcast clearing by noon, light wind, good thermals.



Winner, Tom Whitworth, center; second, Jerry Rocha, left; third, Jerry Long, right.



AMA CL speed and FF ROW record holder, Jerry Rocha, makes a perfect Jimmie Allen launch from SAM 27's alternate runway.



Interested spectators Lyn Price, Jim Muther and Bill McConachie relax in our nice sunny weather.



Tom Whitworth, photographer; Bob English, spectator; Jerry Long, timer; Gale Wagner, launching.

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Webmaster Coodinator Mike Sidwell 707-528-8268



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.

Occasionally a meeting is held at Round Table Pizza in Novato so please contact someone above if you have a question about the venue for that month.

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.