

Issue # 276

July - September 2012



Antique Flyer

Photo by Mike Clancy



In this issue:

- Monthly Meetings
- The Mystery Plane
- SAM 27 Gallery

**New Rule Changes
See Page 12**

President's Comments

By Chip Buss



The days are getting shorter and colder, nights are longer, and our good weather flying may be limited. Did I mention my yard is filling up with leaves? The good side of this is the fact that the building season has started. If you can't fly.....build.

Crash & Bash was a ton of fun as usual. We got to visit with members from other SAM clubs and it is always good to see my friend Gabriele from Italy. The flying was competitive and the food was delicious. One thing we need to remember is to hydrate in hot weather. It is very easy to get wrapped up in flying and forget about that water bottle we should be sipping on. However, I will say that we drank over one hundred bottles of water over the weekend. Thanks to all who volunteered, attended, and competed.

By now, most of you may have heard that Ed Solenberger had a heart attack on the last day of C&B. I'm glad to report that he is recovering after having a multiple stent procedure and is now out of ICU. I'm sure it will be sometime before he is 100% so I hope you will join me in wishing him well.

There has been some concern lately over FPV and autonomous

aircraft safety. This, along with the fact that there is a new property owner, has caused us to discuss this problem over the last two meetings. A motion was made, voted on, and passed, to amend the field safety rules. I would like to thank everyone who gave their input leading to very thorough discussion. The new rule reads as follows:

“All pilots must fly their model only by unaided visual contact. They cannot use FPV goggles, nor take their eyes off the model for any reason.”

I'm trying to set up a SAM 27 picnic to be held in Novato at a public park before the weather turns cold. If you would be interested in serving on the committee, please contact me at 415-883-7351. This will be a family event and fun for all.

That's about it for now. Did I mention my yard is filling up with leaves? If anyone needs leaves, I will share.

CB



A Few Words from the Editor

By Jimmy Walker



Another edition of the famous Antique Flyer. The fall days are upon us and now that Crash and Bash is past we are looking forward to some building time and the Christmas party. We won't be seeing Bob Rose's smiling (?) face on Thursdays anymore since he up and scooted off to Kentucky. Bob was one of the driving forces behind SAM 27 and we will miss him.

Crash and Bash was a successful event for many. Ed Solenberger gave a new meaning to the words "Crash & Bash" as he tumbled to the earth with a glitch in his ticker that left him with a few bruises and a trip to the emergency room for a long treatment. He is recovering nicely; Chip, Karl Tulp, Jim Temple and Jay went to Sacramento to help him celebrate his 80th birthday. He should be coming home soon and we hope to see him at the field soon. Seriously, this was a close one for Ed...we don't want to lose him and his part in our club. Contests can be stressful and we need to remind ourselves to drink a lot of water and not overexert ourselves. Though I was not there I heard that another person

On the Cover
Ed Solenberger and his example of the very popular Jimmie Allen Skokie (also known as BA Cabin).

was very dehydrated at C&B and needed to take it easy. Let's all be real careful and look out for each other. Keep the photos and letters to the editor coming.

Jimmy Walker



I know it doesn't allude to Old-Timer airplanes, but I couldn't resist sharing this fantastic shot taken by Jay Beasley of the Space Shuttle as it flew through the bay area. A well done composition of three fantastic flying machines (if you look carefully you'll see an F-16 to the left of the hawk). Good shot Jay.

Monthly Club Meeting - July 2012

Twenty five SAM 27 members attended the meeting on July 25th. Chip introduced new members Bob Miller and Ron Crawford.

New Business: A somewhat lengthy discussion of a revision to our club bylaws took place with good input from various members. Our bylaws have been out of date for some time, and it's time to clean them up. We discussed about half of the bylaws with the remainder to be discussed at the next meeting. Mike Sidwell is the honcho on this project.

The members voted to order a new batch of 100 SAM 27 pins. We have commitments for about 50 sales already and can get a good discount by ordering 100. We are also looking at vendors for a possible T-shirt order.

Other Stuff: Phil Leech's large Rocketeer had a spectacular recent flight at TOFFF. The wing broke in two about two hundred feet above ground. The two halves made soft landings but the fuselage went straight down. The impact caused a 5000 mAh battery pack to vent. It was very hot and very smoky, but flames were not seen.

Bob Rose announced he will be moving east in November to be closer to his children and their families. Who is going to yell at us on the flight line after Bob leaves? (Frank Plexico proved he is up to the task at TOFFF the day after this meeting).

Jimmy Walker announced his retirement from editing the *Antique Flyer* at the end of the year. What are we going to do now???

Jay Beasley is looking for some one to take over the duties of secretary and/or treasurer. He thinks seven years service is

enough. How 'bout a little help from some of the other members.

Mike Clancy will be the CD for the 1/2A Texaco contest to be held probably in September. Mike is also looking for volunteers to help at SAM Champs.

Ed Hamler talked about his experiences at the EURO SAM Champs in Slovakia where he won the Grand Champion prize. The members enjoyed the photos featuring the lady timers at many of the events. Ed said there were 92 glider entries in the competitions.

Jerry Rocha reminded us that the annual rubber contest will be held on July 28. Also, the Oakland Cloud Dusters will hold a contest at Lakeville on August 11.

Crash and Bash will be held Sept. 21 through 23 at Schmidt Ranch. We are looking for volunteers to help at C & B.

Ray McGowan won the \$30 gift certificate in the raffle. Ray's son Bob is heading to South Africa for the F3J World Championships!

Show & Tell: Ed Solenberger started us off by showing a small wooden box he had constructed?? Mike Clancy showed a 1/4A StratoStreak he rescued prior to a widow tossing it in a dumpster. Nice save.

Bud Romak showed a beautiful jumbo rubber model he built for the upcoming Nats. It has a span of 70", a fuselage length of 70", has a 600" wing area, and uses 24 strands of 50" 1/8 Super Sport rubber. Oh.....and it weighs all of **five ounces**. Bud says he flies it very early in the morning, or at dusk when then wind is calm. It will make two 13 minute turns--that is **slow!** He calls it the

Dawn Patrol, and since it fits in category D, and flies at dawn and dusk, it will therefore be in a 3D event at the Nats.

News Flash -- Bill Vanderbeek crosses over to the Dark Side. Bill showed a Miss 2 R/C model that he acquired from Steve Roselle who got it from Ed Hamler who won it in a raffle a while back. It's not as exciting as free flight but Bill thinks it's kind of fun.

News Flash - Ed Hamler crosses over to the Darkest Side. Ed bought a small indoor Horizon Blade helicopter to fly in a church kids program. He gave us a flying demo in the training room. Ed also showed us the array of prizes he scored at the EURO SAM Champs. Included in his stash were a nice wooden plaque, an etched bottle of liqueur, 5 medals, 3 etched glass vases (which looked like they would make great beer glasses), a blown glass Grand Champion trophy, and several nice brochures, etc.

Ed Solenberger, of wooden box fame, showed us a nice Tomboy with three different weights of Silkspan covering it. It is powered by an .045 British Mills diesel, weighs 8 ounces, and flies with rudder R/C only.

Jim Temple showed a nice Balsa Products Tiger Moth he has been working on. Only the top wing remains to be covered. He is using pre-colored polyspan on it. This is a product sold by Balsa Products and is called GM Tissue. It irons on, can be painted or doped, and is fuel resistant.

And then we went home.

Monthly Meeting — August 2012

Twenty four members attended the August 22nd meeting.

The usual reports indicated SAM 27 is alive and well.

Old Business: We had a lengthy discussion of the continuing saga of our SAM 27 Bylaws re-write. This is still a work in progress.

New Business:

Chip talked about a young boy named Henry who has been coming out late on Thursday mornings with his mother. He has a small E-flite Champ and he is seeking help in learning to fly. He is a nice kid and Chip thought it would be a good idea to offer him a membership in SAM 27. Perhaps we can generate an interest in building and flying old timers in this young lad and keep the movement going.

Crash & Bash: Not really new business, but it is coming soon, Sept. 21 - 23. In an effort to get maximum participation, Ed Hamler said that we (probably meaning Ed) will provide a model to fly if you don't have one. If you are planning on being there for the taco dinner on Friday evening please call Miriam and let her know.

Contest Schedules:

ALES contest tomorrow at Lakeville

Jimmie Allen at Lakeville on 8/25

C/L speed contest at Kennedy Park 9/8-9/9

Crash & Bash at Schmidt Ranch 9/21-9/23

Marin Aero Club (SAM 27 det.)
Martin MO-1 contest at Lakeville 10/6

1/2A Texaco at Lakeville probably 10/18

We discussed possibly limiting some types of flying at Lakeville. Our property is under new ownership and we don't want to jeopardize our our standing. Specifically we are becoming concerned about 3D helicopter flying and especially First Person View flying. We will talk to Gonzalo Martinez about our concerns about the helicopter guys

Ed Hamler recently conducted a seminar at his house on covering with Samspan. Jay Beasley, Bob Miller, Ed Solenberger, and Karl Tulp attended. Beasley made a video of the demonstration and can provide a copy if you are interested.

Bob Miller won the raffle of a gift certificate from Jake's Performance Hobbies.

Show & Tell:

Ed Hamler showed a Benny Boxcar the he built for Gabrielli Montebelli.

Ray McGowan announced that his son Bob went to Johannesburg,

South Africa as a member of the USA F3J team. Bob took an individual 4th place, which was 99.27% perfect. The USA won the gold for the first time since 1998. 22 nations were represented. The USA Junior team placed 4th. Bob talked about the launch method for these gliders. Three husky fellows are somehow able to tow a glider up to 400 feet in a one to three second tow! Ray also showed a Cleveland Tom Thumb .45 engine from 1938.

Loren Kramer showed three different aluminum electric motor mounts that he manufactured. See Loren if you are interested in one.

The end.



Ray McGowan showed a nice 1938 Cleveland Tom Thumb ignition engine.

Monthly Meeting — September 2012

Our September meeting took place at Round Table Pizza in Novato. After the pizza feed, Chip opened the business meeting.

In addition to the normal crowd, we introduced our newest member, Ole Grini, and welcomed back Gabriele Montebelli and his lady, Ivana. Gabri is here to fly at Crash & Bash. He will be flying a new Benny Boxcar provided by Ed Hamler.

Jay Beasley reported the finances are in great shape and we currently have 130 members.

FPV flying

A rather lengthy discussion of FPV (First Person View) flying took place with several members making inputs. FPV flying involves wearing a headset that displays a video feed from the model and can also display such parameters as altitude, airspeed, heading, and attitude. Alternatively the pilot could watch a video screen instead of wearing a headset. Basically, this means the pilot is not actually watching his model with the naked eye. AMA and other organizations have established various rules for this type of R/C flying, and among the rules is the requirement for a buddy-type two transmitter system where the safety pilot is always watching the model with the unaided eye.

One of the goals of hardcore FPV fliers is to be able to fly their models at long distances out of visual sight. This is a dangerous concept since the model's camera does not have the capability of scanning for traffic, and a loss of data link or propulsion makes it an out-of-control hazard.

Since maintaining access to our flying site at Lakeville is paramount, it was felt that FPV flying from there could seriously jeop

ardize our status. We have use of the field at the pleasure of the property owners.

A motion was passed at this meeting that bans FPV and autonomous (pre-programmed auto flight) flying.

Other stuff:

Bob Rose has started his move to Louisville, KY.

Crash & Bash is this coming weekend. Ed Hamler is awarding medals to those who place first through third in the various events. He also says that if you want to fly but don't have a model, we will find one for you to use.

Mike Sidwell won the raffle prize of a gift certificate to Jake's Performance Hobbies.

Paul Masterman won a set of screw drivers.

Show and tell: Jim Bearham showed a couple of Duplex Deltas or Dupron DDs that he made from thin flat foam. They feature two delta shaped wings mounted in opposing directions, and fly quite well (although Clancy and Beasley managed to crash).

Ed Hamler showed some old engines he is trying to sell for an estate.

Auction: We had an auction of many items belonging to Bob Rose. Mike Clancy did his typical masterful job as auctioneer, and we were able to send Bob a nice check as a result.

SAM 27 Gallery



SAM 27 members at the Jimmie Allen Contest. Left to Right: Ding Zarate, Gale Wagner, Mike Clancy, Tome Withworth, Jerry Rocha (CD), Ray Bazarro, Jerry Long, George Benson, and Ed Solenberger.



Jimmie Allen Winners: Jerry Rocha (1), John Pratt (2), Jerry Long (3)

SAM 27 Gallery



Photo by Mike Clancy

Dick Irwin and his new electric free flight



Photo by Mike Clancy

Dick Irwin's electric free flight showing folding prop, motor, battery, motor timer, dethermalizer timer, activator switch, etc. ...and free flight used to be so simple.

SAM 27 Gallery



Photo by Mike Clancy

SAM 27 ALES flyers at Lakeville: Jay Beasely, Andrew Tickle, Mike Clancy, Aric Wilmunder, Loren Kramer, and John Trumbull



Photo by Mike Clancy

Jim Muther and His nice P-30

SAM 27 Gallery



Photo by Mike Clancy

Rod Persons winding his P-30 Conditions were perfect for this contest and participation was high



Photo by Mike Clancy

Jerry Rocha presents Bill Vanderbeek with one of the many trophies provided at the event.

SAM 27 Gallery



Photo by Mike Clancy

A farewell shot of Bob Rose as he stands with his friends prior to his move to Kentucky. We will miss him a lot. The Photo below is Bob Rose with the free flight guys.



Photo by Mike Clancy

SAM 27 Gallery



Old Timer flying at its best...Don Bekins and Ed Hamler with the real things.

IMPORTANT RULE CHANGES

Membership dues are based on the class of membership. The full membership includes flying privileges at the Lakeville site, voting rights, and the newsletter for \$25 yearly for current members. An associate membership includes the newsletter and meetings—but no flying at Lakeville—for \$15 yearly. A new full membership is \$50 for the first year, then \$25 for subsequent years.

Dues are payable December 1st and will be collected until January 31st. After January 31st, a \$10 late fee will be assessed. After March 31st, a member whose dues are in arrears will be dropped from the club. An application for a new membership will be available to the dropped member for \$50.

Dues are payable to the Treasurer as shown on page 19 and require proof of current AMA membership if you fly at Lakeville.

Crash & Bash 2012

2012 SAM 27 Crash & Bash - Summary of Contestants and Flying Events

Bill Hooks Championship Results

Rick Holman and Dave Warner 2012 Co-Champions

| # | Contestant | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
|----|---------------------|---------|---------|---------|------|-----|------|-----|------|-------|-----|------|-------|-----|-------|
| | | Class A | Class B | Class C | 1/2A | TEX | Atex | LMR | Etex | OR sp | Ant | Comm | Brown | OTG | |
| 1 | Rick Holman | 2 | 3 | 3 | 1 | 1 | | | | | 3 | 3 | | | 16 |
| 2 | Dave Warner | | 2 | 2 | | 3 | 3 | 2 | 2 | | 2 | | | | 16 |
| 3 | Mike Clancy | 3 | | | | | 2 | 1 | | | | | | 3 | 9 |
| 4 | Gabriele Montebelli | | | | | | 1 | | | 2 | | | 3 | | 6 |
| 5 | Stan Lane | | | | | 2 | | | | 3 | | | | | 5 |
| 6 | Ed Solenberger | | | | 3 | | | | | | | | 2 | | 5 |
| 7 | Jack Albrecht | | | | | | | 3 | | | | | | | 3 |
| 8 | Fred Landman | | | 1 | | | | | | | | 2 | | | 3 |
| 9 | Dave Lewis | | | | | | | | 3 | | | | | | 3 |
| 12 | Brian Sargent | | | | 2 | | | | | 1 | | | | | 3 |
| 13 | Andrew Tickle | | | | | | | | | | | 1 | | 2 | 3 |
| 11 | Don Bishop | | 1 | | | | | | | | 1 | | | | 2 |
| 10 | Bob Covolo | 1 | | | | | | | | | | | | | 1 |
| 14 | Tom Ball | | | | | | | | | | | | | | |
| 15 | Ray Bazarro | | | | | | | | | | | | | | |
| 16 | Chip Buss | | | | | | | | | | | | | | |
| 17 | Bill Copeland | | | | | | | | | | | | | | |
| 18 | Bob English | | | | | | | | | | | | | | |
| 19 | Ed Hamler | | | | | | | | | | | | | | |
| 20 | Michael Heffner | | | | | | | | | | | | | | |
| 21 | Floyd Higgins | | | | | | | | | | | | | | |
| 22 | Terry Ketten | | | | | | | | | | | | | | |
| 23 | Loren Kramer | | | | | | | | | | | | | | |
| 24 | Tom Moore | | | | | | | | | | | | | | |
| 25 | Gerald Oldershaw | | | | | | | | | | | | | | |
| 26 | Warren Pickering | | | | | | | | | | | | | | |
| 27 | Joe POCO | | | | | | | | | | | | | | |
| 28 | Dave Saso | | | | | | | | | | | | | | |
| 29 | Jim Temple | | | | | | | | | | | | | | |
| 30 | John Trumbull | | | | | | | | | | | | | | |
| 31 | Bill Vanderbeek | | | | | | | | | | | | | | |
| 32 | Frank Womack | | | | | | | | | | | | | | |

Crash and Bash Results submitted by Ed Hamler

Crash & Bash 2012

Final Results of the 37th Annual SAM 27 Crash & Bash Schmidt Ranch, Elk Grove, California September 21, 22, 23, 2012

1/2 A Texaco, Scale, & Speed 400 Combined

15 min Max. Score = Best 2 of 3 flights.

| Contestant | SAM | Model/Power | Area | 1 | 2 | 3 | Score | Prize |
|-----------------------|-----|-------------------------|------|-------|-------|-------|-------|-------|
| 1 Ed Solenberger | 27 | Airborn/Speed 400 | 292 | 6:15 | 12:13 | 13:47 | 26:00 | \$50 |
| 2 Brian Sargent | 21 | Anderson Pylon/Cox | 300 | 7:15 | 13:12 | 12:46 | 25:58 | \$35 |
| 3 Rick Holman | 49 | Lanzo Bomber/Cox | 290 | 11:08 | 13:30 | 7:56 | 24:38 | \$25 |
| 4 Mike Clancy | 27 | Kerswap/S400 | 288 | 7:37 | 15:00 | 5:51 | 22:37 | |
| 5 Loren Kramer | 27 | Playboy Cabin/S400 | 288 | 9:05 | 10:30 | 11:17 | 21:47 | |
| 6 Gabriele Montebelli | 27 | Dallaire Sportster/Cox | 341 | 0:24 | 8:59 | 9:35 | 18:34 | |
| 7 Dave Warner | 26 | Miss America/S400 | 310 | 6:55 | 7:27 | 8:40 | 16:07 | |
| 8 Dave Lewis | 21 | Lanzo Bomber/S400 | 314 | 7:41 | 8:02 | 7:54 | 15:56 | |
| 9 Fred Landman | 26 | Spook/Cox | 328 | 7:25 | 6:50 | 8:02 | 15:27 | |
| 10 Tom Moore | 27 | Miss America/Cox | 310 | 6:03 | 5:00 | 8:40 | 14:43 | |
| 11 Jim Temple | 27 | Peerless Panther/S400 | 300 | 8:18 | 4:01 | 4:42 | 13:00 | |
| 12 Fred Landman | 26 | Taylorcraft/Cox | 321 | 4:10 | 4:13 | 0:28 | 8:23 | |
| 13 Loren Kramer | 27 | Kerswap/S400 | 288 | 7:37 | | | 7:37 | |
| 14 Bill Copeland | 21 | Viking/S400 | 279 | 6:05 | 0:19 | | 6:24 | |
| 15 Terry Ketten | 27 | Kerswap/Cox | 288 | 2:58 | 2:58 | | 5:56 | |
| 16 Dave Lewis | 21 | Anderson Pylon/Cox | 310 | 3:45 | 1:39 | | 5:24 | |
| 17 Jim Temple | 27 | Dallaire Sportster/S400 | 300 | 4:36 | | | 4:36 | |
| 18 Stan Lane | 30 | Airborn/Cox | 292 | 2:56 | | | 2:56 | |

Commemorative Event

Glide time only. Unlimited flight. Score best single flight.

| Contestant | SAM | Model/Power | 1 | 2 | 3 | 4 | Score | Prize |
|-------------------|-----|----------------------|-------|-------|-------|------|-------|-------|
| 1 Rick Holman | 49 | Airborn/ST60 | 17:57 | | | | 17:57 | \$40 |
| 2 Fred Landman | 26 | Megow Chief/O&R60 | 7:10 | 17:18 | 0:17 | 5:18 | 17:18 | \$25 |
| 3 Andrew Tickle | 27 | Tickles Terror | 6:45 | 16:05 | | | 16:05 | \$20 |
| 4 Bob Covolo | 21 | Bomber/McCoy35 | 7:58 | 8:53 | 7:32 | 7:55 | 8:53 | |
| 5 John Trumbull | 27 | Trenton Terror | 5:54 | 7:45 | Crash | | 7:45 | |
| 6 Brian Sargent | 21 | Anderson Pylon/Cox | 2:37 | 6:18 | 7:34 | 7:29 | 7:34 | |
| 7 Loren Kramer | 27 | Playboy Cabin/AXI | 5:26 | 6:06 | | | 6:06 | |
| 8 Jerry Oldershaw | 21 | Quaker Flash/Torp29 | 4:26 | 3:13 | 4:37 | 5:26 | 5:26 | |
| 9 John Trumbull | 27 | Dallaire Sportster | 2:11 | 2:49 | 3:41 | | 3:41 | |
| 10 Tom Ball | 27 | Trenton Terror/Elec. | 2:41 | | | | 2:41 | |

Class A Glow & Ignition LER Combined

| Contestant | SAM | Model/Power | 1 | 2 | 3 | 4 | Flyoff | Score | Prize |
|-------------------|-----|-------------------------|------|------|------|------|--------|-------|-------|
| 1 Mike Clancy | 27 | Airborn/Veco 19 | 4:59 | 5:53 | 7:00 | 7:00 | 7:20 | 21:20 | \$25 |
| 2 Rick Holman | 49 | StardustSpl/NovaRossi20 | 7:00 | 7:00 | | | 4:43 | 18:43 | \$20 |
| 3 Bob Covolo | 21 | Bomber/Veco 19 | 4:21 | 3:19 | 5:58 | 6:54 | | 12:52 | \$15 |
| 4 Dave Warner | 26 | Bomber/ST19 | 5:35 | 3:52 | 7:00 | 4:00 | | 12:35 | |
| 5 Jerry Oldershaw | 21 | American Ace/Arden19 | 4:17 | 3:35 | 4:19 | 2:06 | | 8:36 | |
| 6 Fred Landman | 26 | Stormer | 4:07 | | | | | 4:07 | |
| 7 Dave Lewis | 21 | Bomber/ST19 | LQF | | | | | 0 | |

Class B Glow & Ignition LER Combined

| Contestant | SAM | Model/Power | 1 | 2 | 3 | 4 | Flyoff | Score | Prize |
|-------------------|-----|--------------------------|------|------|------|------|--------|-------|-------|
| 1 Rick Holman | 49 | Bomber/McCoy29 | 8:00 | 4:38 | 8:00 | | 4:58 | 20:58 | \$25 |
| 2 Dave Warner | 26 | Bomber/OS29 | 2:19 | 8:00 | 4:24 | 8:00 | 4:39 | 20:39 | \$20 |
| 3 Don Bishop | 26 | Bomber/K&B4.9 | 8:00 | 8:00 | | | DNF | 16:00 | \$15 |
| 4 Bill Copeland | 21 | Bomber/OS25 | 8:00 | 4:31 | | | | 12:31 | |
| 5 Jerry Oldershaw | 21 | Quaker Flash/Torp29 | 2:20 | 2:18 | 8:00 | | | 10:20 | |
| 6 Joe Poo | 21 | Bomber/OS25 | 4:04 | 4:31 | | | | 8:35 | |
| 7 Bob English | 27 | Buzzard Bombshell/Torp29 | 2:35 | 2:45 | | | | 5:20 | |

Pure Antique & Antique Glow Combined

| Contestant | SAM | Model/Power | 1 | 2 | 3 | 4 | Flyoff | Score | Prize |
|---------------|-----|----------------|-------|-------|------|---|--------|-------|-------|
| 1 Rick Holman | 49 | Airborn/ST60 | 10:00 | 10:00 | | | | 20:00 | \$10 |
| 2 Dave Warner | 26 | Bomber/K&B40 | OVR | 6:21 | 8:28 | | | 14:49 | \$5 |
| 3 Don Bishop | 26 | Bomber/McCoy60 | | | | | | DNF | |

Crash & Bash 2012



Some nice shots by Mike Clancy of Crash & Bash. Clockwise from top left corner: Tom Ball with his Electric Scale ships; the yellow one is a Curtis Robin and the red biplane is a Fleet. Though there was no scale event this year they were flown.—Our hostess Miriam Schmidt with Gabrielle Montebelli and his pretty friend Ivana. Gabri came all the way from Italy to fly.—Pilots meeting—fine dining at John Trumbull’s motorhome.—breakfast in the dining room.

Last Months Mystery Plane

CESSNA AT-17 BOBCAT

AT-17/ UC-78 Bobcat
Model T-50

"The Bamboo Bomber"



Powered by two radial engines on its maiden flight in March of 1939. Over 4,600 of this plane were made and it saw its final days in the Air Force in 1949. It was fabric covered over a tubular frame with laminated spruce spars and spruce and plywood ribs.



A hint to this airplane: if you watched TV in the early to mid-50's you became familiar with this plane as the mount for Sky King, an Arizona rancher and pilot.

Developed as a trainer for pilots in WW2 to make the transition

from single engine to multiengine airplanes.

L'Avion Mystere



A utility aircraft of conventional all-metal aircraft with fixed tricycle undercarriage. All versions to date have been powered by a 750 HP Pratt and Whitney Canada PT6 turboprop.

For passenger and cargo operations the cabin can be out-fitted with up to nine passenger seats or with cargo holds. A cargo pod with 1000 pound capacity is available for attachment to the belly.

With a full load of skydivers it can go to 12,000 feet and return in less than 10 minutes.

Cruise speed is 195 mph

Length is 38 feet

Wingspan is 42 feet

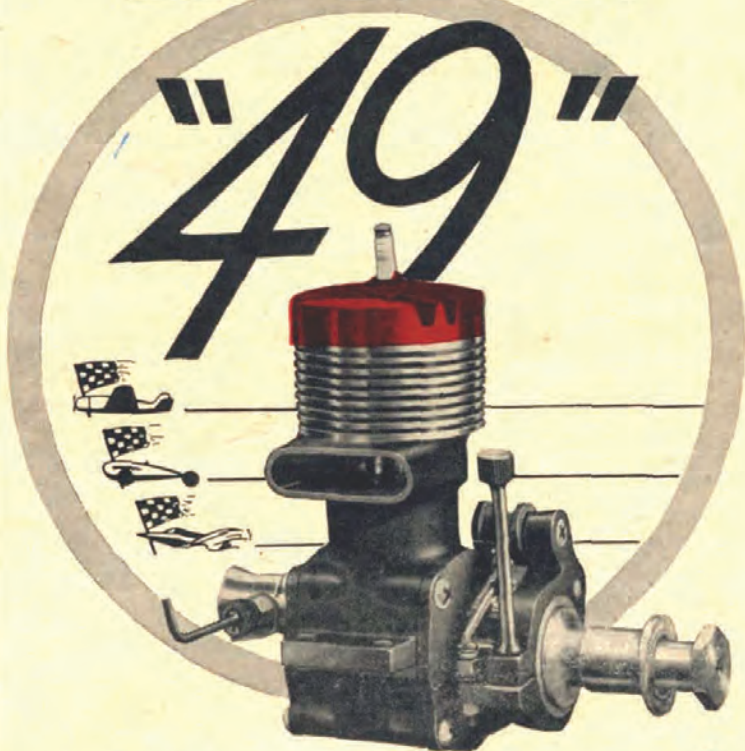
Range is 670 miles

Service ceiling is 20,000 feet



DURO-MATIC *McCOY*

"49"




Red Head, Jr.

Another Great Checkered Flag Winner

Here's the "little brother" of the famous McCoy Red Head Super-60 ... fast and husky ... head of the class in Class B racing. The McCoy "49" was born a winner. At the September '46 air Nationals in Wichita the Red Head, Jr. placed *first* in Class B against the nation's stiffest competition. For free flight or U-control **\$25**

AVAILABLE NOW! At your dealer



Checkered Flag Line
DURO-MATIC PRODUCTS COMPANY
Hollywood 38, California

Scanned from a 1949 issue of Model Airplane News

AMA Chapter 108 CLUB OFFICERS AND DIRECTORS

President

Chip Buss
1288 Denlyn Street
Novato CA 94947
415-883-7351
Chip_buss@yahoo.com

Vice President

Mike Sidwell
5227 Vista Grande
Santa Rosa CA 95403
mikesid@sbcglobal.net

Secretary/Treasurer

Jay Beasley
104 Robinhood Drive
San Rafael CA 94901
415-456-9520
vr21jrb@aol.com

Contest Director

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

Newsletter Editor

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

Field Engineer Mike Sidwell 707-528-8268

Webmaster Andrew Tickle 707-773-385

Webmaster Coodinator Mike Sidwell 707-528-8268



Club Meetings

Monthly Meetings are normally 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 dates may vary; a reminder is always sent out before each meeting. 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 if you fly at Lakeville.