

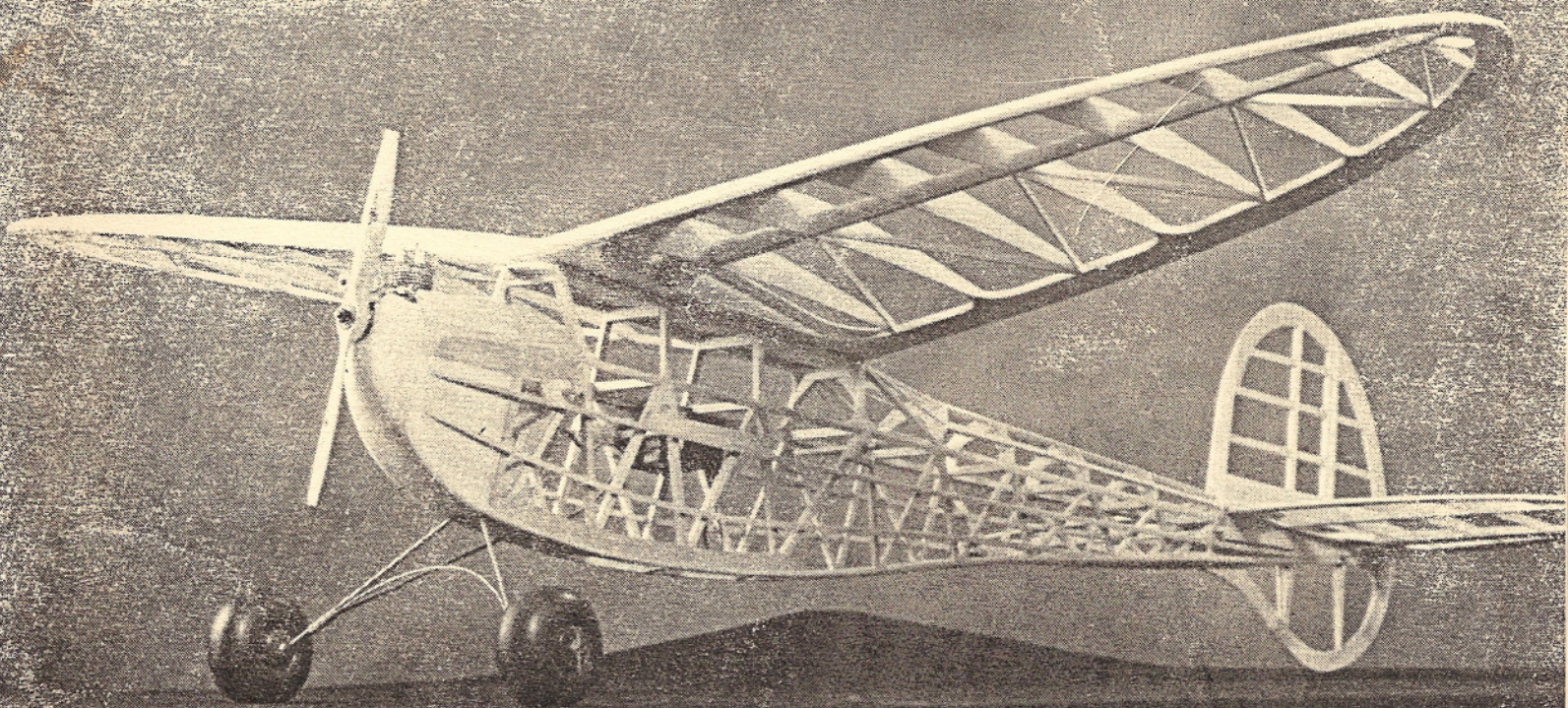


ANTIQUE FLYER

AMA Chapter 108

"Dedicated to Old-Time Aeromodeling"

March 1988



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A Tale of A Lost Flying Site

SAM 27 Flying Field Use Endangered County Has No Provision For Modelers

This is a tale about how a club had a flying field, lost that flying field....and eventually got the field back....and how this could happen to YOU.

Sam 27 has always enjoyed one of the finest flying fields in California, our Ather-ton road field off of Highway 37 just outside of Novato. We've used this site for at least the previous five years as a club and some members before that informally.

The site is an 80+ acre field in the country with our nearest neighbors 400+ yards away, and not too many of them! Noise has never been an issue as the high-way noise exceeded the sound levels perceptible at the closest habitable building, even with our unmuffled old sparkers roaring away.

The only contact with our neighbors came when several came by the inquire about joining in the fun!

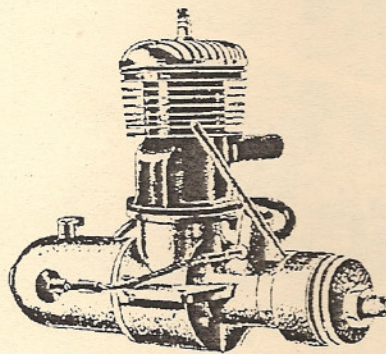
We enjoyed the use of the field through the wonderful good nature of the owner who had a tennis club nearby. The use of his acreage was given freely as he intended to request permission to develop it into a golf course one day, circumstances and governmental authority permitting. We were happy and secure...or so we thought.

You have to understand, this field is under the flood plain and is underwater five months of the year. though zoned for agriculture, that use wasn't practical because of the flooding. After the rains stopped and the drying process began, we were plagued by four-wheelers driving onto the field and "cutting wheelies" and "do-nuts" just for the fun of it. When com-

pletely dry, our flat field became a nightmare of ruts and hills.

Our first object last year was to repair the damage done over the winter so that the field would be useable, and then to expand out the flattened area so that we could utilize more of the field for our annual contest.

We scoured the area for a contractor who could level the area and take out the tulle weeds that constituted a large part of the field we wanted cleared. The problem was budgeting. Heavy equipment capable of doing the job doesn't come cheap.



Finally, a contractor was found who said he could do the job for less than the \$750 we had raised for the project. The problem was that he either totally misjudged the amount of time required to do the job or deliberately chose to "low-ball" his bid because less than half of the area was completed after weeks of waiting for him to do the job.

Finally, Don Bekins remembered that Speed Hughes of SAM 30 was a heavy equipment operator and he was called. We were able to rent a road grader and with Speed donating his time to operate it, we were able to get a larger area completely cleared in time for the 10th Annual Crash & Bash last September. Our cup truly runneth over...or so we thought at the time. Little did we know

In October, our wonderful landowner received a *Cease and Desist* order from from the Marin County Planning Department for zoning enforcement. He was accused of operating Model aircraft and allowing overnight camping on his land in violation of his agricultural zoning. The letter stated that these uses were not provided for in the agricultural zone and therefore they required a Use Permit.

Needless to say, this caused some consternation and we halted use of the field immediately. Don Bekins called the Planning Department and spoke to the woman whose name appeared on the *Cease and Desist* order.

It turns out that no one had "complained" about our activities, she had mererly fielded an "Inquiry" and upon investigation, determined that our use of the field was not provided for in the agricultural zoning, so she issued the *Cease and Desist* order as a matter of course.

This lady further informed Don that we could petition the Planning Commission for a "Use Permit" which would allow a non-conforming use on the property. The "use permit" required \$1150 worth of payments for fees associated with the application.

(Continued On Page Three)

Sharp-eyed observers will notice a change in the appearance of the *Antique Flyer* for this issue. (even sharper-eyed observers will note that this is the first issue since last October)

Your editor is living proof that being Newsletter Editor can pay off. Last fall I decided to look into sales and marketing for a computer company in Silicon Valley. I was hired as a sales rep for the brand-new Desktop Publishing division. Desktop Publishing is what I've been doing with the *Antique Flyer* all along, only with six-year-old technology, still cutting and pasting my layouts from letter-quality printer output.

What you see here is the latest in DTP for the IBM PC and compatibles. A 16-Mhz 80386 IBM compatible with 1 megabyte of RAM and 64K of Cache Ram, equipped with a 40-meg hard disk drive and a high-resolution 19-inch monitor was used to produce the layout electronically using Xerox's Ventura Publisher program. I used my faithful old Wordstar program running on my "ancient" Morrow MD3 CP/M machine to write the copy. I then ran it through a conversion program that rewrote the files into IBM MS-DOS format for transfer to the machine at the office.

I used our flatbed scanner to scan line-art into digital memory, technically a "bit-mapped" image. Then used the sophisticated

software we include with our scanner to alter and refine the graphic images. After the layout and graphics are complete, I ran the camera-ready output through our laser printer which uses Canon's SX engine for 300-dpi resolution.

Our company is named Everex Systems Inc. My division is named DTP Systems. As fancy as this equipment seems, I could teach you to operate it in a few hours. You could be producing your own brochures, newsletters and advertising pieces in no time at all.

This technology cost over \$150,000 eight years ago. You could buy the system I used for less than \$10,000 at a dealer in your area. Boy have times changed!

I still have the photography studio but I can see my position with Everex as a great opportunity. So, you can see, being Newsletter Editor can be rewarding. The reward for our club and friends will be that I will be able to get out issues regularly because the time required to do so has been reduced by a factor of ten.

Thanks to you all who thought that I had died or that SAM 27 didn't really have an Editor for staying with me. I'll try to keep the publication coming out regularly from now on.

Flying Field Follies....Are We Our Brother's Keeper? The Saga Continues..... *Continued from Page Two*

The hook in this little scenario was that if the request for a Use Permit was denied, *we would still lose the \$1150 dollars* paid for the privilege. Take a chance, either way you're *out over a grand* to continue doing what you've been doing for over five years...without complaint from anyone mind you....because the zoning enforcement officer had an "inquiry."

When Don went down to the county "puzzle palace" to inquire about the situation and met with the woman who had turned our club's world upside down, he discovered that Marin County has *no zoning that permits model aircraft flying*. Interesting. With no known zoning that permits model flying, the bureaucratic mind naturally assumed that a Use Permit would be required anywhere.

Which Modelers At Fault?

He also discovered that the woman in question lived in Rhonert Park near a flying field and commented to him about the "loud noises" that she endured early in the morning on weekends from the models "buzzing back and forth." She informed him that there was really nothing else to be done but apply for the Use Permit.

Don put together a rebuttal paper and forwarded the materials to the County Supervisor whose territory included our flying field who promised to review it. After six weeks this supervisor responded that he felt that the zoning folk were correct and we should "abide by the law." He also disclosed who "inquired" about our field.

The entire situation had come about because the homeowners association in the area around our field became concerned about development of the property when they saw earth-moving equipment on the field over a period of time. *They were concerned about development, not our activities!* The enforcement person had *her own agenda* caused by rude modelers near her home, not by us.

The issues were ludicrous. **Not providing specifically FOR modeling in any zoning, does not prohibit modeling per se.** The section of the zoning regulation that she cited as requiring a Use Permit referred to "operating an airport" on agriculturally zoned land. The same section *specifically allowed "recreational" use of agricultural land*. In other words, *we could simply return to our field and assert our rights to use the property.*

This is where it gets complicated. Even though we were in the right, asserting those rights would simply aggravate the very people our benevolent property owner needed on his side when he went to develop the property eventually. *Hell hath no fury like that of a bureaucrat scorned*, so we couldn't aggressively assert our rights without hurting the very person who had been most supportive of our group!

The solution became simple after a little wise work by Don Bekins. He contacted the homeowners association and explained what we did and how we had been doing it and how beneficial our form of recreation is. The upshot of it is that the association has withdrawn their "inquiry" and the County is backing off on its assertions. The net result, by the time you read this, is a return to the status quo.

We have no philosophical lessons for you about this incident. We have performed our job as a club in an exemplary manner, careful to treat our neighbors well.

What happened was a combination of total random circumstance and the mistreatment by another group of modelers over whom we have no control.

Maybe we in the R/C fraternity need to become our brother's keeper. If we turn the other way while someone else behaves boorishly, *we may still bear the brunt of the backlash they cause.* It means we must police the actions of others lest they reflect on us.

This woman was powerless to stop the modelers who tormented her. *SAM 27, however, was well within her gunsights.*

SAM 26 Meet at Taft --Sun, Sand & Boomers!

By Don Bekins

Spring is a lovely time at Taft, for the temperature is in the mid70's and there is actually green grass on portions of that immense field. There were a number of campers and RV's on the field with canopies and barbeques set up, so it looked like a summer encampment. The weather cooperated with light winds and the usual Taft boomers

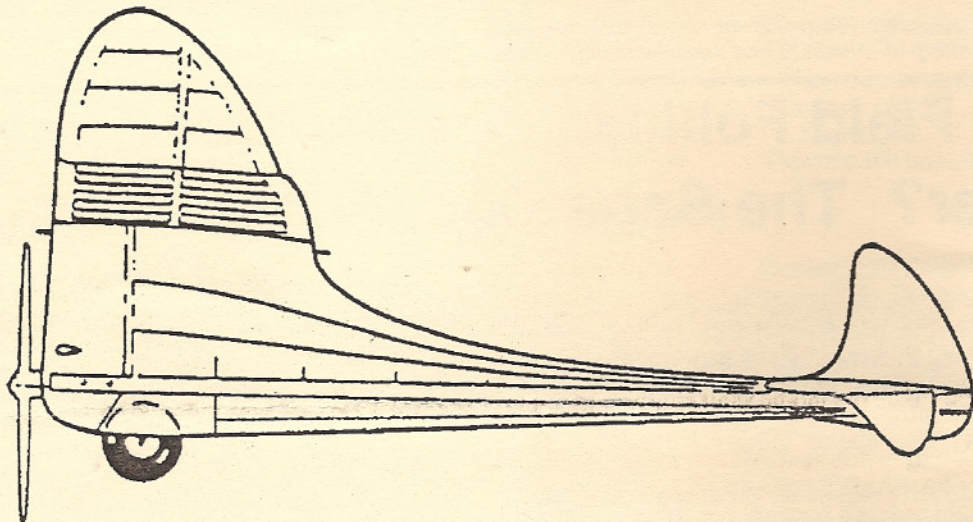
Don Bekins travelled to Taft as the only representative of SAM 27, having gone down in a dual capacity of contestant and coordinator of OT electric rules for the California SAM clubs. A meeting was planned with SAM Chapters 21, 49, 30, 41, 51, and 27 to hammer out a provisional set of rules that all clubs could fly by for 1988. As with all old timer rules, there has been a fair share of controversy, and this was to be that final attempt to get some consensus. Bekins arrived with computer in hand to instantly produce a hard copy of the rules should agreement be reached. WE SUCCEEDED, after 4 hours of hot and heavy talk, philosophizing, and negotiation. We now have a set of Provisional OT Electric Rules for the balance of 1988. A similar meeting will be held in early '89 to see if we can improve them.

SAM 26 tried a new and novel event -- OT gliders! The rules were simple: Any OT glider design prior to 1946, scaling allowed with maximum of 120 inch wing, no wingloading requirement, launch with high-start or winch, three official flights, with a time target of exactly 20 minutes cumulative for all flights. Fewer than 3 flights could be taken with any overtime deducted from the flight score. In other words, it is a precision flying event.

There were about 7 entries from SAM 26, 49, 02, and 21, with some interesting

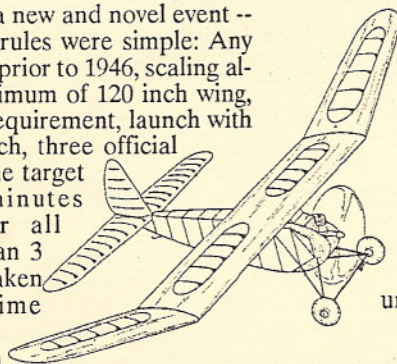
models: Zaic Thermic 100, Floater, and a Sinbad. Bob Sliff and Ross Thomas, founders of SAM Chapter 02 were there in force with some beautiful models after a long absence from SAM competition.

Bekins brought a just-completed Elf powered Zomby to fly in Class A. Tests late Friday afternoon, proved the model to be slightly nose heavy, so a move of the battery back about two inches appeared to solve the problem, making the model ready for competition on Sunday. He also had a running GHQ powering a Bomber



to fly in the Texaco event. It put in a 55 minute flight which was good for only 7th place! Doc Patterson of SAM 49 won Texaco with a 1 hr. 45 min. flight -- a phenomenon you seem to find only at Taft.

Dick Bringgold and Bob Angus arrived from Arizona filled with good cheer, beer and a stable of Irish jokes that kept everyone's giggle-box in nearly full time operation. They had a gaggle of Bombers with Orwicks and other beautiful models and did very well indeed. The tragedy of the weekend for Bob Angus was the loss (OOS) of his Class A winner in the flyoffs and a trip to the hospital to patch up a finger which met prop in an untimely fashion.



Saturday night found about 35 of the assembled SAM enthusiasts at a banquet style dinner to share good jokes, comradery, and later a meeting of the OT electric flyers. John Pond made a pitch for

the '89 SAM Champs, and said the warmup would be the West Coast SAM Champs to be held at the same Nevada site, Stead Air Force Base, Reno, on June 25 and 26, 1988. He hopes to process models on Friday the 24th, to make the warmup event move more smoothly on the weekend.

Sunday the Texaco flyers found what they came for: THERMALS! Five flyers put in over one hour flights. Incidentally, that caused some consternation with frequency tieups - eventually resolved by CD Bob Angel with some crystal changes. When thermals are booming like that it is a good idea to put a 30 minute max on Texaco so that all who wish to fly may do so while the air is good.

A fine time was had by all. And it was heartening to see members of SAM 02 back enjoying OT competition. Others who came out to participate were Marge Bernhardt and son Phil, SAM 49 newsletter editor, and master craftsman Bob Oslan. SAM Speaks Editor, Jim Adams, also showed up Sunday to take in the activities.

The new rules seem to be working well. The 10 oz. wing loading has had little affect upon Class C LER, as there were 7 people in the flyoffs. However, in the smaller models, Class A & B, it has had the desired affect of limiting the number of maxes, while bringing out some new and different models to the competition -- not so many Bombers and Playboys evident. However, in Class C LER and Antique events, it was almost a one design class with Bombers all over the place. No doubt about it Bombers fly well, are relatively easy to build, BUT are starting to get boring!

See you at SAM 30's meet, Marysville, April 9th & 10th.

[Ed. note] It should be noted here that this unprecedented agreement is the first time in anyone's memory ALL the California clubs have agreed to anything, much less contest rules! Everyone got together during the SAM 26 spring contest and hammered out a common set of electric rules. Don Bekins of SAM 27 moderated the attempt, and it seems, successfully kept everyone working toward an agreement that all could feel good about.

Revolutionary concept this. Everyone having a voice and hammering out a set of rules that everyone could agree to. this sort of smacks of, *dare we say it*, DEMOCRACY. What an idea. *Representative government*. Kinda reminds you of the constitution we all revere which celebrated its 200th birthday last year.

05 Electric R/C Old Timer

Provisional Special Event Rules Limited Motor Run and Texaco Combined

These rules were drafted at a meeting at Taft, California, and agreed to by representatives from SAM 21, SAM 27, SAM 30, SAM 49, SAM 51 and with written input from SAM 41. These will form the basis for the 1988 interim electric power rules. A review will be conducted in 1989 to evaluate the rules for suitability.

SECTION I Model Requirements

- A. Any SAM recognized Old Timer gas model may be flown in this event. The model may be proportionately scaled up or down from the original size plans.
- B. Unless stated otherwise, the model shall conform to applicable SAM 1988 R/C Old Timer Rules.
- C. There is no minimum or maximum size or weight of the model for this event, but (per SAM Section I, Par. 5) it must have a minimum wing loading of 8 ounces per square foot of wing area, calculated from PLANFORM (not projected) area.

SECTION II Battery, Motor, Power Control and Propeller Requirements

A. BATTERIES

- 1. A maximum of 7 Ni-Cad rechargeable cells with a MAXIMUM RATED capacity of 800 MAH shall be allowed.
- 2. For the Electric Texaco event only, the model must weigh a minimum of:
 - a. 5 ounces per cell for ferrite motors.
 - b. 6 ounces per cell for non-ferrite motors.

B. MOTORS

- 1. Any direct current, permanent magnet electric motor up to and including any production 05 motor or less may be used (i.e. 035 motors are OK)
- 2. A production 05 ferrite magnet motor is defined as follows:
 - a. Frame size: 35mm diameter by 49 mm long maximum.
 - b. Armature displacement: 9.5 cc maximum.
 - c. Motors must have a 3-bar commutator.
 - d. Motor armature shall be wound with not more than 28 turns of wire.
 - e. Motors must be readily available through national hobby trade.
- 3. A production 05 non-ferrite magnet motor (including, but not limited to) is defined as follows:
 - a. Armature displacement: 10.5 cc maximum.
 - b. Motor Armature shall be wound with not more than 7 turns of wire.
 - c. Motors must be readily available through national hobby trade.
- 4. Motors may drive the propeller directly, or indirectly via a (gear or belt) speed reduction drive.
- 5. Ferrite magnet motors, or non-ferrite motors (i.e. Cobalt) may be used.

(Continued from Page Four)

05 Electric R/C Old Timer Rules 1988

C. POWER CONTROL

1. Power flow from batteries to motor shall be controlled ONLY by a servo actuated ON/OFF switch. This switch may be mechanical or electronic.
2. Proportional and Resistive speed controls are NOT allowed.

D. PROPELLERS

1. Folding props may be used as long as they are restrained from folding in flight. The intent is to provide protection for the motor/gear box in the event of a nose over, while neutralizing any aerodynamic advantage.
2. Prop hubs which are partially cut through (in order to protect the gear box in the event of a nose over) are NOT allowed. This creates an operational safety hazard and is NOT permitted.

SECTION III GENERAL FLIGHT RULES --LIMITED MOTOR RUN AND TEXACO

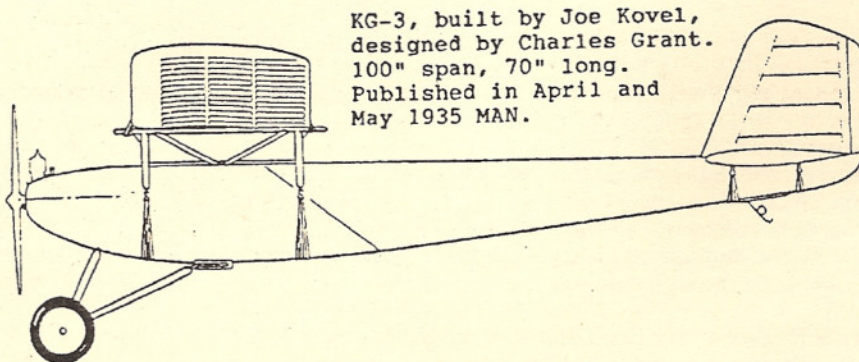
- A. All models must R.O.G. unless the contest director determines that hand-launching is allowed due to field conditions.
- B. Flight time shall begin upon start of the forward motion of the model (for release) and ends when the model touches the ground or ground-based object.
- C. Compliance to motor, battery packs and propeller rules in Section II (of these rules) shall be the responsibility of the contestant.

SECTION IV LIMITED MOTOR RUN--FLIGHT RULES

- A. Standard motor run shall be a single continuous run time of:
 1. Ferrites: 90 seconds.
 2. Non-Ferrites: 75 seconds.
- B. There shall be four attempts allowed for three official flights. An attempt for an official flight may be aborted only during the motor run time.
- C. Maximum scoring flight time of each flight shall be seven minutes. (there is no penalty for flight overtime.)
- D. Scoring shall be in seconds: a perfect flight of seven minutes equals 420 points. Total score is the sum of the first three official flights. Therefore the total for three flights would be 1260 points maximum.

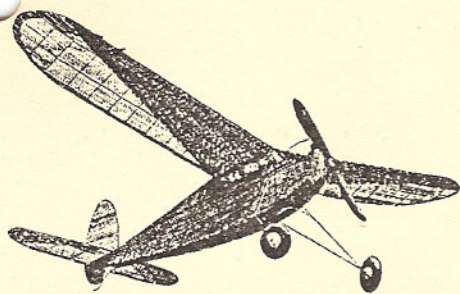
SECTION V TEXACO (ENERGY ALLOTMENT) FLIGHT RULES

- A. Motor may be started and stopped one or more times (at the discretion of the pilot) until battery pack is exhausted. The motor run time is considered as part of the total flight time.
- B. There shall be three attempts allowed for TWO official flights. An attempt (for an official flight) may be aborted only during the first two minutes of the flight.
- C. Maximum flight time (for scoring purposes) shall be 15 minutes. There is no penalty for flight overtime.
- D. Scoring shall be in seconds: a perfect flight time of 15 minutes equals 900 points. Total score is the SUM of the first TWO official flights. Therefore, the total for two flights would be 1800 points maximum.



KG-3, built by Joe Kovel,
designed by Charles Grant.
100" span, 70" long.
Published in April and
May 1935 MAN.

Propwash



By Ned Nevels

This newsletter comes after the official results of the SAM rules voting have been announced. The surprise to me was how handily every proposal passed!

The large margin in favor came despite our leadership trying to tell us that the majority of SAM's R/C Assist members didn't want to change the rules! Additionally, one SAM Chapter, 51, went on record as recommending a No vote on every proposal as a protest ducto their belief that the rules were frozen through the unprecedented mail vote taken last year. There were isolated calls from others in the same vein.

Despite the turbulence and swirl of opinions, mythology and downright misrepresentations given against the proposals, **THEY ALL PASSED FOLKS!**

I find myself happy about all but the RC-6 proposal establishing a 10-ounce per square foot of wing area minimum. I think 8-ounce birds fly fine and the advantage they confer may be less than many believe. But I can live with the 10 ounce rule. (indeed, all my birds already comply. See, I anticipated the new rules!) It will mean some changes in philosophy about scaling your designs to be competitive but may also encourage more beginners to compete.

I've looked at this part of the rules fairly closely because it affects everyone as opposed to the other rules which affected small segments of the hobby.

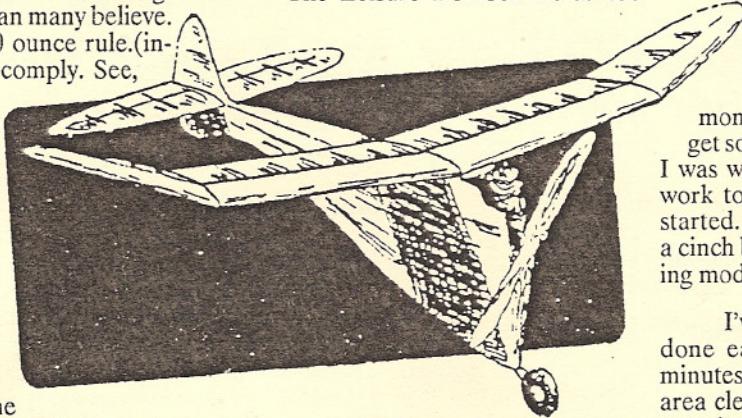
Indeed, the four-cycle rule will require re-engining some planes or retiring some others because they do not meet the 225 square inches of wing area per .10 cubic inch engine displacement rule. I hope they will still be highly competitive in Texaco and perhaps in some LER events. But these changes pale beside the number caused by the wing loading rule.

Now Glow engines are doubly hobbled by the rules. Not only must you maintain 225 Square inches of wing area per .10 cubic inch of engine displacement, you now must weigh 10 ounces per square foot instead of 8. Beside the handicap of a larger wing, glow engined birds will weigh even more.

Some comparisons are in order. Previously, a Leisure Playboy Sr. kit plane was legal for a .25 glow engine and could weigh 32 ounces...and did if built with only a little extra care.

Now, with the new rules, it must weigh in at 40 ounces! If you use a tired old cross-scavenged glow engine you'll find it hard to be competitive with a 25-second motor run and ever more difficult with a Schneurle-ported motor of average power at 20- seconds. The combination can still prove a winner in the right hands though, as it will still get high enough to max...if you find thermals!

The Leisure Bomber kit at 630



square inches of wing area, calls for a 43.75 ounce minimum weight. That's easily two to four ounces more weight than you can have and be competitive in the electric event. The beauty of the Leisure Bomber kit is that it could be built to 40 ounces for electric with only a little care in assembly. Now you may have to look to smaller wing areas to be competitive.

I'm trying something different now. I took my Leisure Bomber plans and scaled

them down on my copier to 504 square inches. (that's a .89 reduction if you want to try it yourself) That makes a Bomber that will be legal at 35 ounces. I think I can bring it in at 35-38 ounces and at that weight, it will have the requisite 10 ounce wing loading but be light enough for the motor to get it up there.

My plan is to make it a three-event airplane. I will make a removeable motor mount and make two mounts, one for the two electric events with interchangeable motors, and the other with ignition pack and my Forster .29 for Class B ignition. I'm going to use an electronic on/off control that plugs into your throttle servo output of the receiver just like a servo would. I'm going to try to use the same on/off control for ignition on/off and save the extra weight of a servo.

The idea will be a little tricky but I have my friend Al Ward of SAM 21 for inspiration. He built his Leisure Bomber kit with a 42 ounce weight for electric and he made his pre-75 Saito .30 fit as well so he has a Class A glow ship and an electric bird in one package.

I'll keep you posted as the experiment progresses. Actually, I'm about five projects behind in building and I'm fast developing a reputation as the world's slowest builder. I'm put in mind of Bill Winter's famous "Purple Plan" whenever I consider all the projects I have that are 40% completed.

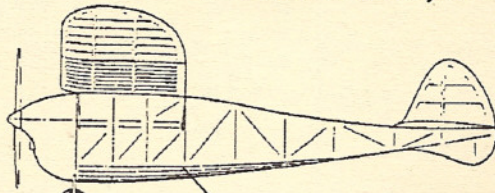
Actually, I've had an unusual demand for my spare time the past two years. I seem to get some time free to get started, then as I get to a certain point I go through months of no time at all. By the time I get some spare time, I can't place where I was when I left off and I have so much work to do to get ready that I don't get started. The old adage of "hard by the yard, a cinch by the inch" really applies to building models.

I've discovered that I can get a little done each evening, even if it's only 20 minutes or so. If I can keep the workbench area cleared for a project and not have to spend a lot of time searching for tools, wood or parts, then that "little bit" each day soon starts to add up to a finished airframe, then a covered and ready-to-fly model.

Ed Hamler of our club lives here in Napa and is partial to Quaker Flash's. I have a special place in my heart for those cute little buggers as well. A few years ago, I picked up a Flyline .020 replica kit while on vacation after seeing a completed model. This 1937 design really looks like an airplane! (Continued on Page Eight)
(Continued from Page Seven)

Ed has a beautiful full-sized Quaker Flash from the Ben Buckle kit with an OS .61 four-stroke that looks gorgeous either on the ground or in the air. Ed really knows how to build well.

I had decided last year that the Flash would make a nice 1/2A model. Everyone I talked to about the design said that it never did well in competition. I finally decided that I wanted one anyway. After studying the plans for the .020 replica, it told me one reason for past ill-performance. *This design has a lot of wood in it.* Unless you are careful in selecting the wood and in your construction techniques, you could easily end up 35% to 50% overweight. Fat airplanes tend to be dogs no matter what the design, but some airfoils can mask this better than others.



"Hornet" by Sal Taibi. 88" span, 62" long. From July 1940 MAN.

The Flash has a flat-bottom Clark Y airfoil and a symmetrical stab section. Clark Y's do well in the wind and fly a little faster than undercambered sections. They also don't handle high wing loadings as well as undercambered sections.

Another problem I see is the landing gear puts large, potentially heavy wheels way out in front of the CG. Unless you really work to balance properly, you could end up with a slippery little devil that wants to tip-stall out of turns and wouldn't circle well in lift.

I think that a well-balanced version that is built to 8- ounces per square foot and with strong tip washout could use these attributes to advantage. It may take a little

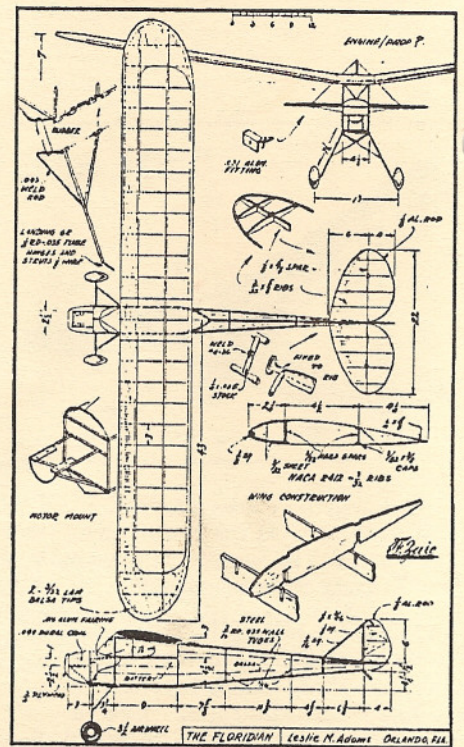
adapting of flying styles but could prove rewarding, particularly on breezy days.

With that mass out front, you need to only start the turn, then roll out as the wheel mass "pulls" the nose through. Rather than trim for a nose-up, slow glide in a near stall, you would trim for a quicker, flatter glide that would look almost nose-low but really have about 4 degrees of nose-up. Flat-bottom airfoils can reach the stalling angle of attack Real Quick Now if horsed and show a sharper drag curve when angle of attack

increases.

Undercambered designs allow us to "mush" around in a high-drag, near stall without apparent penalty because these airfoils are naturally "draggy" because of induced drag. They would really fly slightly better at a faster speed than most of us would allow, but they don't penalize lazy nose-up trim settings like a flat-bottom airfoil would.

The best technique would require more attention to the sticks, with a quick glide and wide circles, hunting for lift over a wide area. The plane will allow a fairly tight turn into lift but would require a little faster speed in a tight turn and good rudder control in the turn. It would reward a good pilot with a wide-ranging ability to search more ground for thermals and to penetrate on breezy days. The ability to cover ground in low-lift conditions could be very important if it meant being able to find and utilize the little lift available.



I've used the copier to enlarge the .020 plans up to 288 square inches for a 16-ounce bird. I had the plans for some time but Ed's enthusiasm for the project has gotten me moving again. Ed has his fuse built and it should come out at under 2 ounces without the gear. Santa brought Ed a new Tower Mini Flight Pack for Christmas and the Flash is to be it's new home. We don't plan any regimented flight test profile but we do plan to compare notes and we'll let you know if this bird lives up to our hopes for it.

SAM 27 Gets Together....Warm Air Always The Result!

SAM 27 got together in March at its usual haunt, All-Scale Model Supply in San Rafael. There was a fine turn-out of members and a good representation for "show-and-tell". Two guests came and decided to join the motly crew that is SAM 27.

Progress On Flying Field Problem

Don Bekins gave a progress report on efforts to restore our flying field to our use (see story on page 2) and related that all but one member of the homeowners' association had given their blessing and that Don expected that person to also agree. (Ed. Note: Since the meeting, that person has contacted Don and said that he too, had no objection to our use of the field, thus removing the final obstacle to our return to the flying field)

President Ed Solenberger spoke for the entire club when he thanked Don for the tremendous effort required to get through the bureaucratic maze and the numerous personalities involved to get to a positive resolution for SAM 27. Don Bekins has spent an incredible amount of time and energy to get this thing settled, said Ed, and we owe him a lot.

1988 Postal Team Challenge

Dates for the upcoming Postal 1/2A meet were discussed with the club approving the mailing sent out recently to all SAM clubs. SAM 27 was "stuck" with the trophy and the responsibility to run the meet for this year due to our surprising victory in last year's contest. This year's contest date is August 20 or 21 with the contest flown on ONE of those two dates. It should be noted that team members must all fly on the SAME date, at the SAME site. Flights made by team members away from team's chosen site, or on another date do not count.

Show And Tell

Secretary/Treasurer Karl Rhigetti brought a framed up Don Foote Westerner at 504 square inches. Karl plans to use the plane with a removeable motor mount and an Ohlsson .23 for the Ohlsson .23 Event and a Forster .29 for Class B Ignition. This fine plane was chosen Karl says because of a fascination with "ugly" airplanes. He says it with obvious affection, however.

(Continued on Page Nine)

Evening Gathering of Eagles For SAM 27

(Continued From Page Eight)

Karl's Westerner prompted a spirited discussion of the merits of the design and its designer. (Continued On Page Nine) Buzz Passarino and Dick O'Brien recalled flying against Don Foote in the thirties and how effective the Westerner was. The long moment arm and generous areas gave it a floating glide while the relatively thin undercambered airfoil made for a screaming climb. The thin wing also gave the plane a reputation for warping that was largely undeserved according to Buzz, who should know since he had seven of them at one time in all sizes!

Buzz said that the design was very popular with the Northern California boys who would fly them all spring in our moist northern clime and then go on down to Fresno and enjoy the bone-dry 100+ degree heat and, naturally, see a little twist here and there. All made a little more noticeable because these jewels were flown Free-Flight!

Dick pointed out that the ship could be trimmed for a steep climb or a gradual one but the transition was always immediate and a floating glide ensued. Buzz explained the unusually long landing gear legs as a recovery tool. After chasing your ship over the fields it would land and the gear legs stick, tipping the tail up in the air above the weeds where it served as a marker stake for the modeler looking for it.

Dick O'Brien brought a Buzzard Bombshell for an OS .35 that was beautifully finished. No one believed that there were a "few" coats of dope on that bird! It looked more like a hand-rubbed multi-coat finish! Don Bekins and Dick recognized each other last fall as old modeling friends from their childhood days on the Peninsula. Don used to ride his bike over to Dick's who was "older and more experienced" as Don puts it. How serendipitous of them to meet 40 years later in Marin County at a meeting of Old Time Modelers like SAM 27!

Ed Hamler of Napa brought his framed up Quaker Flash in Half-A size. (288 Square Inches) What a beauty! Ed is quite a craftsman and he has got this beauty framed up just

fabulously. The wings weigh 2 ounces! The entire framework, with the gear and trexler wheels weighs but 5 ounces! Ed's fine engineering shows with the detail work on the fuse. He's planning to cover the ship with silk and dope and has a Tower mini flight pack for it. Looks like he'll have to add lead to make it legal! (16 ounces) Ed uses aliphatic glues, some highly diluted and some straight as well as a little epoxy. He gets the finest sanded finish your Editor has ever seen. Already your Editor has been influenced to give it a try.

Ed lost his gorgeous Flying Quaker from a Ben Buckle kit (the "Lady Louise") at Waegel Field last month when it got away downwind during a Texaco flight. When last seen it was climbing in a thermal and headed for Nevada! The next day Ed put 2.6 hours on a Cessna 172 doing a careful search that turned up nothing. He's waiting for a postcard from somewhere in Nevada. (Incidentally, the Quaker Flash plans are courtesy of your Editor. A Flyline .020 kit provided the plans which were scaled up on my copier to 288 square inches. Ed was kind enough to cut me a set of ribs and wing formers. I hope to have one flying by summer)

Don Bekins brought his Schulman Zomby from an original kit for Class A and Half-A! Finished just in time for the SAM 26 Spring Annual, *Don won Class A Ignition in a fly-off with it!* (Incidentally, Don ended up winning the Sweepstakes trophy at that meet, See results elsewhere in this issue)

Don covered the fuse with Pink silk and Dope and the wing with clear Micafilm (stuck down with SIG Stix-It.....Highly recommended brush-on heat-activated adhesive) and powered with a replica Elfin 2.49 cc diesel for Class A and the ubiquitous Cox Black Widow for Half-A. Don reported that he originally had elevator on half the stab and after Taft, re-engineered a full-span elevator. The problem wasn't so much the turning moment from half-span elevators but the difficulty in getting the ship down out of thermals! The usual full up, full left or right had little effect because of the reduced elevator so the usual "spin it down" didn't work. Don had to really maneuver to get the ship back in some of the Taft Boomers. Two other ships were lost to the thermal gods that weekend, with only one recovered.

SAM 1988 Contest And Event Schedule

We in California are doubly blessed. Not only do we have wonderful flying weather almost year-around, we also enjoy a wealth of contests where we can take advantage of that great weather.

Take advantage of our great opportunity this month. There's a contest every month in California, enjoy the company of your modeling friends and take part in the friendly competition. Fly a little or a lot. But, take the time to enjoy the comraderie that always is a part of SAM Contests.

April 9-10 SAM 30 Spring Annual- Marysville, Ca
April 10 NCFFC Meet-Bill Bowen--Waegel Field Sac. Ca.
April 16-17 SAM 41 Annual Contest- Alpine Field, San Diego, Ca. Harold Thomas CD- (619) 583-5248
April 30-May 1 SAM 49 Spring Annual- Taft, Ca.
May 1- NCFFC Meet- Bill Bowen--Waegel Field Sac, Ca.
May 13-15 Clear Lake Annual Seaplane Fly-In,

May 14-15- SAM 51 Bill Barton Memorial Contest- Mavis Henson Field, Woodland/Davis Ca. Tom Vincent CD (916) 674-8638
June 25-26- West Coast SAM Champs- SAM-21 Annual Contest at Stead AFB, Reno Nevada. OT Glider Event.
July 10- Stockton Summer Bash-NCFFC Event-Bill Bowen, Waegel Field, Sacramento, Ca.
July 18-22 - SAM Champs, National- SAM 57 host, Lawrenceville, Ill.
August 20 or 21--1988 Postal Half-A Team Challenge, SAM 27 Hosts. Don Bekins CD (415) 435-1535
August 28- NCFFC Meet- Bill Bowen- Waegel Field, Sac. Ca.
September 10-11- SAM 26 John Pond Commemorative-Taft, Ca.
September 18- NCFFC Meet- Bill Bowen- Waegel Field, Sac. Ca.
September 24-25 SAM 27 Annual Crash & Bash--Atherton Road Flying Field, Novato, Ca. Don Bekins CD, (415) 435-1535
October 8-9- SAM 30 Annual Fall Contest, Hale Road, Marys-

SAM 26 Fifth Annual R/C Old Timer Contest

March 19 and 20 1988

1/2A Texaco

1	Tom Smith	Aero Champ	Cox Blk Wdw	26:19
2	Don Bekins	Bomber	Cox Blk Wdw	25:04
3	Steve Roselle	Bay Ridge Mike	Cox Blk Wdw	22:54
4	Bill Hammer	Bay Ridge Mike	Cox Blk Wdw	20:28
5	Ron Doig	Ranger	Cox	19:54
6	Dave Steinel	Bay Ridge Mike	Cox Blk Wdw	19:40
7	Ken Kullman	RC-1	Cox	17:52
8	Ed Houston	Quaker	Cox	17:24
9	John Gates	Goon	Cox	15:23
10	C.W. Patterson	Bomber	Cox	8:42
11	Howard Osegueda	Hornet	Cox Blk Wdw	8:21
12	Dave Lewis	Playboy Jr.	Cox Blk Wdw	8:02
13	Bob Boies	Playboy	Cox	6:30
14	Ken Meyers	Playboy	Cox	4:05
15	Jim Adams	Playboy	Cox	ATT
16	Eut Tileston	Westerner	Cox	ATT
17	Jamie McMillian	Flybaby	Cox	DNF

Texaco

1.	C.W. Patterson	Bomber	Edco	1:43:44
2.	Ed Houston	Record Breaker	OS 60FS Ign.	1:21:32
3.	Ross Thomas	Lanzo Bomber	O&R 60	1:21:12
4.	Tom Smith	Dallaire	OS 61FS Glow	1:07:25
5.	Hardy Robinson	Hopalong	OS 60FS Glow	1:01:43
6.	John Lupperger	Cloud Cruiser	OS 60FS Glow	58:15
7.	Don Bekins	Bomber	G.H.Q.	55:31
8.	Chuck Kassabian	Super Buccaneer	Saito 45FS Glow	28:20
9.	Chuck Rodrick	Dallaire	OS 60 Ign.	26:10
10.	Howard Osegueda	Bomber	O&R 29	25:37
11.	Dale Tower	Anderson	Anderson Spitfire	23:34
12.	Dick Bringgold	Bomber	Orwick 64	11:38
13.	Dave Lewis	Gas Bird	OS 40FS Glow	11:36
14.	Don Bishop	Bomber	Edco 65	11:31
15.	Tom Henderson	RC-1	OS 60FS Glow	4:01
16.	John Gates	Goon	O&R 60 (lost off Field 30 +)	
17.	Neil Kaminar	Lanzo Bomber	OS 60FS Ign	ATT
18.	Bob Angus	Bomber	Orwick 64	DNF
19.	Eut Tileston	Gull	Master 2.5CC Glow	DNF

Pure Antique

1	Don Bishop	Bomber	Edco 65	30:00
2	Don Bekins	Bomber	McCoy 60	29:54
3.	Roland Boucher	Anderson	McCoy 60	28:03
4.	C.W. Patterson	Bomber	Edco 65	27:18
5.	Dick Fisher	Powerhouse	Anderson Spitfire	25:30
6.	Neil Kaminar	Bomber	Edco 65	25:11
7.	Ed Houston	Record Breaker	Hornet 60	14:59
8.	John Gates	Goon	O&R 60	17:52
9.	Tom Empey	Quaker	Hornet 60	14:59
10.	Bob Boies	RC-1	O&R 60	11:23
11.	Bob Angus	Bomber	Orwick 64	5:09
12.	Dick Bringgold	Bomber	Orwick 64	4:37
13.	Dale Black	Bomber	O&R 60	3:20

Antique

1.	Eut Tileston	Lancer 900	OS 40 Schn.	24:54
2.	Hardy Robinson	Hop A Long/OS	60FS Ign	22:33
3.	Tom Henderson	Record Breaker/OS	?5FS	21:33
4.	Dave Lewis	Gas Bird/OS	40FS Glo	18:52
5.	Ken Myers	MG Cabin/Fox	Eagle III	16:01
6.	Chuck Kassabian	Super Buc/Saito	45FS	10:04
7.	A1 Hellman	Clipper I/OS	30	2:16
8.	Ken Kullman	RC-1/ST	60 Glo	Att.
9.	Jamie McMillian	Powerhouse/ST	60 Ign	DNF

Old Timer R/C Glider Special Event

1.	Bob Sliff	Thermic 100	unscaled	19:50
2.	C.W. Patterson	Zaic		8:22
3.	John Lupperger	Thermic 100	unscaled	8:21
4.	Ken Myers	Thermic 100		9:08
5.	Steve Roselle	Sinbad 72		4:41
6.	Ross Thomas	Thermic 100	unscaled	4:37

Class A LER

1.	Don Bekins	Zomby/Elfin	Diesel	38:39
2.	Bob Angus	Ranger/Elfin	Diesel	21:00
3.	Eut Tileston	Big Gull/Master	2.9cc Glow	19:30
4.	Dale Tower.	Stratostreak/Cox	O9 Glow	17:28
5.	Tom Empey	Brooklyn Dodger	Oliver Tig Ign	10:47
6.	Dave Steinel	Powerhouse	Cox 15	5:18
7.	Dick Bringgold	Bomber/Elfin	Diesel	2:29
8.	Ken Kullman	Bomber/Elfin	Diesel	0
9.	Ken Myers	Gas Bird/Elfin	Diesel	Att.
10.	C.W. Patterson	Record Breaker	Mccoy 19	DNF

Class B LER

1.	Dale Black	Bomber Torp	29 Ign	26:40
2.	Ken Myers	Bomber/Torp	29 Ign	25:38
3.	Don Bekins	Bomber/O&R	23	20:16
4.	Don Bishop	Kerswap/Webra	28 Glo	20:16
5.	C.W. Patterson	Playboy Cabin/Mccoy		19:22
6.	Eut Tileston	Lancer 675/K&B	29 Sch	7:00
7.	Jim Robinson	Alert/O&R	29	9:18
8.	Dave Lewis	Bomber/Torp	29 Ign	DNF
9.	Bob Angus	Ranger/Orwick	29	DNF

Class C LER

1.	C.W. Patterson	Bomber/Edco		1:02:06
2.	Neil Kaminar	Bomber/Edco	Skydevil	51:43
3.	Don Bekins	Hayseed/O&R	60	37:02
4.	Bob Angus	Playboy/Edco	Skydevil	32:47
5.	Eut Tileston	Lancer 900/OS	40 Sch	30:35
6.	Ed Houston	Record Breaker/Hornet	60	28:99
7.	Jim Robinson	Sailplane/O&R	60	20:57
8.	Don Bishop	Bomber/Edco	Skydevil 65	20:57
9.	Dick Bringgold	Bomber/Orwick	64	20:19
10.	John Gates	Feather Merchant/O&R	60	20:16
11.	Tom Empey	Gladiator/Anderson	Spitfire	14:29
12.	Bill Hanmer	Red Zephyr/O&R	60	4:31
13.	All Hellman	Sailplane/Mccoy	60	3:56
14.	Jamie McMillian	Powerhouse/ST	60 Ign	Att.
15.	Ken Myers	Zenith/O&R	60	DNF

SAM 49^{ERS} SPRING ANNUAL

at

CONDOR FIELD, TAFT, CA

April 30 & May 1, 1988

CD Marge Bernhardt (213) 329-0273

Roland Boucher (714) 581-1198

ENTRY FEE WILL BE \$5.00 FOR EACH EVENT

Trophy's to Third Place in all events. In the Ohlsson Special Event a First Place perpetual trophy will be awarded.

SCHEDULE

Saturday, April 30

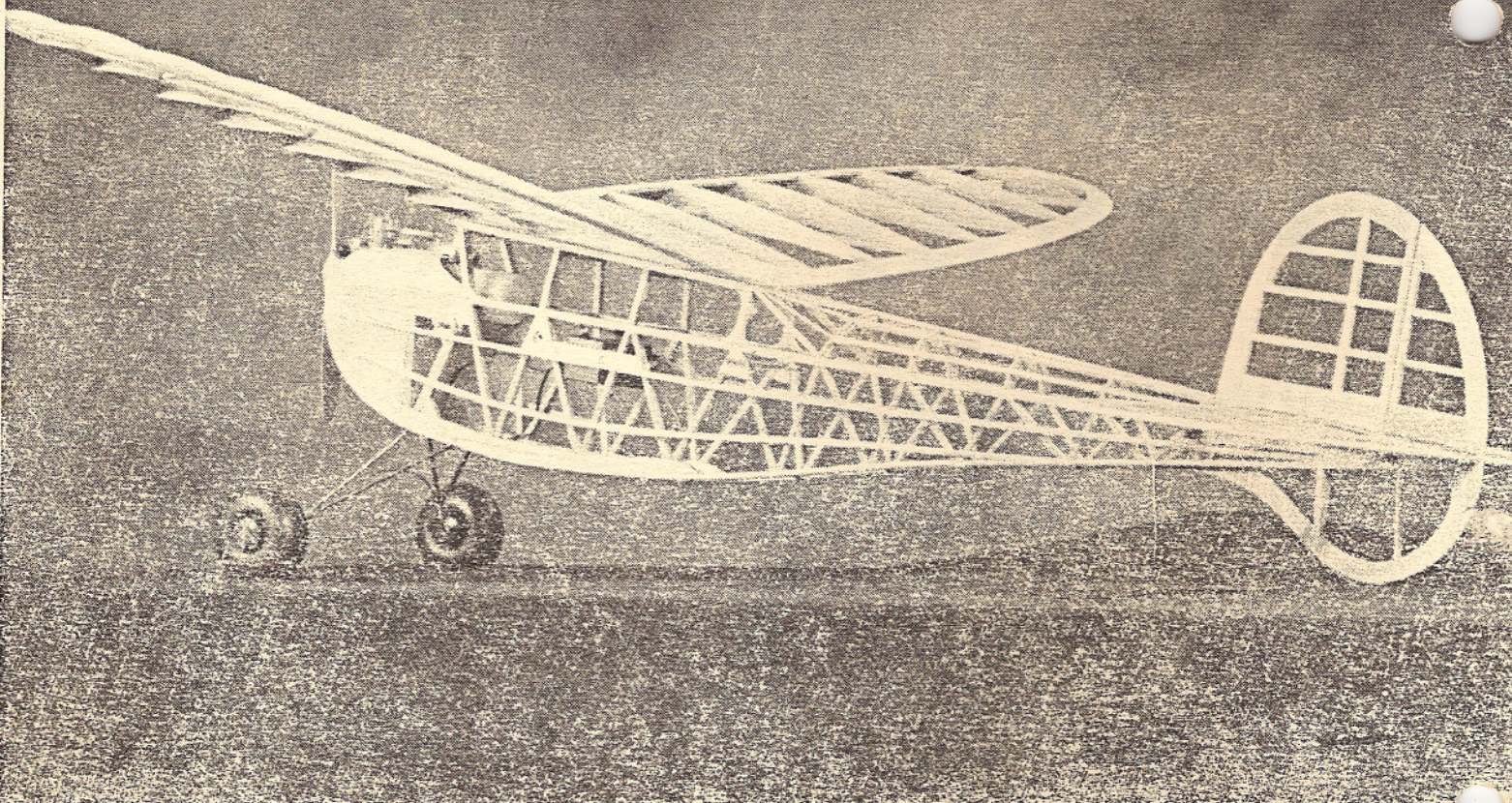
- TEXACO
- 1/2A TEXACO
- Old Time Glider Special Event *
- 05 ELECTRIC TEXACO
- OHLSSON SPECIAL EVENT

Sunday, May 1

- CLASS A IGNITION
- CLASS B IGNITION
- CLASS C IGNITION
- CLASS A/B GLOW
- CLASS C GLOW
- ANTIQUE
- PURE ANTIQUE
- 05 ELECTRIC L.E.R.

Pilots meeting 8:30 a.m. each day.
Flying starts immediately after meeting.
Last flight off by 5 p.m. Saturday and 3 p.m. Sunday.
Trophys will be awarded daily.

* Contest management will provide a high start
or you may use your own Launch Device



From: Ned Nevels

Newsletter Editor
1045 Foster Road
Napa, Ca. 94558



TO:

Vice-president Sam27
Ron Keil
263 Montego Key
Novato Ca. 94947

Marin County
Planning Department

Civic Center-San Rafael, California 94903

Telephone 499-6269

Mark J. Riesenfeld, AICP, Director

CERTIFIED

October 30, 1987

Attilio & Edith Quartaroli
P.O. Box 73
Novato, CA 94947

RE: Model Airplane Club
Assessor's Parcel #153-190-23

A field inspection has determined that a zoning violation apparently exists on the subject property.

The violation referred to is the operation of a model airplane club and campground in an Agricultural Residential Planned District without a Use Permit (ARP 60) which is contrary to the provisions of Marin County Code, Title 22 (Zoning), Section 22.47.102.

The violation must be corrected and/or any required permit(s) applied for within 5 days from receipt of letter. Please call me at this office if the above information appears to be incorrect, or you have any questions or further information on the matter.

We would appreciate the opportunity to discuss this matter with you in detail before proceeding further with any Criminal Citation action.

Very truly yours,

Debbi Poiani

Debbi Poiani
Planning Technician

DP:nab/deb:D-Cert

Reference: California Government Code 25132
California Penal Code 836.5
Marin County Code 22.06.035, 22.06.040

4.100



ACADEMY OF MODEL AERONAUTICS

1810 Samuel Morse Drive
Reston, Virginia 22090
703-435-0750

November 3, 1987

Mr. Robert Stockwell
Supervisor
Civic Center (Suite 315)
San Rafael, CA 94903

Reference: Society of Antique Modelers

Dear Mr. Stockwell:

This morning I received a call from Don Bekins of your community. Mr. Bekins advised me that their model flying activities at the flood plain property have been disallowed because the land is zoned for agricultural use.

This is quite a blow to the group, and also a great disappointment for the Academy. The aviation industry in California, and in the United States has drawn literally hundreds of employees from the ranks of aeromodelers. Many of our best design engineers began their careers at their kitchen tables when they assembled their first model airplane. We truly believe it to be contrary to the national interest to fail to accomodate model fliers on suitable lands.

Burt Rutan, designer of the VOYAGER, and his brother Dick, pilot of the same aircraft, developed their aviation interests because they built models when youngsters. Time magazine quotes their parents as making this statement. When Burt Rutan was at this office recently we quizzed him, and he affirmed the accuracy of his parents words.

Dr. Paul MacCready of Aerovironment Inc., Monrovia (CA) is an AMA member. Dr. MacCready, as you may recall, designed the GOSSAMER series aircraft that crossed the English Channel under pedal power. He also designed the SOLAR CHALLENGER that flew from France to England under solar power. The electric motors and batteries that were used were designed and produced in California by Astro-Flight of Marina Del Rey. Astro-Flight produces huge volumes of model aircraft equipment annually and contributes much to the economy of your state.

Similarly, companies such as K & B Manufacturing (engines and fuels), Airtronics (radios and kits), Futaba (radios and engines) Gorham Model Products (helicopters - hobby and military), and countless others, all contribute to the Golden State economy. Their markets extend coast to coast in the United States as well as overseas.

The Federal Aviation Administration has revitalized their education department and is struggling to promote aviation interest in schools, Boy Scouts 4-H and other youth groups. Administrator MacArtor has directed that the effort be made because this country has always been a leader in aerospace, and there is a vital need for that leadership to continue. It is not only the commercial aspects of aviation that makes jobs and helps earn foreign currencies, but the military situation is also served.

Page 2
Mr. Stockwell
November 3, 1987

In San Diego an AMA chartered club has "adopted" a local school and assists science, mathematics and handicraft teachers. Instructors from the club have shown hundreds of youngsters the skills and pleasure that can be gained from model aviation. It is a teaching tool that is second to none. Similarly, at Camp Pendleton a chartered club is helping Marines learn to fly Remote Piloted Vehicles (RPV's) as part of their training. These are the type of aircraft used so effectively for reconnaissance by Israel in their short war against Syria.

The Academy has more than 125,000 members nationally. These range from housewives to the Speaker of the House in Pennsylvania; from Senator Goldwater to Astronaut Robert Gibson; and I could offer you hundreds more examples. It is a sport for everyone, of every age, of every background and of every economic level. Paul Garber, former Navy Commander and Historian Emeritus of the Smithsonian Air and Space Museum is an avid modeler, kite flier and AMA member.

My message is that aeromodelers need a place to put their craft into the air. Congested city areas eliminate many land possibilities by their very nature. Agricultural land is a natural and is being used in almost every state. Many other counties and cities have actually build model airfields, using club efforts and taxpayers dollars. Harris County (TX), Casper (WY), Montgomery County (MD), Mecklenberg Country (NC), and hundred of other communities encourage model aviation and aeromodelers by providing improved facilities. Many national corporations, both within and outside of the aviation industry, also allow model fliers to use properties they own.

All AMA members and chartered clubs are insured. All site providers can also be insured as an "ADDITIONAL INSURED" under the terms of our general liability policy. We can answer any questions you may have concerning this.

The AMA is a nonprofit association. Our clubs are also either nonprofit or very low income units. The cost of the surveys you require are quite beyond the means of either AMA or the club. Surely there must be a manner by which model flying can be permitted without resort to such a burden.

Let me say that I appreciate you taking the time to read this letter. I would be very pleased to discuss this with you by phone. I cannot be in California until January 1988, when I will attend a trade show in Pasadena. I would be pleased to meet with you if I can combine both trips. As I said, we are nonprofit and have to spend our members money wisely.

I look forward to hearing from you.

Yours very truly,


Geoffrey Styles
Director of Public Relations

GS:jd

Chapter 22.10

A- DISTRICTS—AGRICULTURAL AND CONSERVATION DISTRICTS

Sections:

- 22.10.010 Application of regulations.
- 22.10.020 Uses permitted.
- 22.10.030 Building site area and width required.
- 22.10.040 Exceptions to Section 22.10.030.
- 22.10.050 Distance between buildings on same lot.
- 22.10.060 Clustering of lots.

22.10.010 Application of regulations. The following regulations shall apply in all A- districts and shall be subject to the provisions of Chapters 22.66 through 22.74 of this title. (Ord. 1952 § 1 (part), 1973: Ord. 1842 § 1 (part), 1971).

22.10.020 Uses permitted. (a) The following uses are permitted in all A-Districts:

- (1) Dairying;
- (2) Grazing or breeding of cattle or sheep;
- (3) Raising or keeping of poultry, fowl (including game birds), rabbits or goats or similar animals;
- (4) Fish hatcheries and rearing ponds; oyster farming;
- (5) Crop, vine or tree farm, truck garden, greenhouse, horticulture;
- (6) Farm and ranch buildings including dwellings, stables, barns, pens, corrals, or coops; structures for killing, dressing, packing or handling products raised on the premises, but not including an abattoir for cattle, sheep or hogs; dwellings shall be incidental to the agricultural use of the land for the residence of the owner or lessee of the land and the family of the owner or lessee, or for their employees engaged in the agricultural use of the land; agricultural use of the land means agriculture as the primary or principal use of the land as demonstrated by the applicant to the satisfaction

of the planning director; the planning director shall refer any such question to the Marin County agricultural advisory committee for recommendation prior to making any such determination; the total number of dwellings shall not exceed the density permitted in the district; where dormitories or communal living quarters are proposed instead of self-contained dwelling units, accommodation of three persons shall be considered equivalent of one dwelling unit;

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- (7) One-family dwellings, detached or attached;
 - (8) Grazing, breeding or training of horses; horse stables, including riding academies and boarding facilities;
 - (9) The maintenance of land in its natural state for the purpose of preserving land for recreation, or for plant, animal or mineral preserves;
 - (10) Horseback riding or hiking trails;
 - (11) Public or private hunting of wildlife, or fishing;
 - (12) Public or private hunting or fishing clubs and accessory structures;
 - (13) Erection, construction, alteration or maintenance of gas, electric, water, communication or flood control facilities as approved by the appropriate governmental agencies;
 - (14) Accessory buildings and accessory uses, including guest house.
- (b) The following uses, subject to the securing of a use permit in each case:

- (1) Hog ranch;
- (2) Aircraft landing strip;
- (3) Facilities for processing or retail sale of agricultural products;
- (4) Commercial storage and sale of garden supply products;
- (5) Animal hospitals and dog kennels;
- (6) Oil and gas well drilling and production operations and facilities related thereto;
- (7) Mining and quarrying; and production operations and facilities related thereto;
- (8) Timber harvesting in accordance with the regulations of Title 23 of the Marin County Code;
- (9) Rifle or pistol practice range, trap or skeet field, archery range or other similar use;
- (10) Rodeo arena and related facilities;
- (11) Golf course or driving range and related facilities;
- (12) Motorcycle riding trails;
- (13) Institutional uses and the facilities necessary therefor, related to educational, scientific, recreational or religious purposes;
- (14) Mobile homes so long as they are used exclusively for employees of the owner who are actively and directly engaged in the agricultural use of the land;
- (15) Storage and sale of building materials;
- (16) Dump;
- (17) Junkyard;
- (18) Farm and ranch buildings including dwellings incidental to the agricultural use of the land exceeding the densities permitted in the district.