

BILL VANDERBEEK WOW'd us all at the March meeting by flying his Radio Shack DRAGONFLY around the room and making a carrier landing on the table beside himself. Unbelievable! An X-wing ornithopter with a 16 inch wingspan, At one ounce all-up weight it's a miniature marvel. Electric powered - Just sit it on the Tx. plug and its ready to go again. Two axis control of Flap Rate and a tail rotor (ala helicopter). Who thinks



APRIL 2007 # 83 snr  
(official newsletter of the BlackJack Club)

# SAM-21 CLIPPER

Society of Antique Modelers Chapter 21 AMA 1470

next meeting: **Thursday**

**APRIL 26th** 7:30 pm

at **SARATOGA FIREHOUSE**

Corner Saratoga Ave & Hwy 9

*Park in rear & Enter thru Front door*

**Goodie Schedule - page 2**

Thanks to **BILL HOFSTETTER & Others**  
for **MARCH Goodies!**

& Thanks to **Lescher** for the **Coffee!**

Sam 21 Dues : \$25 Full member - \$15 associate

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933 Barbara Ave  
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(This just in)

**SAM 21 CLUB CONTEST**

**1/2A TEXACO**

at DWARF's field in South San Jose

**APRIL 29, 2007 SUNDAY**

Map and details inside

39 cents,  
Please!

In this issue:

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- **P.14 - DWARF's Field MAP & Club 1/2A Contest April 29**
- **Plus More outrageous photos & amazing information!**

**First class** (You Betcha!)



## 2007 SAM Western Contest Schedule 2007

to update: Steve Roselle 650-969-1721

**Weag** = WEAG field, Sacramento, Ca - NCCFC events FF, or FF/RC (04)=Reserve date  
**Ranch** = Schmidt Ranch - Elk Grove, CA (RC ) **HLP** = Harts Lake Prairie, Wa - SAM 8

DATE	EVENT	WHAT	LOCATION	CONTACT
JAN 13-15	SouthWest Regionals	<u>FF-RCOT</u>	Eloy Az (www.aalmps.com/7info.htm)	
MAR 11	SGMA Spring MEET	<u>FF-RCOT</u>	WEAG, Walt Ghio	F1bwalt@comcast.net
<b>MAR 24-25</b>	<b>SAM 26 Spring Annual</b>	<b><u>RCOT</u></b>	<b>Taft</b>	<b>Hardy Robinson 805-739-0329</b>
APRIL 14	SIERRA CHAMPS	<u>FF-RCOT</u>	WEAG	Dave Shirley/Craig Cusick CANCELLED- RAIN
April 29th	1/2A Texaco club event	RC	DWARF's field San Jose	( Dave Lewis 408-246-2257)
MAY 05-06	OCD NORCAL	<u>FF</u>	WEAG	Bill Vanderbeek 650-326-9966 billvanderbeek@yahoo.com Fred Terzian 408-725-1065 fterzian@pacbell.net
MAY 05-06	SAM 30 SPRING ANNUAL	<u>RCOT</u>	Ranch	Frank Womack 530-332-9414 gayleW11@aol.com
MAY 19,20	SAM 21 RANCH ROMP	<u>RC</u>	Ranch	Steve Roselle 650-969-1721 rosy@cheerful.com
JUN 09	WESTERN STATES CHAMPS	<u>FF</u>	WEAG	Mike McKeever 916-967-8475
JUNE 15-17	5th EUROCHAMPS	<u>RCOT</u>	Slovak Republic, Europe	
SEPT 16	SGMA Combo	<u>FF-RCOT</u>	WEAG	Bill Davis 916-421-8901 hdavis@prodigy.net
SEPT 28-30	SAM 27 Crash & Bash	<u>RC</u>	Ranch	ED HAMLER 705-255-3547 ehamler@comcast.net
OCT 7-12	<b>SAM CHAMPS</b>	<u>FF-RCOT</u>	Las VEGAS, CM:	Hal Wightman 714-528-1850
	FF: GENE WALLOCK			Velinka@sbcglobal.com
	RC: BOB ANGEL		805-937-5145	samrcflier@verizon.net
OCT 27-28	SAM 26 JOHN POND #32	<u>RCOT</u>	Taft	Dick Fisher 805-489-4078 dick.fisher@mac.com
NOV 04	SGMA FALL MEET	<u>FF-RCOT</u>	WEAG	Dick Myers 209-834-1767 dickbarb@comcast.net

**Confirm all dates prior to traveling to these contests**

SAM 21's Website: [www.SAM-21.ORG](http://www.SAM-21.ORG)  
 SAM NorCAL: <http://groups.yahoo.com/group/SAM-NorCal/>

### 2007 GOODIE Schedule

Here are the choices for the year. I went by alphabetical order on the roster (but Started with me) excusing those who normally do not come to meetings on a regular basis.

If you cannot accommodate this schedule, then it will be your responsibility to Shang-Hi (uhh) persuade another member to take your place.

And If you feel 'The Call' (and aren't on this list), please call some unfortunate soul on the list and offer to take their place.

JAN	Roselle
FEBRUARY	Gurney
MARCH	Hofstetter
<b><u>APRIL</u></b>	<b>Joki</b>
MAY	Leopold
JUNE	Lewis
JULY	Marshall
AUGUST	Mette
SEPT	Saso
OCT	Smith
NOV	Vanderbeek
DEC	Dowling

### Sam 21 Meeting Dates 7:30 p.m. @ SARATOGA FIRE DEPARTMENT

**2007**  
 JANUARY 25  
 FEBRUARY 22  
MARCH 22

**APRIL 26**  
 MAY 24  
 JUNE 28  
*(Walt-Pls Email dates to yearend.Thx, Steve)*



## Minutes of SAM 21 meeting

### SAM 21 – Minutes of the meeting of March 22, 2007

#### Call to order:

The meeting was called to order at 7:29 p.m. by President Henry Smith. There were 15 members present.

**Introduction of guests:** Bob Cooke III introduced himself as a former SAM 21 member who will be signing on as a "returning member".

#### Approval of Minutes:

The minutes of the meeting of February 22<sup>nd</sup> were approved as published in the March Clipper..

**Treasurers Report:** Secretary/Treasurer Copeland reported that the current balance in the checking account was [ \_\_\_\_ ]. The Treasurers report was approved as presented. He further reported that the membership currently shown on the roster is: 37 regular, 15 Associate, 1 Life a total of 53 (45 paid 07)

**Contest Reports:** Lewis reported on the SAM 26 meet held at Waegell on 3/11. Lewis and Copeland represented SAM 21. Perfect weather, light turnout (7 on AMA sheet). Vanderbeek noted that SGMA held a concurrent free flight contest, also with moderate attendance.

**Scheduled Events:** Lewis noted upcoming RCOT events including SAM 26 at Taft on March 24<sup>th</sup>/25<sup>th</sup>, the Sierra Champs on April 14<sup>th</sup> at Waegell, and a Collecto in Pleasant Hill on 4/28.

**Other Reports:** President Smith reported on the history of the club gavel. Appeared in the early 80's, probably the work of Hasegawa. Subsequently improved by Dave Bruner. Dave Lewis will have a plaque made to be attached to the gavel itself and a proper base to contain past presidents names/ dates.

**Old Business: Club Trophy:** President Smith suggested that 1/2 A Texaco and Rubber contest results be included in the Club Championship. He further suggested that a club Rubber contest be held sometime in June using small OT, Jimmy Allen and or twin pusher models. Smith to follow up with a proposal at the April meeting.

1/2 A Texaco contest(s) Lewis secured approval of the membership to organize a 1/2 A Texaco contest. April 29<sup>th</sup> was the date set. Dave distributed fliers with the rules etc.

Lewis also reported that the bridge at Dwarfs field will be replaced in the near future.

**New Business: Roselle** led a discussion of plans for the Schmidt Ranch Romp scheduled for May 19<sup>th</sup> and 20<sup>th</sup>. Prizes will include coasters for entrants with SAM 21 logo, to be worked out between Roselle and Vanderbeek. Two complete RCOT airplanes have been donated for the raffle by Dave Lewis and a free flight, silk covered converted, free flight Clipper from Bill Vanderbeek. Roselle is looking for volunteers to help during the event.

Smith reported the he had been contacted by Frank Womack who suggested the purchase of a permanent port-a-potty to be installed at the Schmidt Ranch – the estimated cost of \$500 to be split between SAM 21, 27, and 30. A motion was passed approving SAM 21 participation. Copeland to contact Womack for details.

Terzian reported that Bob Leisses has died and his estate

donated several gallons of fuel for tonight's silent auction, Break for refreshments at 8:20 – resumed at 8:43

#### Show and Tell:

Vanderbeek did a flight demonstration of his Radio Shack "Mosquito" ornithopter – actually two flights around the room! (is he finally becoming an R/C guy?)

Dowling displayed an antique "rubber winder", a McCoy .60 w/speed pan, a McCoy .60 that he had restored and a '24 Model T Bucket car with an OS .40 4-stroke engine.

Terzian displayed a 24" w/s discus type Hand Launched glider from a Stan Buddenbohm Kit featuring a "broken" fuselage type de-thermalizer and a smaller low aspect ratio H/L glider.

Jaju brought his rebuilt 1/2 A Bounty Hunter 1/2A free flight model which is ready for testing – again.

Smith exhibited a Henry Struck "Hi Climber" rubber model w/electric power.

**Silent Auction:** Gurney set up several items for auction which were reviewed during the break. Net to the Club, \$58.00. Thanks Walt for the effort and thanks to the donors.

**Refreshments** for this meeting were furnished by Bill Hofstetter – Thanks Bill!

Also, thanks to Lesher for his consistent, tasty coffee service. The meeting was adjourned at 9:15 p. m.

Respectfully submitted: *Bill Copeland*



Fred Terzian with Discus launch glider (Buddenbohm)



Chin May JoJu With Bounty Hunter 1/2A FF





# Rosy's Outlook

**“Lord, Guard and guide the men who fly through the great spaces in the sky. Be with them always in the air, in darkening storms or sunlight fair. Oh hear us when we lift our prayer for those in peril in the air”**

*A Prayer inscribed on the Moffett Field memorial to the crew of the Navel Airship U.S.S. Shenandoah.*

“Though that airship was not stationed at Moffett, every history buff knows the story of the Shenandoah by heart. The huge dirigible crashed near Caldwell, Ohio in violent weather, killing commander Zachary Lansdowne and 13 crewmembers.

Twenty-nine others were able to ride parts of the ship to the ground. (Sept 1925)

The fatal flight was made under protest by Lansdowne, who for warned the Ohio's late summer winds would not agree with the massive low flying airship. But Navy officials pushed the promotional trip forward, eager to show residents in 40 cities and at several state fairs how their tax money had been spent. The accident triggered harsh criticism from another Navel officer, Col. Billy Mitchell who was later court-martialed for insubordination.

The U.S.S. Macon, the airship once stationed at Moffett Field's iconic Hangar One, was also lost in stormy conditions in the Pacific near Monterrey in Feb 1935. (with two lost of 83). It's sister ship U.S.S. Akron, (Sept 1931) crashed in the Atlantic off the New England coast. The man Moffett Field field was named for, William A. Moffett, was the rear admiral (on board as observer) of the Akron.” (& killed also—only three survived out of 85)

*The above is an excerpt from an article on the opening of a time capsule at Moffett field last week in anticipation of the 75 anniversary of the base, by Daniel DeBolt for the Mountain View Voice. (additional info added by reference to “The Great Airships” Time-Life Epic of Flight—snr)*

**APRIL**— After Spring sprung out last month with mostly dry skies since XMAS, the “D” word surfaced DROUGHT! Fears of long hot dry Fire Seasons filled our heads here in Northern California. The bid g D was still reverberating of the hills surrounding Silicon Valley when winter and rainy skies returns to soak the barren earth. Thus the “D has been place in temporary storage pending further results.

**MAY** - is going to be a busy month for Old Timers hearabouts. SAM 30 is hosting their annual contest at Miriam Schmidt's ranch May 5th and 6th. Then two weeks later, SAM 21 will do the same thing. I hope everyone is not burnt out from all the excitement at SAM 30's bash to attend outs. We'll see. Flayer for both events are to be found within this issue.

Further, Milt De Groot is hosting TWO MECA COLLECTOS within two weeks of each other. First is 28 April at Pleasant Hill near Walnut

Creek, then on May 12 at Woodland, another is scheduled! Flyers for these are also in attendance herein if you will but step toward the rear of the Clipper!

## WHAT? Another NEW SAM event?

**Speed 400 LMR** has landed on the shores of the continental U.S.A fresh from the sunny fields of Italy, by way of Napa, California. (what a trip!) Ed Hamler, SAM world traveler extrordianire, liked what he saw last year at the 4th EuroChamps in Italy. 1/2A Electric was a simple event for 1/2A Texaco sized airframes but powered with a \$9.60 Graupner Speed 400 6 volt wind motor. Yer auld editorri, was likewise impressed with the utility of using one airframe for two events and attempted to modify a 300 in2 Dallaire for the trip, but ran out of time and did not finish it in time. Alas, it has perched forlornly in a dark corner of my over stuffed workbench these many months hence.

So out of the gloom came Ed with his slightly modified version of the Euro rules to light up my sacred square foot of building board real estate!

### The Mods

Last years version was entitled ‘Texaco’ even tho a maximum of three minutes was allowed for the motor run. The King having no clothes, this event was actually a Looonng LMR event. Ed has mercifully laid to rest the Texaco moniker in favor of LMR (imited Motor Run). Last years event specified a 10 oz wing loading. A natural extension of the 8 oz 1/2A Texaco Cox engine event, thought I, since one must add weight to an existing airframe - likely in the form of a battery and ESC. Thus a 10 oz figure appeared nominal.

Further enlightenment by these rules was to step out of the dark ages of NiCad-only battery chemistry, and allow either 6 NiCd / NiMh, or 2 LiPo cells, in keeping with current desires of mainstream modeldom. Ed has perpetuated the concept in his present rules. Currahee!, HooWaa!, Yazoo! Etc. (Gad, I've been watching too many History Channel movies of late.)

The final oddity of last years event was the total lack of either a weight or energy specification for the battery. One could run the largest possible pack in order to meet the 10 oz minimum. Sez Dave Harding, how about using a 4000 mah lipo pack at 6 oz. Just enough to bring up the total mass to compliance! If one wanted the motor to last more than one run, the current should of course be limited to the rated 10A or just a small percentage over. With 4000 mah on tap, one could run all three flights without recharging! How cool is that?

Alas, this is not to be, as Ed's domestic version of the rules specify exactly NO (none, nada, zippo) wing loading. So why would anyone want to lug around a monster 6+ oz pack when a fine little 1302 mah Thunderpower LIPO only weights 2 oz? Normally one would not, except in aggriegus circumstances such as gale force winds and a personal ust for glory.

Thou you may use a NiCad or Metal Hydride pack, the extra weight may well be an boat anchor around your small models neck. I plan on using LiPo cells for this reason. Total energy available will be approximately the same (12A for 3 minutes = 36Am = 600mah) Add another 300 mah for a Rx B.E.C to power your radio and a minimum of 900 to 1050 mah is required for a flight. A NiCad pack that can supply the amperage ( 1250SCR) weighs 10oz! Too heavy! HobbyLobby sells a NiMh 1100 mah hi rate cell (1100 X-Cell) for about \$20 per 6 pack and weighs 4.5 oz. Not bad, and you can use a conventional NiCad charger.

However, LiPo's offer the best power to weight ratio: The Thunder Power TP1320-2S pack weights 2 oz and costs \$33. You will need a LiPo rated charger—for Safety! But then you were going to get one eventually weren't you? Economical ones go for \$30 to \$50 with better ones ( that can charge larger cells and more bells/whistles) go for \$100 and up. Take yer choise.

I've worked up some battery calculations and also some glide time



estimates for different sized models ( 200 to 350 in2) which are based on MotoCalc simulations of performance. Generally, a larger model wont climb as high, but will be in eyesight longer and should glide a bit better. The performance nod goes to the smaller model at the same weight if you can keep it in sight. Of Course these are just wild Arse guseees based on simulations. I have yet to fly and get familiar with an S400 LMR model. Follow me at your own risk. Better yet, think it through for yourself.

**That Said...**

A discriminating Pruis hybrid aware, carbon neutral, Balsa tree hugging, greenhouse gassing modeler such as myself may likely chose the following power train components as a first step in flying this new S400LMR event.

**Motor**—Specified as: Graupner S400—6V (GR#3321) \$10

**ESC**—AeroMicro has a nice GWS **GS400LI** model available \$23 This is a LiPo rated, 15/25Amp Braked version weighing 3/4 oz. Be sure it is LiPo rated IE: low voltage cutoff, and has a dynamic brake to stop the prop in the glide. It should handle 15-20A continuously.

**LiPo** pack—Thunderpower 1320-2S 13C (17A continuous) \$33

**Connectors:** Choose from several such as Deans 2 pin, JST, or 3.5 mm brass. I chose the later in the form of Eflite EC3 connectors - \$3/pair of mating halves.

**Wire,** A good flexible 16 awg type should do for 12-15 A current draw.

**Charger:** I have a Trident multi chemistry unit sold by Great America. It was bit expensive but it does well. A simple and less expensive unit for LiPo cells only, might be any one of a number from

[www.Hobby-Lobby.com](http://www.Hobby-Lobby.com), or locally, Perry Lee at

[www.AeroMicro.com](http://www.AeroMicro.com) can probably steer you to a good one in the \$30 to \$50 range. Choose one that can provide at least 2.5 amps for future use though one limit charging Lipo's to 1C (their rated capacity) or suffer the fear of flaming BLEVY for non-believers.

In the case of my TP 1320 mah pack, I'll charge it at only 1.3 Amps for about an hour to full charge. You will eventually want 2 or 3 packs precharged overnight to fly the allotted contest flights. LiPos hold their charge much better than classic NiCads so this is not a problem.

**Innaugral S400LMR event to be held at SAM 21 MAY contest!**

We will hold this event to the published prototype rules at Schmidt Ranch on May 19or20, 2007. (See rules and contest flyer elsewhere herein.) To sweeten the pot I will sponsor the following prize to get the ball rolling.

**AXI 2808 Series Outrunner Brushless Motor**

2.7 oz weight, 1-3/8" diameter, 1-3/8" case length, 4mm shaft diameter.

High torque motors for models 21 to 53 ounces.

Max current up to 30A

Of course this is not legal for S400LMR but then the winner will have already acquired some competitive hardware for that.

Let's get to building up your first ever S400LMR model.

Pick an existing Cox 1/2A Texaco model that you have laying around, scrounge a few misc parts, and let it rip!

GLIDE TIMES S400LMR			
max = 15 min		glide max = 12 minutes	
W.A.	200in2	300 in2	350in2
Height @ 3 minutes	1650	1101	867
per Motocalc Dallaire at 8 oz/ft2			
800mah Lipo at 10A draw			
R.O.D. (fpm)	GLIDE TIME - minutes		
300	5.5	3.7	2.9
200	8.3	5.5	4.3
<b>150</b>	<b>11.0</b>	7.3	5.8
<b>100</b>	<b>16.5</b>	<b>11.0</b>	8.7
<b>75</b>	<b>22</b>	<b>14.68</b>	<b>11.56</b>
50	<b>33.0</b>	<b>22.0</b>	<b>17.3</b>
25	<b>66.0</b>	<b>44.0</b>	<b>34.7</b>
1	1650.0	1101.0	867.0

S400LMR Event Battery calculations						
Motor: Graupner S400-6v rated 10A max continuous						
Might press it for 12-15 A for 3 minutes with good cooling ???						
	amps	minutes	A-M	A-H	mah	
Energy Req'd	12	3	36	0.6	600	
	15	3	45	0.75	750	
					+ 300 mah for Radio B.E.C.	
					<b>= 900 to 1050 mah capacity battery</b>	
chemistry	capacity	cells	v	pack V	Wt	
nicad	N500 mah	6	1.25	7.5	4	not enough capacity
nicad	N800 mah	6	1.25	7.5	7	marginal cap. & heavy
nicad	1250SCR	6	1.25	7.5	10	tooo heavy!
nimh	1100 X-cell	6	1.25	7.5	4.5	20 amp max draw ~ \$20
lipo	Tanic 830 mah	2	3.75	7.5	1.5	marginal capacity & Amperage
lipo	TP 1320 mah	2	3.75	7.5	2	Good! 17A max ~\$33



"Hamler, Ed" <ehamler@comcast.net> wrote:

Ladies and Gentlemen,

First, a special thanks to all of you for your interest and comments regarding this new SAM electric special event.

Second, preliminary rules for the event are shown below and also attached as an MS Word file. In all, 59 pages of comments were received in reply to my September 24 proposal and an Email list of 74 has been compiled. Compromises abound with most of the received suggestions. Please consider these as experimental rules with which we can enjoy immediate participation and which can evolve and improve with experience.

Third, these preliminary rules will serve for the first SAM International Speed 400 LMR Postal team competition to be hosted by SAM 27 between September 15 through September 30, 2007 (autumnal equinox  $\pm$  one week). The winning SAM team will host the event's postal competition in 2008 and make rule revisions as appropriate. Entries should be received by October 31, 2007 and sent to ehamler@comcast.net <mailto:ehamler@comcast.net>, ehamler@mac.com <mailto:ehamler@mac.com>, or 3379 Crystal Court, Napa, CA 94558 USA. Good luck and thanks again for your interest. Ed Hamler

## **SAM International Speed 400 LMR Event Rules**

1. Any approved SAM Old Timer gas model airplane. By rule, North American Old Timer designs are limited to December 31, 1942 and older (Section I, C). Other designs are limited to local SAM Chapter design date rules (Article XII, 2) but in no case later than December 31, 1950. Scaling is allowed but there is no minimum weight requirement. The model's name and design year should appear somewhere on the model.
2. Thrust will be provided by a non-folding, non- metal, propeller of any size driven directly by a Graupner Speed 400, 6 volt permanent magnet ferrite motor without ball bearings. After purchase timing adjustments are allowed.
3. The battery may be six NiCad cells, or six NiMh cells, or two LiIon or LiPoly cells of any capacity with producer's visibly rated voltage not to exceed 7.4 volts.
4. The power to the motor must be radio controlled but may be on/off or ESC.
5. Flights may be hand launched with landing area determined by field rules.
6. The motor may be run only during the first 180 seconds of the flight; any running of the motor afterwards results in a zero score for that flight.
7. The model is the entry in the event. A model may be entered only once in this event but one contestant may enter up to five models of different designs without regard to the builder of the model rule.
8. At local contests where flyoffs are possible, a model's score is the sum of the best two of three 15 minute max flights. For postal contests, three models will constitute a team entry and all three 15 minute max flights are scored.



=====

Right:

Here is Roselle's Dallaire 300 in2 S400 entry. Plane was originally built by Dave Lewis as a Cox 1/2A Tex model.

Airframe—no powertrain/radio	7.00oz
S400 with heatsink mount	3.25
R/C	1.50
GWS ESC GS400LI	0.75
TP 1320 LiPo 2s	2.00
<b>TARGET weight TOTAL</b>	<b>14.5 oz</b>

This would be a 7 oz W.L. Dallaire. Hmmm!  
Calculated 3 minute climb at 8 oz/fts is 1100 feet.  
A 15 minute MAX flight will require an average sink rate of less then 75 fpm. Thus a smaller model should do better if it can be kept in sight!  
PS — Those calc's suggested a **6-4 prop** as optimum.



Subject: S400 LMR Event - More Thoughts

From: ehamler@comcast.net

Date: Sun, 08 Apr 2007 06:15:31 +0000

Dave, Steve, and all,

Very good comments and discussions have followed the new S400 LMR rules announcement.

I have some thoughts to add that may further an understanding of this new event. At the first Euro SAM Champs in 2003 we were introduced to an electric event for small models with speed 400 motors. I have never competed with an electric powered model at home or abroad but I did assist in timing some of their flyoffs and it seemed to be a very worthwhile event. Participation was high with a variety of model designs and the flyoffs were exciting for pilots and spectators alike because the motor could be stopped and restarted at the pilot's discretion so thermaling skills as well as energy management were important.

By mutual agreement the Europeans maintain a set of rules for their seven championship events for three years before considering changes. Rules changes may then be adopted by the host country's management after consulting with an international rules committee. There is no formal vote. I began representing the USA on that committee during the first consideration of changes in 2006 but made no input to the revisions in the above event. The event is now called 1/2 A Electric Old Timer and the major revision was to limit the motor run to three minutes with no restarts. Dave Harding entered the event in 2005 in the Czech Republic and competed again last year in Italy along with American flyers Richard Bartkowski and Roy Brown.

Miriam Schmidt and I are now practicing with new models built to enter this event in June at the Fifth Euro SAM Champs to be held in Slovakia. Both models are 292 sq.in. Lanzo Airborns that disassemble completely for airline travel. Both models weigh 20.25 ounces and both have 6 cell SR 1200 MAX NiCad battery packs which weigh 8 ounces each in order to meet the Euro wing loading rule of 10oz./sq.ft. Both models have Castle Creations Pixie 20 amp ESCs and the only prop flown so far has been the APC 7x5E. No RPM or amperage measurements have been made. We are mostly getting familiar with the flight characteristics of the heavy, small models. Cool morning still air times have clustered around seven and a half minutes but midday and afternoon times usually average an additional two to three minutes. Miriam's personal best is a 9:46 and I have yet to approach the 15 minute mark.

The newly announced SAM International Speed 400 LMR event is derived from the current European event, now in its second rule year. But rules for the new event vary from the European in several significant aspects:

1. Europe admits all gas model designs prior to December 31, 1950. We allow such SAM approved designs from other countries but maintain our present December 31, 1942 cut off date for North American designs.
2. Europe requires a minimum 30.5 gr./sq.dm. wing loading (10 oz./sq.ft.). We require no minimum model weight.
3. Europe permits no changes to motor timing; we allow after purchase timing adjustments.
4. Europe allows no interruption in the 3 minute motor run. Our rules are written to permit interruptions during LMR.
5. Europe specifies ON/OFF power control to motor. We also allow the use of an ESC.
6. Europe requires ROG from hard surfaces. We allow hand launches regardless of field surface.
7. Europe allows 4 "attempts" and scores the 2 best of 3 TEN minute max flights. We score the best 2 of 3 FIFTEEN minute max flights.

The new SAM International Speed 400 LMR event conforms closely with the Europeans in the important rules that determine the character of the event. And most existing Euro models remain eligible in the new event.

1. Both specify the ubiquitous Graupner Speed 400 6v plain bearing motor.
2. Both require directly driven non-folding, non-metal propellers.
3. Both allow popular chemistries and limit Nickle type batteries to 6 cells and lithium type batteries to 2 cells.



4. Both are LMR events with equal run times and neither specifies or limits battery capacity.

I should emphasize that our decision to build 292 sq.in. models for Europe does not imply an optimum model size for the new International Speed 400 LMR event. The models are a competitive size for the Cox powered 1/2 A Texaco RC event and power plants can be changed or wing and empennage transferred to a second fuselage in order to fly both events in Europe. With no wing loading requirement in the new event we expect to get better flight times with lighter LiPo batteries in the same models although I suspect that larger models may be best in certain conditions. Our present heavy S400 setups scoot around the sky pretty fast and I expect our larger 600-680 sq.in. electric Airborns being built to 8 oz./sq.ft. wing loading will be slow gliding floaters by comparison. The climbs, however, will be just the opposite - like rockets under Europe's current 60 second LMR rule!

I'm learning more every week about electric events and I hope experience will help evolve improved rules in the future. Personally, I would like to employ the electric motor's unique ability to change speeds and restart in more SAM events. But the recent introduction of this new electric event was only an attempt to modify the current Euro event enough to make it more appealing to SAM aeromodelers everywhere. The Euro rules are set until 2009. Meanwhile we can try the new event at some local contests and international postals with an eye towards blending the rules into one common event later. Finally, for your information, no rules for AMA or FAI electric powered events were considered during this latest exercise.

Ed Hamler

**Please Welcome  
our latest NEW MEMBER!**

**BOB COOKE III**  
**191 E El Camino Real #195**  
**Mountain View, Ca 94040**  
**bobcooke3@comcast.net**

**Bob is a returning member having  
moved back into the area after several years up**

**Bill Tsuchida submits the following:**

Dear Steve,  
From time to time I will send some "newsletter stuffers". Please feel free to use them, or throw away. Here's a good starter, I think:

**"All of us who build and  
fly model planes,  
have a common heritage -  
Heritage which harks back  
into time when the first man  
defied gravity by tossing  
a leaf over a cliff and  
watched it join the eagles above."**

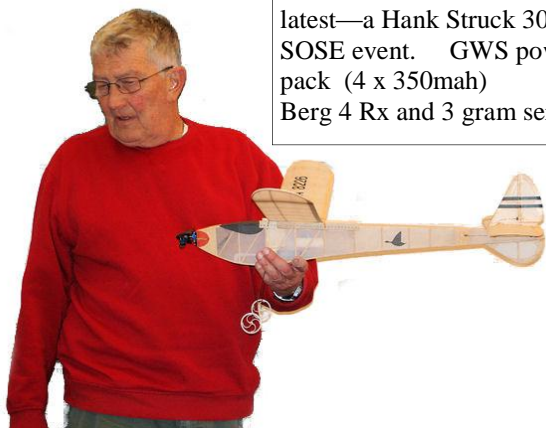
**Frank Zaic**

Sam 21 members must remember Frank Zaic  
and those studious Year Books he used to publish.  
bill

**ERRATTA—March Clipper**

Several sharpies found the boo boos that I made when scanning in the FRIENDS of WEAGELL FIELD pitch last month. Seems the OCR module changed several Dollar Signs to Numeric '5'. This had the unwanted effect of vastly inflating the financial status of WoWF on the order of 50X.. The email version of said Clipper has already been corrected and re emailed. If anyone receiving only a hard copy wishes, I will send then a printout of the corrected article. Yer editor does - by about the same order of 50X.! snr

SAM 21 PREZ HENRY SMITH introduces his latest—a Hank Struck 30" 'Hi Climber' for SOSE event. GWS power and 45 gr Nicad pack (4 x 350mah) Berg 4 Rx and 3 gram servos. **WOW!**







# SAM 21 OLD TIMER (31th) R/C ANNUAL MAY 19 & 20, 2007

This year we will again fly at the Schmidt ranch. Come and RELAX under shady fruit trees in a grassy back yard while watching the flying action out in the BIG alfalfa field.

Your hosts: MIRIAM SCHMIDT & Family 916-684-2265  
(11948 Franklin Rd, Elk Grove, Ca. 95758)

*Revised: 22 April 2007*

## SATURDAY

**A GLOW LER**  
**B GLOW LER**  
**C IGNITION LER**  
**TEXACO combined**  
**A TEXACO**  
**ANTIQUÉ (combined)**  
**OHLSSON 23**  
**OHLSSON SIDEPORT**  
**ELECTRIC LMR (\*)**  
**S400LMR (\*)**  
**Spirit of SAM CONCOURS**

**C.D. Steve Roselle 650-969-1721**

Email: Rosy@Cheerful.com

**Pilots meeting:** 8:30 AM both days.  
Contest closes Saturday at 4 pm, and ends Sunday at 3 pm.

**Entry fees:** \$7.00 per event / \$42 maximum for the weekend. Fly 7 events and get one free! (includes \$2 per event to our hosts for putting up with our shenanigans all weekend (Because they like us anyway, they would do it for nothing, but that's the least we can do. (because we like them back!))

AMA Sanctioned meet AMA Insurance required  
Narrow Band radios only

## SUNDAY

**A IGNITION LER**  
**B IGNITION LER**  
**C GLOW LER**  
**1/2A TEXACO**  
**1/2A SCALE**  
**ELECTRIC TEXACO (\*)**  
**BROWN JR LER**  
**OLD TIME GLIDER (\*)**  
**SOS ELECTRIC**  
**FOXACOY**

CASH BACK Awards to 3rd place More entries equals more CASH BACK. Encourage your friends to enter!

CERTIFICATES of MERIT!

GRAND CHAMPION perpetual Trophy!

Miriam's Friday night Feed @ 6:30 pm \$5.00  
Pancake Breakfast both days (you fix it & wash up) **FREE**  
Lunch Saturday & Sunday around Noon \$5.00  
Schmidt Banquet Saturday evening @ 6:00 pm \$15.00

SUPER 8 Motel	FLORIN Rd	916-427-7925
MOTEL 6 (2 locations)	MACK Rd	916-689-6555
MOTEL 6	MACK Rd	916-689-9141
GOLD RUSH Inn	MACK Rd	916-423-2003
<b>JOHN JAY Inn</b>	<b>MASSIE CT</b>	<b>916-689-4425</b>

**(\*) NEW for 2007 (\*)**

**Electric LMR & ETEX—**

**SAM 2008 proposed Rules will apply**

NiCd/NiMh/Lipo OK. (Rules next page.)

**S400LMR**—a new event for 1/2A Texaco Electric models. S400-6v motor direct drive. 2 LiPo or 6 NiCd/NiMh, 3 minute LMR, 4 Flights - Sum of 2 best. (Rules next page.)

## GRAND RAFFLE PRIZES

Dave Lewis has donated two models:

**Class C Kerswap** (no pic) ready to go with Engine and Radio, & a huge

**LANZO Record Breaker** with engine and maybe radio.

Meanwhile Bill Vanderbeek donated a **Comet Clipper** with OS LA 20 (?) engine and airborne RC equipment.

PLUS—**other fine items** as may be acquired.

**TICKETS ARE \$1.00 EACH or 6 FOR \$5.00**  
**RAFFLE TO BE HELD AT CLOSE OF CONTEST—**  
**SUNDAY.**

**OLD TIME GLIDER**—We will allow any balsa, polyhedral, rudder/elevator glider to fly, SAM legal or not!

**Spirit of SAM Concours**—Scaling allowed.



# SAM 21 - MAY CONTEST

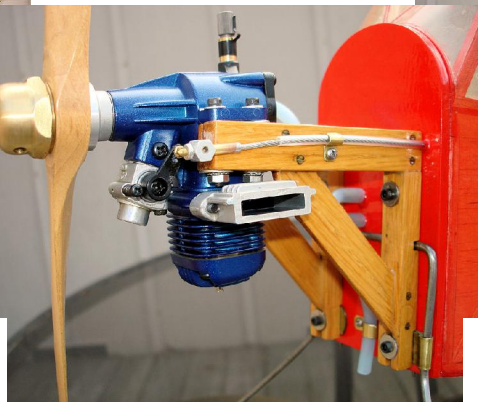
We will have several grand raffle prizes this year thanks to Dave Lewis and Bill Vanderbeek.

Dave has donated two models: **Class C Kerswap** (no pic) ready to go with Engine and Radio, and his huge **LANZO Record Breaker** with engine and maybe radio.

Meanwhile Bill donated a **Comet Clipper** with OS LA 20 (?) engine and airborne RC equipment. Resplendent in RED Silk, It's a beauty! Thanks to both donors for their very generous gifts! Here are some pics to whet your Raffle appetite!



**DAVE LEWIS** donated this  
**Lanzo Record Breaker**



**BILL VANDERBEEK**  
donated **COMET CLIPPER**

## **SAM International Speed 400 LMR Event Rules**

1. Any approved SAM Old Timer gas model airplane. By rule, North American Old Timer designs are limited to December 31, 1942 and older (Section I, C). Other designs are limited to local SAM Chapter design date rules (Article XII, 2) but in no case later than December 31, 1950. Scaling is allowed but there is no minimum weight requirement. The model's name and design year should appear somewhere on the model.
2. Thrust will be provided by a non-folding, non-metal, propeller of any size driven directly by a Graupner Speed 400, 6 volt permanent magnet ferrite motor without ball bearings. After purchase timing adjustments are allowed.
3. The battery may be six NiCad cells, or six NiMh cells, or two LiIon or LiPoly cells of any capacity with producer's visibly rated voltage not to exceed 7.4 volts.
4. The power to the motor must be radio controlled but may be on/off or ESC.
5. Flights may be hand launched with landing area determined by field rules.
6. The motor may be run only during the first 180 seconds of the flight; any running of the motor afterwards results in a zero score for that flight.
7. The model is the entry in the event. A model may be entered only once in this event but one contestant may enter up to five models of different designs without regard to the builder of the model rule.
8. At local contests where flyoffs are possible, a model's score is the sum of the best two of three 15 minute max flights. For postal contests, three models will constitute a team entry and all three 15 minute max flights are scored.

## **2008 Electric Rules Proposed Changes**

(to be published in the next SAM Speaks for comments and a vote this spring)

See: <http://www.antiquemodeller.org/Electric%20Rules%20Proposal.htm>

Persuant to the SAM rules making process, wherein there is a two year Electric Rules change process, President Mike Myers asked Dave Harding to establish a committee of electric contest flyers to consider the current rules and propose changes where appropriate. The committee, including the past three Electric Champions and other noteworthy contestants, developed a set of rules changes and offered them to the Board for consideration.

The SAM Board of Directors considered the Electric Rules Committee Report at its September 11 Board meeting at the Muncie SAM Champs. By unanimous vote, the Board decided to submit the rules change proposal to the membership for a vote in the spring of 2007. If the rules change proposal is approved by the membership, the new electric rules will take effect as from January 1, 2008.

### **SAM Electric Event Rules Change Proposal**

**Preamble** In developing the attached rule proposals the Rules Committee identified two problems with the current rules;

#### **#1 - Battery Chemistry**

The electric flight community; modelers and suppliers, are rapidly moving towards the use of NiMh and LiPoly batteries and this trend is expected to continue until they become the primary available battery chemistries. Future SAM electric event competitors are likely to come from this community and will be most familiar with, and equipped to deal with these batteries.

NiCad batteries have been identified by environmentalists as contributors to the dispersion of hazardous materials (heavy metals – Cadmium) into our landfills etc. The EU is in the process of banning these batteries, and although we recognize that the bulk of SAM competitors live in the US, we believe it is just a matter of time till the US Government addresses such hazards.

These rules proposals do not preclude the use of NiCad batteries.

#### **#2 - Specific Energy Levels**

The current rules for Electric Texaco and Electric LMR allow for a battery energy level based on NiCad battery weight / model weight; expressed in ounces of NiCad per ounce of model weight. This means that the performance, in both classes, is subject to changes in NiCad technology; Newer, higher capacity cells may force us to upgrade our batteries to be competitive for each step.

The current rules allow still-air Texaco flight times of about 45 minutes and flight to OOS altitudes and well over ten minutes duration for the LMR. This ties up frequencies and requires less flying skill to be competitive.

The thrust of the proposed rules changes is to open the events to the use of any battery technology and reduce the performance to the levels achieved by the old rule 7 x 800 mah NiCad battery in a 32 ounce model.

A further consideration is that the proposed rules allow current models be viable although Texaco and LMR will require new battery packs.

It is further noted that the proposed rule would result in much reduced battery weight with the consequences of making it easier to build down to the 8 ounce wing loading limit for Texaco and LMR, and less reward for those skilled in light weight construction.

#### **Rules Proposals** **LMR and Texaco**

The battery shall consist of seven NiCad or NiMh cells or two LiPoly cells with a manufacturer's capacity of no more than 100 mah per ¼ lb of model All Up Weight (AUW; weight ready to fly with battery).

Alternate batteries with different numbers of cells are permitted provided the capacity, in milli-amp hours, is less than;

700 divided by the number of NiCad/NiMh cells	Per ¼ pound of model AUW
Or 200 divided by the number of LiPoly cells	Per ¼ pound of model AUW

#### **NiCad/NiMh Examples**

Eleven NiCad or NiMh cells of 500 mah marked capacity = 32 oz model (minimum A.U.W.)

Seven NiCad or NiMh cells of 800 mah marked capacity = 32 oz model (minimum A.U.W.)

Seven NiCad or NiMh cells of 1500 mah marked capacity = 60 oz model (minimum A.U.W.)

#### **LiPoly Examples**

Two LiPo cells of 800 mah marked capacity = 32 oz model (minimum A.U.W.)

Three LiPo cells of 800 mah marked capacity = 48 oz model (minimum A.U.W.)

Two LiPo cells of 1300 mah marked capacity = 52 oz model (minimum A.U.W.)

The manufacturer's label, with the capacity specified, must either be clearly visible when installed in the model or the battery shall be removed from the model and presented for inspection by the CD prior to flight.

**(some material regarding other SAM electric event was deleted for brevity—snr)**

(signed) Mike Myers and Dave Harding





# COLLECTO

# REGION 2

**SATURDAY APRIL 28, 2007**

**PLEASANT HILL EDUCATION CENTER**

**ONE SANTA BARBARA ROAD, #210 PLEASANT HILL CA.**

**BUY| SELL | TRADE ENGINES | PLANES | CARS | KITS | BOATS  
RC | FREE FLIGHT | U CONTROL ANY HOBBY RELATED ITEMS WELCOME**

**FREE COFFEE AND DONUTS**

**SELLERS SETUP 8: 00 AM PUBLIC ADMITTED 8:30 AM**

**COLLECTO CLOSES AT 1: PM**

**ADMISSION \$3.00 TABLES \$10.00**

**SPONSORED BY: CONCORD MODEL ENGINEERS**

(Same location as previous years but new address)

April 28, 2007 Pre-registration form Tables held until 8:30

Please make your check out to MECA Region 2, and mail to  
Milton DeGrootd 102 Gardenia Ct. Martinez, CA 94553

Name----- # of entries----- @ \$3.00 per person \$-----

Phone #. ----- # of table reservations ----- @ \$10.00 per table \$-----

TOTAL ENCLOSED \$-----

R.S.V.P. BY April 15, 2007  
Milton DeGrootd (925) 682-2185

Table price does not include entry fee  
flymilt@comcast.net

# COLLECTO

# REGION 2

## COLLECTO

**SATURDAY MAY 12, 2007**

**WOODLAND HIGH SCHOOL**

**21 NORTH. WEST STREET. WOODLAND CA**

**BUY| SELL | TRADE ENGINES | PLANES | CARS | KITS | BOATS  
RC | FREE FLIGHT | U CONTROL ANY HOBBY RELATED ITEMS WELCOME**

**FREE COFFEE AND DONUTS**

**SELLERS SETUP 8: 00 AM PUBLIC ADMITTED 8:30 AM**

**COLLECTO CLOSES AT 1: PM**

**ADMISSION \$3.00 TABLES \$10.00**

**SPONSORED BY: WOODLAND / DAVIS AEROMODELERS**

May 12, 2007 Pre-registration form Tables held until 8:30

Please make your check out to MECA Region 2, and mail to  
Milton DeGrootd 102 Gardenia Ct. Martinez, CA 94553

Name----- # of entries----- @ \$3.00 per person \$-----

Phone #. ----- # of table reservations ----- @ \$10.00 per table \$-----

TOTAL ENCLOSED \$-----

R.S.V.P. BY 15 April. 07  
Milton DeGrootd (925) 682-2185

Table price does not include entry fee  
flymilt@comcast.net







# SAM 30 Annual Spring Contest

May 5th & 6th

SCHMIDT RANCH, ELK GROVE, CA

AMA Sanctioned

Come one come all to the only SAM 30 contest of the year, 20 RC events all flown

by SAM rules and flight times, Fly off's will be held - No shoot out events.

Pilots meeting at 8:30 AM / \$6.00 entry per event, no maximum.

sweepstakes trophy - all events count, prizes to 3rd place.

**Big Raffle, lots of prizes, and a Ohlson 60 Playboy with radio and all, Bring money!**

## FOOD AT THE RANCH

Free pancake breakfast on Saturday and Sunday (you fix hotcakes)

Miriam's Friday nite feed will be her special soup dinner @6:30 PM

Saturday and Sunday lunch for \$5.00

Saturday nite Banquet will be a Spaghetti feed (donation)

### Saturday May 5th

Texaco  
1/2A Texaco  
A LER Glow  
B LER Glow  
C LER Ignition  
Pure Antique  
Ohlsson 23  
Electric LMR  
Spirit of SAM  
Trenton Terror

### Sunday May 6th

A LER Ignition  
B LER Ignition  
C LER Glow  
Antique  
Electric Texaco  
1/2A Scale Tex.  
A Texaco  
Ohlsson Sideport  
Brown Jr. LER  
Foxacoy  
SOSE Electric

### FOR INFORMATION CALL

**Frank Womack 530-332-9414**

*The CD's are Floyd Higgins and Wayne Feiling*

### Places to Stay

Camping okay - some electrical (come early & bring your own cord)

Motel 6 - Mack Rd. two locations (916) 689-6555 or (916) 689-9141

John Jay Inn - Massie Ct. (916) 689-4425 (Best Western)

Holiday Inn Express - Laguna Blvd. & Hwy 99 (916) 478-9000

**Trenton Terror is new this year and will be flown by SAM CHAMP rules, may be flown either day**



## SAM 21 1/2A TEXACO Contest DWARF'S FIELD - McKEAN RD, SAN JOSE

date: 29 APRIL, 2007 SUNDAY 8:30 to 11:30 AM

CONTEST OPEN TO ALL MEMBERS OF SAM 21 WHETHER ASSOCIATE OR FULL-MEMBER  
AND THEIR SPECIFICALLY INVITED GUESTS.

CONTEST WILL BE FLOWN UNDER SAM RULES FOR 1/2 A TEXACO:

- 1) 3 FLIGHTS FLOWN BUT BEST 2 FLIGHTS ARE SCORED.
- 2) 15 MINUTE MAX.
- 3) HAND LAUNCHED OR R.O.G.
- 4) NO ENTRY FEE AND AWARDS ARE A POSSIBILITY.
- 5) FUELING UP AFTER THE MOTOR STARTED IS FROWNED UPON.

FOR MORE INFO, CALL DAVE LEWIS AT (408) 246-2257



**DWARF'S DIRECTIONS:**  
Take Hwy 85 either way and turn off at **ALMADEN EXPRESSWAY SOUTHBOUND**.  
Travel 5-6 miles to **HARRY RD**.  
Jog South & turn left at **McKEAN**.

Take **McKEAN** maybe 3/4 mile to pasture fence gate on **LEFT**.  
Call Lewis for exact Gate arrangements. In any case, **CLOSE** it after you so farm critters won't get out.

**DRIVE** along the pasture dirt track to tree line to the North.  
**CAREFULLY** cross the tweedy bridge and the wonders of **DARFS** field will unfold before you!