



Editor Steve Roselle holds his electric Foote Westerner a few years ago at Muncie In SAM Champs. Steve is on travel this month with Janet to Italy for the 6th EuroChamps so **Bill Copeland** will handle the editing chores this month.



JUNE 2008 # 96 snr
(official newsletter of the BlackJack Club)

SAM-21 CLIPPER

Society of Antique Modelers Chapter 21 AMA 1470

next meeting: **Thursday**
JUNE 26th 7:30 pm

at **SARATOGA FIREHOUSE**
Corner Saratoga Ave & Hwy 9
Park in rear & Enter thru Front door

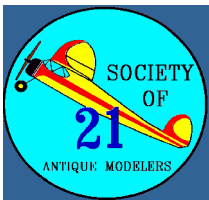
Goodie Schedule - page 2

Thanks to **GARY LEOPOLD** for **May Goodies!**

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

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

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Come early! *Listen up!*

The June meeting will feature a mini-mall display of SAM 21 Paraphernalia (stuff) Including Tee Shirts, Hats, Patches, Decals - and more! (cheap)

Also - See the Amazing "ATOMIC TAPE"!!

Stay late!!

59 cents,
Please!

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- **Plus: More outrageous photos & amazing information!**

First class (You Betcha!)



2008 SAM WEST COAST Event Schedule

Call Steve Roselle 650-969-1721 Email: rosy@cheerful.com for corrections or additions

"Revised 28 Dec, 2007"

Month	Saturday	Sunday	Event Date	Event
JAN	5	6		
JAN	<u>12</u>	<u>13</u>	1/11-13	AMA Trade Show—Ontario, Ca
JAN	<u>19</u>	<u>20</u>	1/19-21	SOUTHWEST REGIONALS, Eloy Az
JAN	26	27		
FEB	2	3		
FEB	9	10		
FEB	16	17		
FEB	23	24		
MAR	1	2		
MAR	8	<u>9</u>	3/9	NCCFFC Spring Bash (Walt Ghio CD)
MAR	<u>15</u>	16	3/15	SABBATINI COLLECT(flyer Dec 2007)
MAR	22	23	Sunday 3/23	Easter
MAR	<u>29</u>	<u>30</u>	3/29-30	SAM 26 SPRING ANNUAL Taft, Ca
APR	<u>5</u>	6	4/5	NCCFFC Sierra Champs (Chris Borland CD)
APR	12	13		
APR	19	20		
APR	<u>26</u>	<u>27</u>		NCCFFC; Nor Cal (Bill Vanderbeek CD)
MAY	3	4		
MAY	10	11	Sunday 5/11	(Mother's Day)
MAY	17	18		
MAY	24	25	Monday 5/26	Memorial Day weekend
MAY/JUN	<u>31</u>	<u>1</u>		SAM 21 RANCH ROMP Schmidt Ranch
JUNE	<u>7</u>	8	6/7	NCCFFC Western States Champs (Mike McKeever CD)
JUNE	14	15	Sunday 6/15	(Father's Day)
JUNE	21	22		
JUNE	28	29		
JULY	5	6	Friday 7/4	Independence Day
JULY	12	13		
JULY	19	20		
JULY	<u>26</u>	<u>27</u>	7/26-27	SAM 30 Annual Loren Schmidt Memorial - at the Ranch
AUG	2	3		
AUG	9	10		
AUG	16	17		
AUG	23	24		
AUG	30	31	Monday 9/1	Labor Day
SEPT	6	7	8-12th	SAM CHAMPS at MUNCIE, Indiana
SEPT	13	<u>14</u>	9/14	NCCFFC SGMA Combo Annual (Bill/Mike Davis CD)
SEPT	20	21		
SEPT	<u>27</u>	<u>28</u>	26-28	SAM 27 CRASH & BASH Schmidt Ranch
OCT	4	5		
OCT	11	12		
OCT	18	19		
OCT	<u>25</u>	<u>26</u>		SAM 26 JOHN POND COMMEMORATIVE Taft, Ca
NOV	1	<u>2</u>	11/2	NCCFFC SGMA Sweeper (Dick Myers CD)
NOV	8	9		
NOV	<u>15</u>	16	11/15	SAM 21 COLLECTO—tentative
NOV	22	23		
NOV	29	30	Thursday 11/27	Thanksgiving Day
DEC	6	7		
DEC	13	14		
DEC	20	21		
DEC	27	28	Thursday 12/25	Christmas Day

SAM 21's Website:
www.SAM-21.ORG

Sam 21 Meeting Dates

7:30 p.m.

@ SARATOGA FIRE
DEPARTMENT

Corner Saratoga ave &
Sunnyvale-Saratoga Hwy

2008

January 24

February 28

March 27

April 24

May 22

June 26

July 24

August 28

September 25

October 23

November 20

(due to Thanksgiving Conflict)

December 18

(due to Christmas Conflict)

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.

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



MINUTES OF SAM 21 MEETING

Meeting called to order at 7:30 p.m.

Guests : None

Minutes of the March Meeting: Motion passed to accept the minutes as printed in the April Clipper.

Treasurers report: None given.

Contest Report: given by Dick **Douglas**. He reported on the NCFFC contest. Vanderbeek lost his Ram Rod. Not to many lost airplanes. There were 51 entrants.

Don Hughes has been trying to get an electric free flight event. Three minute maxes were allowed on one day. Two minute on the next. Fred Terzian entered three flight events. There were entries for wing tip launch gliders.

Dick did a very good job of explaining the different events and how they were set up.

Lescher gave a report on the Pleasant Hill Collecto. There was not much buying but alot of looking. It was reported that a whole box of engines sold for \$1100.00

Old Business: It was reported that Bill **Copeland's** program on making fiberglass parts was enjoyed by all.

Roselle reported that he delivered the raffle gifts and a check to Miriam for the food at the event at Schmidt Ranch. Bill Copeland said he will do the cooking. It was also stated that all is a go for the event.

Dave **Lewis** displayed the award trophies for our contest. Bill Vanderbeek donated the trophies which are very nice and it is greatly appreciated.

New Business: President **Smith** reported on free flight event coming up. **Roselle** pointed out that our 1/2A contest will be held on June 25th.

Walt **Gurney** reported that the front door will be left unlocked for our meeting night. He also suggested we set up a calling list to inform people if the meeting room will not be available for a meeting.

Steve **Roselle** suggested we send any new items directly to Bill Copeland *for the June Clipper*.

Show and Tell: Bill **Vanderbeek** showed a beautiful new model, never flown, named the "Seegar" by Otto Hiedecker. The power plant is a Torp 29 ignition." Seldom Seen" as Pond would say.

Lescher **Dowling** read some funny quips from a newsletter he brought. He also displayed a DVD about Aircraft Carriers. He also displayed a 27MHz escapement radio system, and a galloping ghost system.

Dave **Marshall** showed three old engines he flew when he was in his 20's.

1. Orwick 73 1945 S/N 73092 from Bob Allen in 2007
2. RJL Cunningham 65 Blue
3. Daniel 65 (Orwick copy)

Respectfully Submitted,

Dave Saso

Ed Note: *My thanks to Dave for substituting for me.
Good job Dave. Bill C*

SAM 21 Ranch Romp Report

Submitted by: Gary (Neal?) **Leopold**

It was Saturday, May 31, 2008, a cold, very windy morning at Schmidt's Ranch.

CD Ken Kullman and Nina, with the help of Jake Chichilitti (who is learning to be a contest director) were all set up to have the flying begin.

There was much conversation as whether to cancel the flying for Saturday because of the wind. Up spoke 6 members of the Warner family who had traveled some 6/8 hours from California City, California, and said "we're here to fly!!" All others agreed and off started the contest. The wind was lighter around noon. The day ended with Dave Warner and Dave Lewis neck and neck for the championship.

The Schmidt family, Miriam, Tina and Jay, prepared the Saturday and Sunday lunch and Saturday evening dinner, and did a great job of making everyone feel at home.

Sunday, June 1, 2008, started out cool but around 10:30 the wind was not so strong, and there was a good lift, so there were a lot of maxes!! There were more fliers on Sunday. The raffle was held at 1:00. First prize, the Brown powered Quaker Flash, went to Wayne Conner; Second prize, the Big Dallaire Sportster, went to Jake Chichilitti; Third prize, a Quaker kit, went to Ed Walker. The day ended with the award of the Championship Trophy to Dave Lewis. Later review of the results found that the Daves actually tied for the Championship. Dave L took home the trophy as Dave W had had it for the past year. Stay tuned for more action.

Everyone who entered received a blue anodized aluminum trophy, with silk screened logo with date and place of the SAM 21 annual old timer contest. Fliers who placed first or second received engraved plastic stick-ons indicating their winning places in events flown.

Thanks to all who attended and to all those who helped make this a great contest.

Ed Note: *A special thanks to Miriam's daughter Tina who ramrodded the proceedings on Saturday in Miriam's absence and to her son, Jay, who cooked for the Saturday and Sunday lunches.*



*"The future of SAM?"
Unidentified mom and young son watch the flying at last years "Ranch Romp"*

...See articles on page 10



Rosy's Outlook

Late MAY— Time to travel to Italy for the 6th European Old Timer RC Championships—IE: the EuroChamps.

I was unable to finish repairing and modifying my Weathers Westerner in time (sound familiar?) so am taking Ed Hamlers 680 in2 Airborn with 1110 Steve Neu motor and 7x2200mah NiMh battery. Should go like scat! Ed is a really nice guy for trusting hamfingered me with his pride and joy. Ed is also loaning his 490 in2 Airborn with Shilen Torpedo 29 ignition in the nose.. Those plus my Dallaires for S400 complete my model inventory.

As they say “News at 11”. Hope to have lotsa good stuff to report on.

Meanwhile SAM 21 Secretary/Treasurer Bill Copeland has graciously volunteered to edit this June issue in my absence. Many Thanks, Bill! SNR

This is your interim editor speaking ...

Continuing the report on the 2008 SAM 21 Ranch Romp from the previous page included here some pictures of the event ...



Left: The “flying Warners”
Left to right: Von, Lyn, Jennifer, Dave, Melani and Mike (hope I got that right) Proving that the family that flies together - has fun together!

... starting with the flying Warner family. Coming all the way from California City - near Mojave - as the contest report noted, they came to fly! This is the second year in a row that they have attended the SAM 21 event. In 2007 Dave won the championship trophy so, he had to return to “defend his title. Dave gave it his best but, after running out of airplanes, could only tie with Dave Lewis.



Hail to the Champions! Above:2008 Co-Champions Dave Lewis' left, with 2007 Champ Dave Warner, and the “bug lady” Jennifer Warner in the foreground. Well done all!



... then we have, above, the brains of the contest, CD Ken Kullman, right, with his “right hand” man Jake Chichilitti, doing what they do best as they kept things humming along. Nina was a big help with registration!



Above: Jake Chichilitti, left, in action - caught in the act of launching his Ohlsson .60 powered RC-1, originally built by Gary Leopold, center. Eut Tuleson looks on

See more pictures on pages 7 and 12...



2008 Ranch Romp Results

ANTIQUÉ (combined)		Flt 1	Flt 2	Flt 3	Flt 4	Total
1) Dave Warner	Bomber/??	8:40	4:15	8:30	--	17:10
2) Dave Lewis	Bomber/Como 51	3:43	Max	6:53	--	16:53

C GLOW LER						
1) Dave Lewis	Playboy/K&B 40RR	4:09	4:49	6:24	--	11:13
2) Michael Warner	Playboy/ ?	1:43	:10	--	--	1:53

OHLSSON SIDEPORT						
1) Dave Lewis	Clipper/O&R	Max	4:44	--	--	11:44
2) Jake Chichilitti	R/C 1/O&R	3:45	4:17	--	--	8:02

B IGNITION LER						
1) Wayne Conner	Airborn/Orwick 29	5:32	4:54	Max	--	13:32

ELECTRIC LMR						
1) David Warner	Playboy	Max	6:06	--	--	16:06

A IGNITION LER						
1) Gary Leopold	Playboy Jr/Elfin 2.49D	Max	Max	--	--	14:00
2) Wayne Conner	Bomber/Elfin 2.49D	4:09	Max	5:04	--	12:04
3) Dave Lewis	Playboy Jr/Elfin 2.49D	:24	Max	3:33	:02	10:33

A TEXACO						
1) David Warner	F.Westerner /??	1:42	4:16	--	--	5:58

½ A TEXACO						
1) Eut Tilston	J 2 Cub/Cox	13:06	8:45	--	--	21:51
2) Dave Lewis	Alert/Cox	13:52	7:40	4:00	--	21:32
3) Jake Chichilitti	Baby Playboy/Cox	0	1:48	5:41	--	7:29

TEXACO (COMBINED)						
1) Dave Lewis	Bomber/OS 604S	24:40	--	--	--	24:40
2) David Warner	Bomber/ (?)	4:46	--	--	--	4:46

B GLOW LER						
1) David Warner	Bomber/OS 29 (?)	4:26	Max	4:25	5:37	13:37
2) Dave Lewis	Bomber/ST 29	5:52	3:47	--	--	9:39



2008 Ranch Romp Results Cont'd

½ A SCALE

1)	Cecil Cutbirth	Curtis Robin	6:10	8:54	10:32	--	19:26
2)	Eut Tileston	J 2 Cub	5:07	3:34	--	--	8:41

BROWN JR LER

1)	Gary Leopold	Polly/Brown	10:43	13:48	--	--	13:48
2)	Cecil Cutbirth	RC-1/Brown	5:24	12:34	1:22	--	12:34

C IGNITION LER

1)	Wayne Conner	Bomber/Spitfire	Max	Max	--	--	18:00
2)	Gary Leopold	Bomber/Madewell 29	7:25	6:59	--	--	14:24

ELECTRIC TEXACO

1)	David Warner	Playboy(?)	11:08	--	--	--	11:08
2)	Von Warner	Bomber	4:50	3:38	6:08	--	6:08

A GLOW LER

1)	Dave Lewis	Bomber/Veco 19	Max	4:25	--	--	11:25
2)	David Warner	F.Westerner/Cox 15	3:03	2:15	Max	--	10:03

FOXACOY

1)	Bob Covolo	???	2:53	5:23	2:13	5:41	11:04
2)	Dave Lewis	Playboy/Fox 35	1:53	4:55	--	--	6:48
3)	Michael Warner	Playboy	:35	--	--	--	:35

SPEED 400 LMR

1)	Von Warner	Bomber	10:55	6:17	1:57	--	17:12
2)	David Warner	Miss America	7:42	5:26	--	--	13:08

OLD TIME GLIDER

1)	Jake Chichilitti	Bird of Time	5:05	3:38	3:23	--	12:06
2)	Von Warner	Spirit	2:56	5:14	:44	--	8:54
3)	Michael Warner	Wanderer	2:01	1:31	1:30	--	5:02

SOS ELECTRIC - NOT FLOWN

Weather: Windy both days but worse on Saturday. If you got high enough you were rewarded with great air.

Overall Championship: A tie at exactly 21 points between David Warner and Dave Lewis

The Contestant Plaques were furnished by Bill Vanderbeek ; there was enough for everybody. Thanks, Bill.

Thanks also to Ken Kullman and Nina for their running the contest; they did a great job.

Dave Lewis



2008 European Champs Report
Late Breaking News From Clipper Foreign
Correspondent - Steve Roselle ... we spare
no expense!!!

... from an E-mail from Steve from Bassano del Grappa, Italy, wherever that is?

Bill, Dave,

We are alive and well, having gotten over our mandatory traveling colds long ago. Due to fly back to SFO tomorrow (Thurs) and will arrive home 10-11pm.

Hope SAM 21 contest went well (can't read attachments with this WEBTV email toy in hotel room.) And that June Clipper is on track.

We are finally at a place with email in room (WEB-TV fuzzy screen and no printer). Cruise thru Greek islands went well. Boat rode smoothly and Santorini was one we both want to go back to. Adventures in Athens & Olympia will have to wait recounting until back home.

Contest - Weather was much cooler than two years ago. Friday 13th was intermittent rain showers, Sat was total Monsoon-out! Result was they doubled up remaining events on Sunday and cut number of flights in each event from 4 to 2. Sunday morning was glorious thermal weather but wind shift at lunch-time resulted in marginal air for rest of day.

Tell Lescher I sold his McCoy 60 to Vittorio as planned so he won't need to take it back. Vittorio was very pleased with it.

I flew 4 events and best place was 5th in OTMr (gas ignition). Didn't break anything this year - HooRah!

Poor Dick Griswold blew a wing off his new Folly and destroyed it. Engine OK as it hit in muddy grass. Then he lost control of his 1/2A Airborn and it went into 8 ft tall cornfield. Searched but no joy.

Hamler and Harding both got 3rd places and were at least on podium. Hamler got zeroed on two of his flights - more later on protests filed on account of the zeros. Ed was asked to CD the 2009 EuroChamps in Germany - Plan on attending next year!!!

Monday morning early I sneaked back out to field and searched the cornfield until I found Dicks plane - undamaged. He was very pleased to get it back.

J & I are both tired of Italian TV, food and 2 hour dinners so are looking forward to getting back home.
 Ciao, Steve

Below: Lewis' Ohlsson Sideport Clipper is off! Dr. Poco timing



More 2008 Ranch
Romp Photos ...



Above: Dave Warner launches a Bomber. Son Mike times



Left: How many old timers does it take to launch a Playboy Jr? Eut Tileson prepares to launch Lewis A ignition Elfin diesel powered example



Above: Pilots meeting in the comfort of the Ranch "ready room". CD Ken Kullman, far right lays down the law for the day

THE FOURTH INTERNATIONAL ELECTRIC TEXACO POSTAL CONTEST, 2008



This International Postal Contest is open to pre-1942 Old Timers and pre-1942 scale models, and pre 1951 European Old Timers. This is an open contest to which non SAM teams are heartily welcomed.

GENERAL INFORMATION

Club results should be reported as soon as practical, using the attached form. The winning club will receive an attractive antique trophy, and the names of the three highest scorers will be added to the perpetual Electric Texaco Postal Championship Trophy. The winning club agrees, as a condition of entry, to organize the following year's postal championship.

DATE

A participating team will select any date during the months of July, through November to make its contest flights.

Each club's team score will be the sum of the longest flight scores of the three highest scoring members.

RULES

2008 SAM Electric Texaco Rules allow the more popular and lighter NiMH and LiPo batteries.

The intent of the new rules is to attract more flyers across the world to this friendly and enjoyable event, and other SAM events, without having to buy special batteries and chargers. In addition these rules allow 1/2A gas models to be converted painlessly to LiPo electric flight without weight penalty.

(See full Flyer with Table on the SAM 21 website: www.sam-21.org e-mail Andrew Tickle for details:

Andrew Tickle, Member at Large, SAM 27, 723 Vanessa Way, Petaluma, CA 94952
Phone (707) 773-3857 Fax (707) 769-0342 Email tickleac@aol.com

SAM 30's Loren Schmidt Memorial Contest



July 26th and 27th 2008

AT
SCHMIDT RANCH, 11948 FRANKLIN ROAD
ELK GROVE, CA 95758

Come one come all to the only Sam 30 contest of the year
21 RC events all flown by SAM rules and flight times
Fly off's will be held - No shoot out's
Pilots meeting will be at 8 AM and flying will end at 3:30 each day
Entry fee is \$7.00 per event - \$42.00 maximum for the 2 days when all
entered at the same time

Prizes to 3rd Place Sweepstakes Trophy - all events count

***Big Raffle, lots of prizes, and a Rambler airplane
with a Brown Jr Engine - Donated by Dave Lewis***

Saturday July 26

Texaco Combined
½ A Texaco
A LER Glow
B LER Glow
C LER Ignition
Antique (Combined)
Ohlsson 23
Electric LMR
Spirit of SAM Concourse
S400L MR

For Information Call
Frank Womack
530-332-9414

C.D. - Floyd Higgen

Sunday July 27

A LER Ignition
B LER Ignition
C LER Glow
Electric Texaco
½ A Texaco Scale
A Texaco
Ohlsson Sideport
Brown Jr LER
Foxacoy
Brown Jr Texaco

Food

Free pancake breakfast on Saturday and Sunday (you fix hotcakes)
Friday night Dinner (Surprise) 6:30
Saturday and Sunday Lunch for \$5.00 each day
Saturday Banquet will be a surprise - Come join us.

Places to stay

Camping okay - some electrical (come early & bring your own cord)
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
John Jay Inn Massie Ct 916-689-4425

It might be hot. so bring and drink plenty of water!

Whither from here?

...The following from SAM Secretary John Hirte is taken from an E-mail response to President Mike Meyers request for information on the status and predicted direction of SAM Membership

Gentlemen:

Mike (Meyers) asked for a membership count and membership projections. I really am not in a position to make any new membership projections, but I do note that in the first 5 months of 2007 we had 63 new members and in the first 5 months of 2008 we have only added 50. New members are down, if my math is correct, about 20% in this comparison period.

As to the membership count, the only records I have are the following:

2005 -1990 members (1597 regular & 393 Life)

2006- 2011 members (1622 regular & 389 Life)

2007- 1957 members (1575 regular & 382 Life)

2008- 1879 members (1506 regular & 373 Life)

As you can see, we are a vanishing group. Charlie Reich and I have pretty much agreed that the "spike" in the 2006 membership was the result of a very successful gift membership program initiated in 2005, but the bulk of the gift recipients did not renew when their membership expired. I have had about 10 members (including 2 Life members) ask me in the last 6 months to take them off the list of members because they can no longer read the magazine.

It would be interesting to see if the membership was in a similar decline in the previous 4 year increments, but I don't have that information available and I don't know who would.

The above information should be considered when discussions are held on the use of the Life membership reserves; who are we saving this money for? The future Board should look this situation over closely and anticipate that at some future general membership meeting the subject will be raised.

Changing subjects, I'm surprised Mr. Wallock has not chimed in as of yet on any of the recent discussions; I'm hoping, Gene, that you are feeling better and I look forward to hearing your usual sugar coated views.

s/s John Hirte

... Answered by Gene Wallock:

Unfortunately, the SAM Group is on a diminishing slide. The older members are getting older and less active (especially when they die).

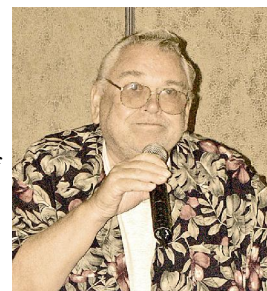
An interesting fact to remember is any modeler, born in 1942 or later, really doesn't give a big rats rump for Old Timers. They didn't grow up with them. I'm going to try and propose a new time line for SAM in the coming Rules Change Vote. I believe SAM can grow with the nostalgia group that were basically cut off by the NFFS Rules. SAM should go through 1950 with Gas Designs that showed Ignition on the plans. The Rubber should go through 1950 with designs that required an AMA cross section. This time extension would put us in agreement with most of the European Countries and add about 168 Gas designs to the Approved list. The rubber List would include the Cross-Section Rule Wakefields.

The one concern I've heard is the "Pencil Bomber" shadow that seemed to have cast a dark cloud across the land. Well, guess what? The SAM FF Gas Rules have never had a cross section requirement that had to be met and "Pencil Bombers" are legal if they were designed by December 31, 1942. Did anyone ever hear of Marchel's "Hep Cat"? It's legal to fly right now. I started competition flying in 1949 at the Western Open at Rosecrans and Western. Lots of Zippers and Playboys. Paul Gilliam was out with his Civy Boy, but the first ones just didn't fly that well. 1/2A Gas Models were starting to show up but there was no ignition shown on the plan, so they wouldn't qualify anyway.

I think it's time to bite the bullet and expand the cut-off date. If we keep going the way we are, the end, unfortunately, is very much in sight.

As to how I'm doing, I have one shut down artery and one stent in place. The Doc is pretty happy but concerned about my Atrial Fibrillation which puts me at some risk. I told the Doc, it's genetic and he's not going to cure it instantly. I'm doing a balancing act between blood thinner and Plavix, which keeps the stent lubed. I go in for weekly Prottime checks, which is the time the blood takes to clot.

Thermals,
Gene



Gene Wallock

Airtronics 2.4GHz FHSS – A Review

Courtesy of: *Ed Hamler, SAM 27*

Earlier this spring my friend, Jack Albrecht, who is a technical adviser for Airtronics, provided me with one of their new 2.4 GHz outfits in order to test its suitability for flying SAM Old Timer models with spark ignition.

The equipment provided was the RDS 8000 2.4 GHz FHSS transmitter and a 92824 Spread Spectrum 8 channel receiver.

The model selected for the test was my class B Ignition 510 sq.in. Playboy Cabin

Continued on Pg 11



Ed Hamler



Airtronics 2.4GHz Review, Cont'd

Continued from Pg 10

powered by a replica Torpedo 29 by Ed Shilen. The spark ignition system has a typical single transistor trigger, a Modelectric coil, and a 3 cell NiMH 500 mAh battery pack. The high tension lead has a 10K resistor at the spark plug.

This particular model was chosen for several reasons: interference from spark RF had been a problem originally due to a cabin with very little separation between radio and ignition components. Changing from FM to an Airtronics 92965 PCM receiver had solved that earlier problem and we wanted to see if the same would be true with 2.4 GHz. In addition, with typical Playboy stability, the model should survive minor glitches in flight.

For the test, one of the receiver's two antennas was inserted into a tube running longitudinally down the fuselage and the other was positioned vertically beside the ignition battery pack at the firewall and stabilized with foam rubber in order to maintain the recommended 90° orientation angle between the two antennas.

A ground range check, with low transmitter power, indicated

excellent control response up to 150 feet with engine running at high speed. The flight test was equally successful. The climb was smooth and steady and a good thermal afterwards took the model to speck altitude and an easy max.

The system's advantages are impressive: no waiting for channel pins, only one transmitter for multiple models, small-light receivers, and no spark interference. I have now purchased extra Airtronics receivers from HobbyPeople.net and all of my models for the upcoming SAM EuroChamps will be so equipped. My one criticism applies to most new RC transmitters – digital trim controls. For SAM competition, analog trims are easier to use when you cannot afford to take your eyes away from the model in order to glance at your trim positions.

The control functions of the RDS 8000 were easy for me to program. It employs the same intuitive menu as the earlier RD 6000 model which I still use for sport flying biplanes and seaplanes. The RDS 8000 has eight channels, ten model capacity, and complete functions for airplanes, sailplanes, and helicopters.

Equal Time Review - Futaba 6EX-2.4GHz

I can add my experience with the Futaba system. Dr. Joe Poco and I who fly regularly (weather permitting) at the Flying Electrons field in Livermore, CA both are using the Futaba 6/7 channel FASST system in several different airplanes, one of which is an Ohlsson .60 powered Clipper. We have experienced the same results as reported by Ed above. Programming is, for me, sometimes problematic, mainly because I don't do it often. Dr. Poco is using an older transmitter with a FASST adapter module which works perfectly and allows him to use the analog trim levers on his Tx. Neither of us has experienced a glitch or apparent "hit" by, or to, any other system. **Bill C**

WHY SO HIGH?

Bill C's SOAP BOX

At the risk of exposing my ignorance (again?), and perhaps starting an unnecessary controversy, I don't know about you, but the current engine run rules, except for Texaco events perhaps, invite practically out of sight powered climbs - at least almost out of sight for these tired old eyes. Sure, it's great to start the glide

portion of a flight at an elevation which allows a lot of time to search for lift but, it seems to me that the extra height only adds to the "luck" factor. I know, it's usually not possible to max out on a no lift day, even with the great starting altitude, but might it not be more efficient in terms of running a contest (fewer fly offs) and just as, if not more competitive to say, cut the currently allowed engine run times in half or by some other reasonable

factor? Why not keep them in sight and more realistically compare the efficiency of the gliding portion of the flight which was the way most of our Old Timer designs flew in their original competitions.

Compared to our free flight heritage how many times have you seen even well built models literally disintegrate during the power portion of the flight? And how many "out of control" climbs happen during the first 5 seconds and the last 10 seconds of the engine run? (vertigo?)

Where's the spirit? Are we talking horse power or graceful flight? Look at it this way - if you were flying your "Old Timer" W/O RC assist, would you risk free flight based on the current engine run rules? I think not. For me the most enjoyable part of each flight is when the model comes down to an altitude where you can see what it's all about - a beautiful piece of art.





Above: Not on the "Approved Plans List", but this is an old timer on anyone's list. A beautiful example of a Curtiss P-40 as modeled by **Frank Womack**. Commissioned by Harry Klarich from Cleveland plans enlarged to a w/s of 36", Frank covered the model with silkspan filled with dope and talc filler and painted with Rustoleum



Above: Wayne Conner displays his raffle winning - Al Ward built Quaker Flash complete with a Brown Jr.



Above: Jake Chichilitti with his second round raffle prize - a full size Dallaire with a Super Tigre G-60 ,built, and donated by Dave Lewis. Now, how do I get it home?

Right: Dave Warner launches Chichilitti's winning Bird of Time glider flight on the Hi-start. How's that for sportsmanship?



Above: Wayne Conner wasn't so lucky last year. He couldn't figure out why he got a short engine run and was having a hard time trimming the glide portion of his flight. Turned out that his CG had moved aft considerably after the engine/firewall fell off stopping the engine. Stop buying that cheap glue Wayne!

Note engine hanging from the H/T lead

