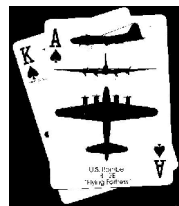




Henry Smith built this Lou Procter Antic some years ago and recently passed it on to David Saso. Glow powered, it flies magnificently, sez David. Note the flying wire braced wing panels...



DECEMBER 2008 # 102 snr
(official newsletter of the BlackJack Club)

SAM-21 CLIPPER

Society of Antique Modelers Chapter 21 AMA 1470

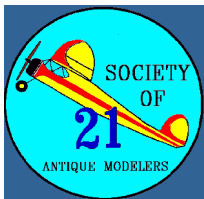
next meeting: **Thursday**
DECEMBER 18th 7:30 pm
at **SARATOGA FIREHOUSE**
Corner Saratoga Ave & Hwy 9
Park in rear & Enter thru Front door
Goodie Schedule - page 2

Thanks to **BILL VANDERBEEK** for **NOV Goodies!**

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

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

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933 Barbara Ave
Mountain View, Ca
94040

**PIRATES WHITE ELEPHANT
GIFT EXCHANGE**
at the December meeting
See flyer inside
HAPPY HOLIDAYS to ALL!

42 cents,
Please!

In this issue:

- p.2 **2008 SAM WESTERN REGION CALENDAR**
- p.3 **October Minutes**
- **P4 - ROSY's Outlook -**
- **P 5- A Robin from down Unda!**
- **P.7 - Slipping prop remedy—from Tandy**
- **P.8 - British Frogs**
- **P.9 - Mufflers for Super Cykes**
- **P. 10 - Southwest Regionals Flyer—Jan 2009**
- **P 11—2009 SAM 21 BANQUET Flyer**
- **P12—Pirates White Elephant Gift Exchange-next meeting!!!**
- **—Plus More outrageous photos & amazing information!**

First Class (You Betcha!)

GUEST COPY



2009 SAM WEST COAST Event Schedule *Revised 14 Dec, 2008*

Italics are PRELIMINARY Dates—Subject to Change!!!

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

Month	Saturday	Sunday	Event
JAN	3	4	
JAN	10	11	1/10-11 AMA Trade Show—Ontario, Ca
JAN	17	18 19	1/17-19 SOUTHWEST REGIONALS, Eloy Az
JAN	24	25	Sat—NCCFFC AWARDS BANQUET—site unk. at this time
JAN/F	31	1	SAM 21 Annual BANQUET—Carrow's 910 Saratoga ave, SJ
FEB	7	8	
FEB	14	15	
FEB	21	22	
FEB/M	28	1	
MAR	7	8	Sun SGMA Spring Bash FF/RC Wegaell fld.
MAR	14	15	Fri/Sat SABBATINI COLLECTO—Fresno 559-287-1717
MAR	21	22	Sunday 3/22 Easter
MAR	28	29	SAM 26 SPRING ANNUAL RC Taft, Ca C.D. Hardy Robinson 805-739-0329 hardyar@msn.com .
APR	4	5	Sat NCCFFC Sierra Champs FF/RC Wegaell fld.
APR	11	12	
APR	18	19	
APR	25	26	
MAY	2	3	NCCFFC; Nor Cal—FF only Wageall fld.
MAY	9	10	Sunday 5/10 (Mother's Day)
MAY	16	17	
MAY	23	24	Monday 5/25 Memorial Day weekend
MAY	30	31	SAM 21 RANCH ROMP Schmidt Ranch (tentative)
JUNE	6	7	Sat NCCFFC Western States Champs FF/RC Wageall fld.
JUNE	13	14	Sunday 6/15 (Father's Day)
JUNE	20	21	
JUNE	27	28	
JULY	4	5	SAT 7/4 Independence Day
JULY	11	12	
JULY	18	29	
JULY	25	26	SAM 30 Annual - Schmidt Ranch (tentative)
AUG	1	3	
AUG	8	9	
AUG	15	16	
AUG	22	23	
AUG	29	30	
SEPT	5	6	Monday 9/7 Labor Day
SEPT	12	13	Sun NCCFFC SGMA Combo FF/RC Wageall fld.
SEPT	19	20	
SEPT	26	27	26-28 SAM 27 CRASH & BASH Schmidt Ranch
OCT	3	4	4th-9th SAM CHAMPS at MUNCIE, Indiana
OCT	10	11	4th-9th SAM CHAMPS at MUNCIE, Indiana
OCT	17	18	
OCT	24		Sat SGMA Sweeper FF/RC Wageall fld.
OCT	24	25	SAM 26 JOHN POND COMMEMORATIVE Taft, Ca
OCT/N	31	1	
NOV	7	8	possible SAM 21 Collecto actual date T.B.D.
NOV	14	15	
NOV	21	22	
NOV	28	29	Thursday 11/26 Thanksgiving Day
DEC	5	6	
DEC	12	14	
DEC	19	20	
DEC	26	27	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)

2009 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	open
APRIL	Joki
MAY	Leopold
JUNE	Lewis
JULY	Marshall
AUGUST	Mette
SEPT	Smith
OCT	Saso
NOV	Vanderbeek
DEC	Dowling



SAM 21 MEETING ON THURSDAY, NOV 20, 2008.

Meeting called to order by President **Henry Smith** at 7:28PM. No guests or new members attending. No additions or corrections to the October minutes as printed in the CLIPPER. Minutes approved by vote. No Treasurer's report since the Treasurer was absent with leave to his time-share.

CONTEST REPORTS: Dave Lewis reported on the poorly attended Waegell Field contest on Nov. 2.

OLD BUSINESS: Discussion about substitution of Gary Leopold to the ballot for the position of Secretary/Treasurer for 2009; Gary agreed to have his name on the ballot. Pause while some members filled out their ballots and turned them in to the president. The ballots will be counted at the next meeting.

Dave Lewis brought up the subject of the Annual Awards Banquet. He suggested a return to Carrows Restaurant on Saratoga Blvd just south of Interstate 280. Dinners are usually under Ten Dollars including the Prime Rib. It worked pretty good last January. Dave then suggested that the club pay for the entrees (but not for any liquor) for attending members, spouses and any guests. Moved and passed. First choice on the date for the awards banquet is Jan 31 and the second choice is Jan 24.

NEW BUSINESS: Next month will be our annual White Elephant Pirate Gift Exchange. Everybody bring a hobby related, wrapped gift to the December, 2008, meeting.

Dick Douglas reported on the NCFCC 2009 scheduling meeting. Most of the contests next year will include Old Timer R/C events. The first event of the year will be a SGMA contest put on by Walt Ghio on March 8, 2008. Discussion followed on the contraction of some events in Old Timer R/C.

Gary Leopold said he had heard from Milt de Groot about getting a new Western States Coordinator for M.E.C.A.; the job is there for anyone interested in a position with M.E.C.A. Some discussion about our recent Collecto which turned out to be a great success mainly by the hard work of **Steve Roselle** getting Bill Hofstetter's estate organized & presented with help from **Walt Gurney** and also **Brian Sargent** at the Collecto. Report next month when Bill Copeland, Sec/Treasurer returns and he will give a full accounting. Discussion on whether or have a second Collecto next year but no decision on this.

SHOW AND TELL: Stuff left over from the **Bill Hofstetter** silent auction at our Collecto was displayed around the room to be silent auctioned. The stuff included engines (including a couple 4-strokes), Cox, Super Tigre, Brown Jr, Veco, plans, books, covering, balsa, shop tools, etc.

Meeting closed by the president around 9:30 PM.

DON'T FORGET THE WHITE ELEPHANT GIFT EXCHANGE AT NEXT MONTH'S MEETING!!

Respectfully submitted, Dave Lewis, acting secretary (again).



Walt Gurney was the lucky winner of the Bill Hofstetter Catalina PBY flying boat project at the Nov meeting. Powered by two OS15 R/C engines, Walt hoped to sneak it into the house past his wife to avoid a confrontation!

Bon Voyage, Walt!



Rosy's Outlook

DECEMBER 2008

Winter skies have been notable for their dryness. With the threat of drought hanging heavy, Northern California really need the rains this year. Unusually warm temps prevailed until several weeks ago, then cold clammy foggy winter weather moved in. Flying fun diminished accordingly. Still waiting for soothing rains however.

Gary Leopold to be 2009 Sec/Treas

At the NOV meeting, president Henry Smith made the decision that even thou unopposed Secretary Treasurer candidate Chinmay Jaju would make a fine S/T, his age would prevent him from opening the checking account required to fulfill the duties of his office. There being no takers he then offered the post to past S/T Gary Leopold who quietly agreed to the request. Pending the vote counting at Dec meeting Gary will likely be the S/T for 2009.

OOPSIE!

Last month I thanked several people for helping at the Collecto. But I neglected to mention that my wife Janet also helped out at the sales counter that morning. Thank you, honey! Also of note are Henry Smith who attended the entrance table all morning, and Dave Lewis, & David Saso, and others helped setup and tear down all the tables and chairs. To everyone who helped, you are appreciated!

Forster .99 Two Speed Operation

From: Tommy Gray To: <SAMTalk_Forum@ yahoogroups. : [SAMTalk_Forum] Re: Forster .99 Two Speed Operation Hi Folks, I am setting up my Forster .99 in the old Super Buccaneer to use the two speed timer for R/C. I had planned on using a servo-controlled toggle switch to select the two speeds, and one of Marv's solid state units to control the On/Off functions from the radio. I thought about using an Aux switch (gear/flaps, etc.) to control the engine speeds, as my radio has a ton of programmable switches that can be used for just about anything. I was wondering how some of you are doing this (if you are). I want to keep the engine original, and do it as simply as possible. If someone here is using two-speed operation on an ignition engine with a two speed timer, hows about letting me know what you are doing. Also can someone recommend a prop size for the engine. I had though about a 16X4, etc.? Suggestions? Thanks, Tommy Gray

From: Earl Fortner

Running an 18/6 on mine Tommy. I tried smaller props but the vibration went up with the higher RPM. I am getting about 4000 to 4500 RPM with the 18/6. Earl

Posted by: "Jack Hiner" Earl and Tommy,

I had a bad vibration problem with Drone BB diesels a few years back. Some one on SAM Talk suggested I try an unbalanced prop with the heavy blade up when the piston is all the way down. I went to the local hobby shop with my hand held prop balancer a selected the most out of balance wood props the size I was using on the Drones. Then painted the heavy blade to make even heavier and be able to identify the heavy blade when changing props. This greatly reduced the vibration problem with the Drone BB diesels. APC props are close to being balanced and require more weight so I paint more of the blade with epoxy paint on APC props. I remember guys doing this many years ago with older vintage motors. So if you want to try smaller props consider this to reduce vibration level Jack

MECA Region 2 Director post is available
Milt DeGroot has let it be known he is stepping down and the position is open.

If interested call Uncle Milty at 1-925-682-2185

the Last of BILL HOFSTETTERS modeling stuff presently resides at your editors house and will likely be brought to the January meeting for selection and disbursal. The December meeting being filled with the PWEGE festivities...

SAM 21 meeting schedule for 2009

Will be presented in the January 2009 edition of the Clipper. Walt Gurney is presently hard at work negotiating dates with the Saratoga FD office.

Dave Brodsky carries David Saso's Record Hound out to launch on a FOGGY day at DWARF's field



recently. The plane was acquired from Bill Hofstetter's estate at the Collecto as a framed but uncovered structure. David has already flown it with an OS46 engine and reports it flies very well. Bill Hofstetter would be pleased!

A Curtiss Robin—from down Unda!

Allan Laycock wrote:

Hi, Just another from the shop completed in an Aussie 'coupla daze'. It is a Comet rubber

Curtiss Robin 25" scaled 180% to about 44" span, speed 400, 1000 mah 2S li-po and 14 ozs.

Covered in doped Airspan, 5 gram servos with a GWS 15 amp Esc. Wheels are from a thing called Crazy Panda or somesuch that I got at R/C



Country a couple of years ago. Should go well.

Regards from Oz, Allan

From: Rosy
Cheerio Allan!

What a delightful little craft! Great detailing even down to the door handle. How did you do the lettering for the tail and for the NC numbers?

Nice job on the control cables. Actually they look like string. Are they contained in full length tubes or are the white tube ferrules just short thru-covering guides?

Let us know how it flies. Steve Roselle

Hi Steve n Janet,

The answers are: Yes, no and

maybe? We have a vinyl letter cutting plotter thingy attached to a computer in our gang's hobbies workshop where we meet every Wednesday night. A few of us coughed up the \$800 for the software and plotter. Let me know if you need anything smallish and special cut.

The 'wires' are flyline backing fishing stuff of 20lb pull. A knot and drop of Ca is all you need. The 'adjusters' are wire rings/loops/coils with a z bend, open and close ring or loop to lengthen and shorten. You could use glider clips or music wire but I use a roll of half hard wire about .078 diam.

The white exit tubes are Cotton Bud sticks – here they are plastic and Mike Myers says yours are paper wrapped tubes – I just sent him a box. I have been using this light and almost cost free system for many years on smallish models. I used 12 and 20lb nylon coated fishing trace on larger gas models with alum tube ferrules.

Regards from Oz, Allan

PS—Allen, I just looked at my latest batch of ear buds



and discovered they are also plastic, so I've been saving up the used ones (EECH!) Janet obtained them from most likely Longs Drugs. Brand is Johnson & Johnson Cotton Swabs (aka: Q-tips)

SteveR

Here are a few more pics of Allen's Neato Robin.



Not an Old Timer but interesting anyhow

Seen at the Dwarf field in south San Jose... Ted Kafer flies the bitty NanoStick. It's quick and highly aerobatic in Ted's hands. Electric powered but I don't recall the specs. Ain't technology amazing? Remember the classic Ugly Sticks of the 1960's? This would be its great grandson.

Believe I read the Jack Hiner has purchased plans for the AMA Pond Plans archive and may fly one with Allen at the 2009 Champs in Boulder City, Nevada in October.



They would qualify for the COMET MODELS special event to be announced in a forthcoming SAM SPEAKS issue. How bout we all build one?

GOVERNMENTIUM we're doomed...

Lawrence Livermore Laboratories has discovered the heaviest element yet known to science. The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons, and 198 assistant deputy neutrons, giving it an atomic mass of 312. These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called peons.

Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact. A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete.

Governmentium has a normal half-life of 2 to 6 years. It does not decay, but instead undergoes a reorganization in

which a portion of the assistant neutrons and deputy neutrons exchange places. In fact, Governmentium's mass will actually increase over time, since each reorganization will cause more morons to become neutrons, forming isodopes. This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration. This hypothetical quantity is referred to as critical morass.

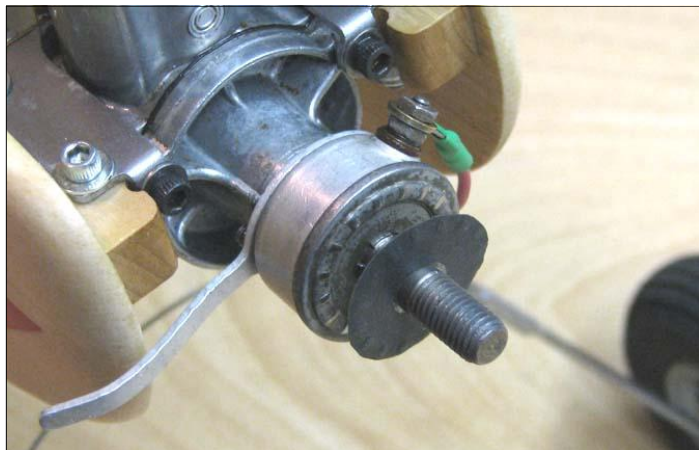
When catalyzed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many peons but twice as many morons. The missing portion of the substance is known as corruptium, which redirects radiated energy into channels that lead directly to the power source, once damaged heavily by exposure to light, but now covered by czar tissue. ***



Prop Slipping? Try this.

"Tandy C. Walker" <tandyw@flash.net>
To:<SAMTalk_Forum@yahoo.com>

After trying several approaches to resolving the issue of an Ohlson 23 slipping drive washer on the back of an APC prop, I found a good "fix". Cut out a disk of 400 grit emery paper the size of the prop drive washer. Put the disk on the crankshaft grit side out so it bares against the back of the smooth APC prop hub. Then put the prop on and tighten down the spinner nut.



The pressure of the prop hub presses the emery disk against the drive washer and imprints the disk with the array of cleats around the drive washer, which prevents it from slipping. If you look close, you can see the cleat imprints in the emery disk below. Now when you put the APC prop on and tighten down the spinner nut, the grit side of the emery paper causes enough friction on the prop hub that the prop will not slip around the drive washer when tightening the spinner nut. Pretty simple "fix" to a troubling problem.....Tandy

How to shut up a loudmouth

by ERCOUBE ED (Found on rcgroups.com)

... Chad, I'll relate a neat story from Oshkosh, this happened maybe ten years ago, maybe less? Anyway I was near Darryl Benjamins booth--he had the Gee Bee R2 replica he flew in airshows for several years.

Anyway some guy was spouting off about the Gee Bee airplanes and how they were known as killers.

Kind of a "know-it-all" kind of guy.

This one lady, was standing right there, listening, and then she spoke and said "Sir, they weren't "killer airplanes" as you describe.

They were good airplanes, and many of the pilots who flew them simply weren't as experienced as many of today's pilots are who now build and fly replicas.

He said ."Well Mam, how would you know this?"

She just smiled, held out her hand and said, "I'm Norma Granville, my father was one of the designer-builders of the Gee Bees and I worked in

the hangar doing all sorts of odd jobs for my Dad and my Uncles while they built these airplanes."

Norma Granville was at Oshkosh as a guest of the Benjamin family to watch the R2 replica fly.

Ed

Model Business (via Al Lidberg)

<http://www.time.com/time/magazine/article/0,9171,848104,00.html>

From a Time Magazine article circa:Monday, Aug. 07, 1939

Capital of the original Comet model airplane company was \$5. One day a solemn, blond boy, Samuel A. Goldenberg left the workroom back of old man Bibichkow's tailor shop on Chicago's West Side with \$2 and came back with a bundle of balsawood, twine and glue. Jolly, dark-haired, young Bill Bibichkow took the rest of the capital and came back with a scroll saw. Working after classes at Crane Technical High School they began to turn out model airplane kits, sold the first one for 43¢. For the first month of their partnership—October, 1929—their books showed: gross business, \$5.59; expenses, \$3.35; balance \$2.24.

Last week, Partners Goldenberg and Bibichkow made an announcement: for the 1940 model year (which begins next month) Comet Model Airplane & Supply Co., Inc. will double its 1939 output, will bundle up 10,000,000 model sets to be put together and flown by youngsters and hobby-minded oldsters. In 1938, business was good, Comet grossed "closer to \$1,000,000 than \$500,000," expects to pass the \$1,000,000 mark for 1939.

Today Sam and Bill and Louis Kapp, a young laundry worker who was their first salesman, have 225 employes, by next month's end will have 300 working three shifts. Over the boards, six draftsmen and eight designers wield pen and T square turning out drawings for scale models of most U.S. military and commercial airplanes in the air today, as well as many a foreign model. Comet has 6,000 dealers, 20 full-time salesmen, a branch and salesroom in Manhattan. Its models, ranging from the Dawn Patrol Fleet (retail price: five for 5¢) to the Comet Clipper (\$6.50, less motor), are sold all over the world.

Louis Kapp is president, looks after the sales of Comets, edits the Comet catalogue (5¢), is proud of Comet's line which, besides modern tricycle landing gears, includes accessories, model engines (\$9.95 to \$21.50), propellers (Comet produces 90% of the props used by the U.S. model business). Sam Goldenberg is vice president, directs the factory. Bill Bibichkow is treasurer and directs model design. He is proudest of Comet's crack designer, 26-year-old Carl Goldberg, who won five of the six first places in the National Aeronautic Association model contest at Detroit last month, brought three cases full of trophies along with him when he gave up his amateur standing and went to work as a professional model builder. ***



FROG Plans website

<http://www.thestuarts.eclipse.co.uk/gliders.htm>



FROG is/was a British model kit manufacturer who developed a number of rather scale-like designs for the sport flyer probably in the 1950 era. I liken them to our Scientific Models company who did the same for Controlline models in the 1950/60's.

The above website commemorates the FROG designs by presenting plans for many of them – free for the downloading.

A link to a FROG 'cookup' at a local museum is also a delight:

<http://www.thestuarts.eclipse.co.uk/solent.htm>

A special surprise is the full sized **Supermarine S6A** on 'regular display at the Solent Sky, Southampton museum.



Another RC Groups forum features a FROG Linnet rubber model scaled up and converted to RC electric in a very interesting fashion.

<http://www.rcgroups.com/forums/showthread.php?t=709068>



Question—Muffler for a Super Cyke?

A thread from www.rcgroups.com - Vintage & Old Timer forum

Leadchucker wrote: Has anyone put a muffler on a Super Cyc by any chance? The Cyke is installed in a radio assist Powerhouse and I have no choice but to commit this sacrilege and I want to fly at our local field as there is no exceptions to the muffler rule.

Leadchucker,

I had the same cunundrum many years ago and tried to put a aftermarket muffler on a my Cyke. It was a strap type with a hose clamp type adjustment screw. When I tightened the clamp sufficiently, I found the cylinder distorted to the point where the prop was noticeably harder to pull thru! The cylinder was distorting!

I backed off the tension and flew it that way for a while, but it was not a satisfactory solution.

I'd recommend having a machinist friend mill an adapter to fit the holes used to mount the exhaust stack instead, and use a light aftermarket muffler - or a surplus muffler of some sort.

Does your club have a hard decibel limit or do they only require a muffler be on the engine?

Steve

Thanks Steve. I know I could get an adapter cobbled up to fit some kind of muffler. I was just wondering if there was by chance something that fit with the proper or nearly proper bolt spacing ,port size, about what glow engine size muffler would work for exhaust flow reasons and how the engine would react powerwise etc.

I would never had thought about the hose clamp distorting the cylinder barrel either, thanks for the heads up on that one. The club says mufflers on all engines with 'flowthroughs' not being acceptable, so while there is no real set decibel parameters,we have to be nice to the neighbors even though a barking Cyke is music to our ears.

CASHRC wrote: Fire up a Dynajet...that'll get their attention...

Jim Kraft wrote: I have a friend that fly's control line with a Cyke in a Yates Dragon, and he made a muffler that looks like the exhaust stack that comes with the engine. In control line circles we call these tongue mufflers. It has a baffle just inside of the end of the stack with holes drilled in it. It does cut down the bark on the Cyke quite a bit, but still lets it breathe. I have flown my Play Boy with a Cyke, and it really helps to keep the revs down with a large prop such as a 14-6.

Here is a muffler I made for my Cyke. I started with a tongue muffler from RSM distributors, that was intended for a Fox 35. I drilled out the threaded holes and filed them towards the center to fit the holes in the Cyke. Then I filed the sides of the muffler flat to make room for the heads of the socket head bolts that hold the muffler on. There is plenty of thickness on the sides of the muffler to file away as much as you need without going through. I also drilled out the holes 1/64" larger to let it breathe a little better. I have not run it yet, but it should take out the worst of the bark at least.

RSM is one of the largest controline suppliers around. Here is a link to there site I hope. When you get on there site click on engines, then accessories.

<http://rsmdistribution.com/index-2.htm> If that does not work, just Google RSM distributing. They are good guys to do business with, and I think the Fox 35 muffler that I used is about \$20.00.

Jim Kraft It has just been to cold and windy to run it but I will give a report when I do. I will probably run it on alky and castor as it will run a little cooler and I have an aluminum tank that I got from Walt Huhn that I can use that fits the same as the plastic one. I do not run the engine flat out anyway so am not to worried about the power loss as it will go back into my Play Boy Sr. for fun flying. It really is not to loud with a 14-6 prop, but just thought I would try this to see how it would work. I fly at a fairly remote R/C field where the noise does not matter to much. I fly control line there also with Anderson Spitfires and Orwicks, and only have one guy that doesn't like me to fly when he is because he can't hear his engine. LOL
Con't



[Flyer1950](#) I have just a few running original ignition engines (a Super Cyke, and Ohlson 60 and a Brown) and I've noticed that they have a distinctive sound, different from the sound of a modern engine running open exhaust. More of a "crack", like a string of explosion. I have a Jett .35 that I run mufflerless and it seems louder but very different in tone.



[Jim Kraft](#) Well guys; I ran it this afternoon on the test stand and it ran just fine. I tried both FAI fuel and gasoline with Harley 60 wt. It ran well on both with no over heating and took out enough of the bark to not require me to wear my ear muffs. For those that do not know, the Super Cyclone is one of the loudest sparkers around. Without the muffler it is ear pearing. If I had it to do over again (and I might) I would just drill a third set of holes in the exhaust of the muffler. I think that would make it quieter, and still have enough exhaust to not effect running. I did not compare RPM with open exhaust, but it seemed to be pulling about as hard either way. The temp here while running was in the middle 50's, so we will have to see when the weather warms up, but I do not see a problem at this stage. All running was done with a 14-6 Zinger prop.

**Southwest Regionals Model Airplane Championships
Eloy, Arizona
17, 18, 19 JAN 2009**

**3 Big contests:
~AMA/NFFS/SAM/FAC Free Flight
~FAI Free Flight
~RC SAM Old Timers**

Info and picture history at: www.aalmps.com/swrintronu.htm

Contacts:

**-AMA etc Free Flight: AL Lidberg, 1030 E. Baseline, 105-1074, Tempe, AZ 85283 480-839-8154 aalmps@aol.com
-FAI Free Flight: Peter Brocks, 9031 E. Paradise Dr., Scottsdale, AZ 85260 480-614-6183 brocksarizona@cox.net
-RC Old Timers: Bob Angus, 6640 N. Columbus, Tucson, AZ 85718 520-299-9034**



SAM 21 ANNUAL BANQUET

SATURDAY NIGHT - JANUARY 31, 2009

REFRESHMENTS AT 6:30pm and DINNER AT 7 pm

CARROWS' RESTAURANT

910 Saratoga Ave, San Jose, CA. ph (408) 248-1238

Order off the regular menu – Beer & Wine Available

See Menus at: <http://www.carrows.com/>

The date is **January 31, 2009**, and it is at Carrows on Saratoga Blvd just south of 280. Same place as last years awards banquet except this year, **everybody attending will get their entree FREE** courtesy of the SAM 21 Treasurer. Yes, everything will be FREE (except for any booze) and the club will be paying for it!! I don't figure that the bill will be higher than \$350 for about 30 people; the entrees at Carrows don't run more than \$10 a plate. This all should be in the next CLIPPER which Steve should be working on this week-end so it should be e-mailed out in the next day or two. **FREE FOOD!!** How about that!!!

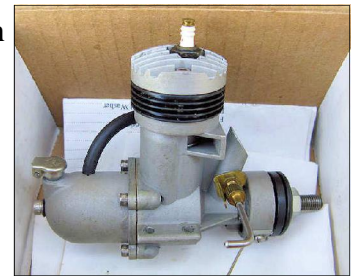
Dave Lewis 408) 246-2257

Directions: From I-280 (either direction) take the Saratoga off-ramp and go South on Saratoga about 3 blocks. Carrows' is on your left (eastside of Saratoga Blvd).

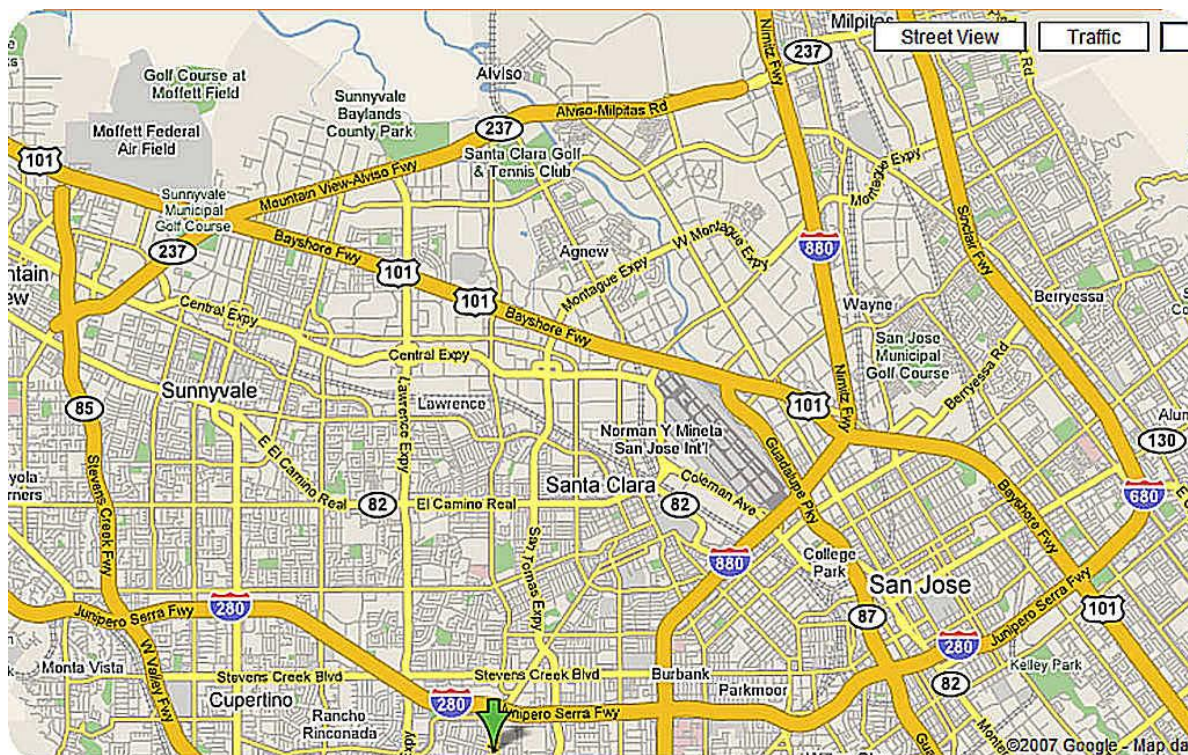
Plenty of parking in the back parking lot.

Banquet room is straight through the restaurant to the back.

Don't miss this annual SAM 21 event which includes this year a great raffle and door prizes. Here's your chance to win one of several prizes, including a near new **SHILEN OT .19 engine!**



ALL FRIENDS AND FAMILY OF SAM 21 ARE WELCOME!



THE IDEA IS TO HAVE

FUN,

FUN,

FUN!!!



The PIRATES WHITE ELEPHANT GIFT EXCHANGE

is about to happen again at the DEC 18th meeting.
It is always a hoot! Here's the details.

Bring a hobby related wrapped gift of at least \$10 value.

Used items are fine as well as new ones.

Playing order is drawn from a hat and #1 selects a gift and unwraps it.

#2 has the option of grabbing a new gift or Pirating #1's selection.

Ditto for # 3: Either a new gift or robbing #1 or #2.

This goes on until all gifts are opened. Once a player has possession of a particular gift 3 times, it belongs to them and is out of play.

As you probably know, the action gets WILD for certain items.

Bring a pen and mark your gift with your initials in case it is stolen from you.

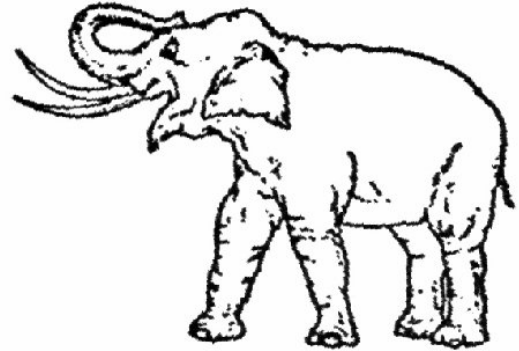
The trick is to then select another gift which has a good chance of being pirated . That way you can get your original gift back.

Remember you can not take the stolen gift directly back. It must pass thru a third partys hands first.

Sound complex?

Naaa!

*And it's
a bunch of fun!*



SAM 21 Membership Application Form - 2009

Check one: NEW Member Returning member

Check one: FULL Member \$25 ASSOCIATE \$15 (newsletter only)

SAM No. _____ AMA No. _____
(Req'd if full member)

Name: _____

Address: _____

City: _____ State: _____

Phone: _____ Zip: _____

Email Address: _____



Mail to: Secretary/Treasurer:

Bill Copeland
4863 Primrose Lane
Livermore, CA 94551

