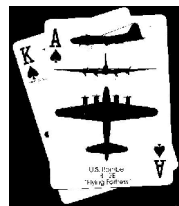




BOB VONKONSKY (right) & friend PHIL MCAIN (left) display their DRAGONFLY's (M.B. 02/1976) at a recent DWARF's field Wednesday flying day. Bob powers his venerable model with a OS fourstroke, while Phil 's newly built model sports an OS two stroke glow engine. Due to windy conditions this day Phil wisely decided not to attempt the maiden flight this day.



APRIL 2009 # 106 smr
(official newsletter of the BlackJack Club)

SAM-21 CLIPPER

Society of Antique Modelers Chapter 21 AMA 1470

next meeting: **Thursday**
APRIL 23 7:30 pm
at **SARATOGA FIREHOUSE**
Corner Saratoga Ave & Hwy 9
Park in rear & Enter thru Front door
Goodie Schedule - page 2

Thanks to **BRIAN SERGANT** for **FEB Goodies!**

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

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

PRESIDENT: BILL COPELAND 4863 Primrose Lane, Livermore, Ca 94551 925-449-1105

VICE PREZ: WALT GURNEY 12767 HOMES Dr, SARATOGA, CA 95070 408-996-2725

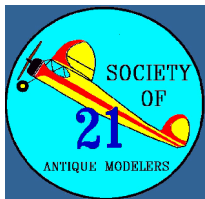
SEC/TREAS: GARY LEOPOLD 905 ANITA Ave, BELMONT, CA 94002 650-592-5716

EDITOR: STEVE ROSELLE 933 Barbara Ave Mtn. View, Ca 94040 650-969-1721

Competition. Co-Ord: DAVE LEWIS 4709 Malero Plc. San Jose, Ca 95129 408-246-2257

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stoney7@mindspring.com



933 Barbara Ave
Mountain View, Ca
94040

TAX DAY DE-STRESSER Club Contest

Wednesday 15 APRIL 2009

DWARF's field S.J. Flyer back page

SILENT AUCTION at meeting
Bring your stuff

+ more Electric Discussion

42 cents,
Please!

In this issue:

- p.2 **2009 SAM WESTERN REGION CALENDAR**
- p.3 **FEBRUARY Minutes**
- p.4 - **ROSY's Outlook - BOB ANGEL/SAM 26 issue**
- p.5-6-7 - **SAM 26 CONTEST RESULTS—& Report**
- p. 8-9-10 - **SAM 21 CONTEST FLYER May 30/31**
- p.11 **BRIAN CHAN on Breaking in a Speed 400 motor—via the WATER TORTURE method!**
- **P.12—TAX DAY De-Stresser Contest flyer 15 APRIL 2009**
- **—Plus More outrageous photos & amazing information!**

First Class

(You Betcha!)

GUEST COPY



2009 SAM WEST COAST Event Schedule *Revised 31 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—NCFFC 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	<u>21</u>	<u>22</u>	SAM 8 MISERY MEET FF/RC HLP, WA. 206 244 3936 For other SAM 8 events: http://www.geocities.com/the_great_sam8/
FEB/M	28	1	
MAR	7	<u>8</u>	Sun SGMA Spring Bash FF/RC Wegaell fld.
MAR	<u>14</u>	15	Fri/Sat SABBATINI COLLECTO—Fresno 559-287-1717
MAR	21	22	Sunday 3/22 Easter
MAR	<u>28</u>	<u>29</u>	SAM 26 SPRING ANNUAL RC Taft, Ca 805-739-0329
APR	<u>4</u>	5	Sat NCFFC Sierra Champs FF/RC Wegaell fld.
APR	11	12	
APR	18	19	
APR	25	26	
MAY	<u>2</u>	<u>3</u>	NCFFC; 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	<u>30</u>	<u>31</u>	SAM 21 RANCH ROMP Schmidt Ranch
JUNE	<u>6</u>	7	Sat NCFFC 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	<u>25</u>	<u>26</u>	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	<u>13</u>	Sun NCFFC SGMA Combo FF/RC Wageall fld.
SEPT	19	20	
SEPT	<u>26</u>	<u>27</u>	25-27 SAM 27 CRASH & BASH Schmidt Ranch
OCT	3	<u>4</u>	4th-9th SAM CHAMPS at Boulder City, Nevada
OCT	10	11	4th-9th SAM CHAMPS at Boulder City, Nevada
OCT	17	18	
OCT	<u>24</u>		Sat SGMA Sweeper FF/RC Wageall fld.
OCT	<u>24</u>	<u>25</u>	SAM 26 JOHN POND COMMEMORATIVE Taft, Ca
OCT/N	31	<u>1</u>	
NOV	<u>7</u>	8	<i>possible SAM 21 Collecto actual date T.B.D.</i>
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

2009

January 22

February 26

March 26

April 23

May 28

June 25

July 23

August 27

September 24

October 22

November 19

(due to Thanksgiving Conflict)

December 17

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



Minutes of the SAM-21 Meeting of March 26, 2009

Meeting called to order by President **Copeland** at 7:30 p.m. at the Saratoga Fire House.

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

Treasurer's Report: For the period of 2/20/09 to 3/25/09 – reported a beginning balance of \$5,428.17 and an ending balance of \$5,580.99. Membership stands at 28 regular paid, 6 regular unpaid, 12 associate paid, 3 associate unpaid, 4 life – Total 53.

Contest Reports: **Lewis** attended Waegell contest on March 8 and he reported poor attendance on the R/C and FF had good attendance.

Other Reports: **Copeland** talked about a courtesy card to pass out for inquiries regarding the club. He also talked about the 2.4 giga hz radios from China. **Terzian** and **Douglas** talked about the jr. modelers using the Moreland Gym for indoor flying. **Gurney** talked about using a Catholic Church hall for flying indoor models.

Unfinished Business: **Gurney** passed out an emergency call list for meetings. The club will now have a key to the meeting room. **Chichilitti** discussed the awards for the May 21 contest and said that the contest is printed in the AMA magazine. **Lewis, Rosell and Chichilitti** to decide on awards and cash back for our club contest.

New Business: **Lewis** proposed a 1/2A and Speed 400 club contest on April 15, 2009 at the Dwarf Field. **Roselle** discussed the Wings of History display booth for SAM-21. **Dowling** brought a banner from Kinko's

as an example to possibility use at the display booth. **Smith** was asked about having some future collectos.

Break: 8:33 to 8:41 – Our thanks to **Sargent** for the goodies and **Dowling** for the coffee, and also thanks to **Fuke** for the chocolate cake.

Program/Discussion: **Gurney** said there will be a silent auction at the April meeting. He passed out a paper on conversion of engines to electric and a paper on web sites for electric items. **Smith** commented on weight of the airplane to watts of an electric motor.

Show & Tell: **Chichilitti** – Buccaneer STD, covered with silk span with a Brown Jr.; **Chan** - BMJR Simplex model for Speed 400 event covered in ultra coat light, and a flying Quaker with a modified O&R 60 with electric motor installed; **Leopold** – Thunderbird MK1 covered with ultra coat blue with a Brown Jr.; **Roselle** – Weathers Westerner that is being converted to electric from a Brown, and a Dallaire 1/2A Texaco converted to Speed 400, and showed three 4 stroke engines: an OS 120, a Saito 80 and an OS 26, promoting his 4 stroke event at the upcoming SAM-21 contest, and showed two early OS 4 stroke converted to ignition donated by **Kullman** for prizes at future contests; **Dowling** – 3 old kits and some old O&R props for sale, and showed a Dennymite that he bought at the Sabbatini collecto which was attended by 3 SAM-21 members (**Dowling, Leopold & Walker**).

The next meeting will be held on April 23rd at the Fire House in Saratoga, CA.

The meeting was adjourned at 9:28 p.m.
Respectfully submitted, Gary Leopold

about the *Dragon Fly* design featured on the cover photo...

TEX NEUMAN published the design in the Feb 1976 Model Builder, giving BOB LEE co-designer credit. Tex was a good friend of SAM21 founder John Pond, and Bob Lee was an early SAM 21 member and free flight builder/flyer. Span is 80 inches with a 13 inch chord on main panels. The design was scaled up from a stick rubber model that flew well. It was aimed at easy slow flying model and billed as the perfect beginners plane. Fuselage consists of 1/16 ply while wings and stab are built up. The airfoil looks mightly like the classic birdlike Playboy airfoil.

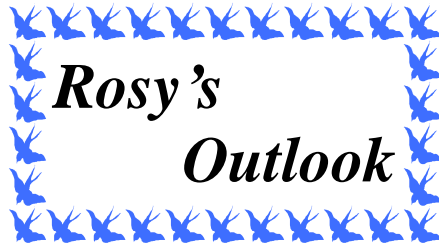
Bob VonKonsky says that his rudder is enlarged a bit from the MB plans resulting in a better controlling model. See photo >>

Bill Northrup Plans Service should still sell the DragonFly plans.

What say we make it a club project for the coming year???







Rosy's
Outlook

APRIL 2009

APRIL 23rd Meeting Program

Bring your surplus model stuff to the meeting for another SILENT AUCTION.

Walt will also lead chapter 2 of the Electric discussion. Bring your E models, and questions.

SAM 21 Club Contest 15 APRIL 2009

We will hold a 1/2A Texaco and an S400 events at the Dwqarfs' field in south San Jose on TAX DAY. Consider it your TAX DAY De-Stresser. Come on out and unwind after a hard week of preparing your tithes for Uncle Sam and Uncle Arnold.

Editorial by BOB ANGEL

THE INTERNET is good and bad for hard copy written publications. All kinds of good information is available, such as the stuff on the previous three pages. But that instant communication to the world also means it's nearly impossible to bring fresh material to print that hasn't been seen before by some portion of the readers. But we like to present useful information here, regardless of its source, so we'll continue to pirate anything from any source, as well as generate our own material. So let's hope the few guys who've seen some of the material before can live with a little repetition. BA

Glad you feel that way Bob! In tribute I hereby dedicate this issue of the Clipper to you and the SAM 26 Spring contest. SNR

JIM ALABACK

Bob Angel's SAM 26 newsletter reports that Jim "passed away on or around the first of April. He was a popular Southern California flier, and a founder of Kits and Plans Antiquious (KAPA)."

I remember Jim as editor of the excellent San Diego area SAM 41 AERONEER's newsletter of the 1980's. It was filled with interesting and historical articles & tidbits. His lead column was entitled something like "WHAT'S HAPPENED HERE?" and featured a header photo of some golden age airplane pileup.

SNR

more from Bob Angel's SAM 26 Coastal Flyer issue 234

THE SPRING ANNUAL contest, held March 28&29, is the theme for this edition. Some like to study the complete results of what was flown, engines used, sizes, etc., and how they performed. Usually there are one or two guys who fail to put all their specs on the time card, so there are a few question marks, in place of data. This time however, we have a batch of question marks, because several whole time cards went home with their pilots. Mostly this was an unfortunate result of a model or two getting away and heading over to the prison compound. The search parties were preoccupied and/or still out hunting a lost model at the close of the contest.

Your Editor, who is also the unofficial equipment manager, was not the last one off the field Sunday afternoon for the first time in memory. A small contingent was still out searching for Mike Clancys' yellow and blue Clipper. Unfortunately it wasn't located, so Wes Funk, or anyone else, please take note should the ship as described get turned in. It has AMA #37265, which is Bill Currys number not Mikes.

SAM 26 SPRING ANNUAL NARRATIVE
by Bob Angel

"...We'll do our best to provide a play by play description of each event or at least that small part we saw or heard about..

FIRST, thanks to Robby. That's Hardy Robinson who served as our Contest Director and left his ships at home so he could devote full attention to CD duties. And thanks also to Dale Tower and Jim Bierbauer, each of whom loaned Robby a ship and insisted he fly it.

WEATHER was warm and mild, as Taft in the spring should be. But there was the occasional dust devil, and one particularly nasty one decided to pluck a wing out of the open rear door of the Holmans' model trailer and send it spinning upward and out of sight over the prison and probably well beyond. It first took the wing out for a pass by the flight line, where Bob Meyering saw it dip close to the ground and instinctively gave chase. But the tricky devil plucked it right up and away again, even though it was spinning vertically on edge. The wing max'ed out but received a zero score as it didn't come close to an on-field landing, and in fact wasn't recovered at all.

And despite Tafts windless reputation, the North breeze did become strong enough late Sunday so that some of



the smaller ships such as 1/2A Scale were set aside and wisely not flown. Thermal activity was very evident and consisted of fairly broad and sometimes turbulent lift packages with severe downers just outside.

THE ANTIQUE EVENT was combined, since the current rules only allow one or the other of the two Antiques to be flown by one pilot anyway. Dave Warner and son Mike gallantly entered several events, even though their ships weren't designed specifically for all the events they entered. They even competed against each other in Antique, Texaco, and E Texaco. Four guys qualified for the Antique flyoff, but Bekins didn't do the flyoff, and Dave Lewis missed the big boomer that took Holman and me (Angel) up for 23 plus minutes.

Last time Rick and I flew off with our near identical McBombers, I prevailed by a narrow margin, claiming it was my wood prop vs. Rick's plastic one that made the difference. This time Rick switched to wood and I used plastic, so I'll claim the prop made me lose by just 6 seconds. Actually, Rick was quite a bit higher most of the flight, having found a little better lift. But when I got down to about 100 feet, I got a little last minute sustaining lift, which closed things out to a tighter than expected finish.

VISIBILITY was pretty good, but during that referenced Antique flyoff there was a very noticeable difference in color visibility. It's a good thing Rick Holman has good eyes, because his red ship was very hard to see at times. By contrast, my wings' black center section with translucent yellow tips showed up very well at height. Later I noticed that my Stardust special wing, which is dark maroon was equally as tough to see as Rick's red.

TEXACO. The mysterious Dale Tower won with an unknown ship because his was one of the time cards that somehow vanished. Fortunately, we'd entered the scores before the several timecards failed to return. I missed most of the Texaco action, but I see Dave Warner scored almost 18 minutes and a respectable third place flying a small ship with a 2 stroke glow. That combination is often at a bit of disadvantage in Texaco against the four strokes, sparkers and larger ships.

A IGNITION LER. Dave Lewis just wasted a little Diesel fuel and flew for kicks for his second flight, since he was the only entrant in the event. Unfortunately, interest in A Ignition has been declining, because of the domination of vintage diesels, when many people don't "do" diesels. And at a few contests where A and B ignition are combined, you don't even need an A class ship, which is at a disadvantage against the bigger B ships anyway.

B GLOW. In the three way flyoff, Don Bishop was

complaining that he was out of control most of the time he was flying. But while he was complaining, he kept going up. Apparently he got into a turbulent thermal that was an almost dust devil. Meanwhile Dave Warner and Angel found the sink outside the thermal for short flights. Bishop could have gone on to a much longer flight, but he observed the usual flyoff courtesy of not "running up the score" after seeing he'd won.

C IGNITION. Usually it's almost an embarrassment not to max out in C Ignition, but I was in lots of good company this time. I don't know what happened to everyone else who didn't max, but it took me three flights to figure out I needed to change the spark plug that had seen several seasons of service. But why do these things first arise at a contest? Maybe Dick Fischer can answer that because his McCoy 60 had been running smooth and strong for its two easy max qualifying flights. But then only at the flyoff did it decide to fail to start and keep running. The flyoff was then reduced to Holman and Hamler. I believe Hamler also had the McCoy run a little sick, or flame out in Dan Carpenters' Foote Westerner. When the McCoy is running OK, it's hard to beat that team effort with only a McBomber. I'm operating from fuzzy memory on the Westerner, because Hamler's time card was one of the vanishing ones.

1/2A TEXACO. Once again this was the most popular event, despite the standard fussing and cussing about how erratic the finicky little engines run. Bob Sundberg, our newest SAM 26 member did a great job with the only perfect score for a decisive win in his very first SAM RC outing. Bob is a long time free flyer who has very recently gotten into RC. Bob's Dad, Gus Sundberg, also a free flyer, was in attendance to support Bob and to just observe the proceedings. Bob had come up from Santa Barbara to our Drum Canyon Farm for just a couple of training and practice flights on his new ship prior to heading out to the contest. These flights also provided two units of laboratory course credit at the legendary SAM 26 1/2A Technical Training Institute.

ELECTRIC LMR. Here again we had a nice win by a relative newcomer, young Mike Warner, who bested veteran electric flier Dale Tower, as well as his own Father.

ELECTRIC TEXACO. Taft Resident Wes Funk had the home field advantage and put up the second best time on his only flight, but his off field excursion left the win to Ed Hamler. It was Dave Warners' turn to come out ahead of his son. Dale Tower didn't fly the event because he'd loaned his nice looking Floater to CD Hardy Robinson.

O/T GLIDER. Mike Clancy is the "pro" in this event as the only LSF top level (five) pilot. He proved it by a win



flying the R-40 glider, which several of us, including Mike have judged to be one of the less competitive designs. Changing rules always carries unknown hazards, and unanticipated consequences. And it caused a bit of confusion when we elected to go to two three ten minute maxes for glider, instead of the rulebook 20 minute cumulative total for 1 to 3 allowed flights. I forget exactly why this was done, but probably in response to someone's plea which sounded logical at the time. The change was pre-announced in the contest flyer per AMA requirements and told to Ed Hamler for SAM 27, but the word still didn't get to everyone.

A GLOW. Three qualified for the flyoff, but Rick Holman got a "gimme" when, I believe, Ed Hamler and

Mike Clancy may have been off to the prison searching for Mike's flyaway ship.

B IGNITION. Just two entries, with Holman winning again.

C GLOW. Don Bekins was the only guy to come out ahead of Holman all weekend, and even then it was a result of some sort of "negotiated" coin toss. But Rick did have to use all four flights to qualify, because of a couple of engine over runs.

INJURY REPORT. The only known injury was from a non-flying incident in which a standard #11 Xacto blade was applied to a finger to check out whether a first aid kit was on hand. BA

From SAM 26 Coastal Flyer #234

"Ned Nevels sends this action shot of Don Bekins takeoff with Jennifer Holman timing. Ned has been using a bit of photo trickery lately to produce these interesting shots. He uses a telephoto lens so he's well away from the takeoff path, and the car in the background is over a quarter mile behind Don to the South. The Ety being flown is an O&R Sideport entry."



RESULTS- 27TH SAM 26 SPRING ANNUAL-2009
SATURDAY MARCH 28 SHOWN FIRST

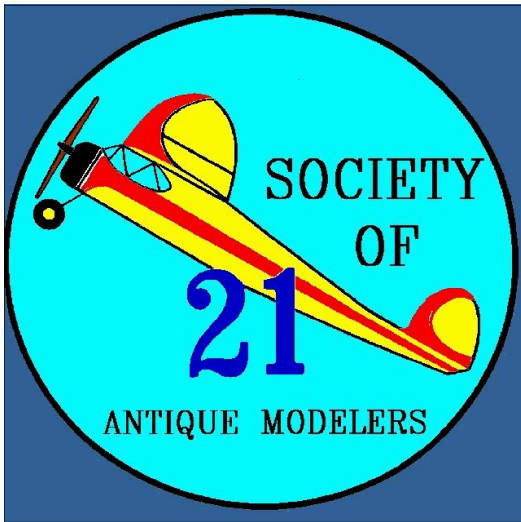
ANTIQU	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1. Rick Holman	Bomber	1220	McCoy 60	10:00	10:00			23:19 Flyoff
2. Bob Angel	Bomber	1206	McCoy 60	10:00	10:00			23:13 Flyoff
3. Dave Lewis	Bomber	1208	Como 51	0	10:00	10:00		6:02 Flyoff
4. Don Bekins	Folly	680	O&R 60	10:00	4:53	5:16	10:00	20:00 DNFO
5. Dave Warner	Bomber	656	OS 29	5:21	10:00	3:01	2:59	15:21
6. Mike Warner	RC-1	480	Glow	0	2:57	3:01	3:17	6:18
TEXACO								
1. Dale Tower	? Time card flew away		?	44:18				44:18
2. Dave Lewis	Bomber	1208	OS FS 60	30:07				30:07
3. Dave Warner	Bomber	658	OS 29	17:45				17:45
4. Mike Young	Quaker	1180	Irvine 40	7:23	15:08	6:15		15:08
5. Jim Bierbauer	Bomber		OS FS 48	8:25				8:25
6. Mike Warner	RC-1	480	Glow ?	4:06	5:41			5:41
AIGNITION								
1. Dave Lewis	Playboy Jr.	357	Elfin D'sl	4:19	4:20			8:39
B GLOW								
1. Don Bishop	Bomber	690	K&B 4.9	7:32	8:00	8:00		7:28 Flyoff
2. Dave Warner	Bomber	656	OS 29	8:00	8:00			4:11 Flyoff
3. Bob Angel	Stardust Spl.	660	Top 29	3:23	8:00	8:00		3:59 Flyoff
4. Dave Lewis	Clipper	678	S T 29	5:18	7:32	5:53		13:25
5. Ralph Cooke	Mercury	840	Fox ?	3:17	4:22	2:02		7:39
6. Mike Young	Playboy	650	K&B 3.5	0				0
C IGNITION								
1. Rick Holman	Bomber	1220	McCoy 60	9:00	9:00			11:42 Flyoff
2. Ed Hamler	Footo Westener	?	McCoy 60	9:00	9:00			7:32 Flyoff
3. Dick Fischer	Bomber	1197	McCoy 60	9:00	9:00			DNFO
4. Bob Angel	Bomber	1206	McCoy 60	6:33	8:36	6:54	8:56	17:32
5. Don Bekins	Folly	680	O&R 60	6:00	4:33	3:29	9:00	15:00
6. Mike Clancy	? Timecard out			5:41	8:28	6:25		14:53
7. Steve Remington	Playboy Sr.	?	O&R 60	5:44	5:23	3:54	9:00	14:44
8. Bob Meyerling	Bomber	1220	McCoy 60	5:35	4:19			9:54
1/2A TEXACO								
1. Bob Sundberg	?	?	Cox	15:00	15:00			30:00
2. Don Bekins	Anderson Pylon	?	Cox	10:05	15:00			25:05
3. Ed Hamler	? Timecard out	?	Cox	10:50	11:52			22:42
4. Mike Clancy	? Timecard out	?	Cox	10:02	10:21	10:38		20:59
5. Jose Tellez	Playboy Sr.	?	Cox	:02	13:07	7:07		20:14
6. Bob Angel	Playboy Jr.	350	Babe Bee	4:00	4:50	9:11		14:01
7. Jim Elliott	Atemizer	275	Cox	2:03	2:48	4:21		7:09
8. Jim Bierbauer	Strato Sreak	350	Cox	5:58	0			5:58
9. Mike Young	Kerswap	288	Cox	2:46	2:48	0:05		5:34
ELECTRIC LAIR (Flown Sunday)								
1. Mike Warner	Playboy	570		7:36	4:05			11:31
2. Dale Tower	? Timecard ?	?		10:00				10:00
3. Dave Warner	Strato Sreak	546		4:49	2:48	2:40		7:37

SAM 26 SPRING ANNUAL-CONT'D

ELECTRIC TEX.	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1. Ed Hamler	? Timecard			13:19	22:11			22:11
2. Dave Warner	Strato Sreak	546		10:40	19:20			19:20
3. Hardy Robinson	Floater	?		12:17	13:30			13:30
4. Mike Warner	Playboy	570		6:38	7:05			7:05
5. Wes Funk	Playboy Cabin	582	Speed 400	17:53	But off		Field	0
O/T GLIDER								
1. Mike Clancy	R-40			10:00	4:58	10:00		24:58
2. Bob Angel	Nameless Waif	120"		3:54	10:00	4:25		18:19
3. Mike Warner	Wanderer			10:00	6:20	1:55		18:15
4. Hardy Robinson	Bird of Time			6:05	2:03	3:18		11:26
5. Ed Hamler	? Timecard			6:53	1:37	1:02		9:32
6. Bob Meyerling (Loaner)				0	1:03	0		1:03
A GLOW								
1. Rick Holman	Sunday starts							
2. Ed Hamler	Stardust Spl.	?	Novarossi	7:00	7:00			14:00
3. Mike Clancy	? Timecard	?	?	7:00	7:00			14 no FO
4. Dave Lewis	Bomber	450	ST 19	7:00	7:00	5:19		14 no FO
5. Mike Warner	RC-1	480	?	3:32				3:32
BIGNITION								
1. Rick Holman	Bomber	490	McCoy 29	8:00	6:90	8:00		16:00
2. Dave Harding	Bomber	?	?	8:00	2:40			10:40
C GLOW								
1. Don Bekins	Playboy	800	?	9:00	9:00			18:00 toss
2. Rick Holman	Bomber	?	? 40 ?	9:00	over	9:00		18:00 toss
3. Ed Hamler	? Timecard	?	?	8:25	9:00			17:25
4. Mike Warner	Playboy	800	?	3:32				3:32
BROWN JR.								
1. Don Bekins	Folly	680	Brown Jr.	5:42	20:39			20:39
2. Bob Angel	Kloud Queen	830	Brown D	5:11	7:05	5:27		7:05
O&R SIDEPORT								
1. Rick Holman	RC-1	1010	O&R 60	7:00	4:42	7:00		14:00
2. Don Bekins	Folly	680	O&R 60	7:00	7:00	7:00		14:00
3. Dave Lewis	Clipper MK II	678	O&R 60	0:36				0:36
4. Mike Clancy	? Timecard	?	?	LOF				Off field
SPEED 400								
1. Dave Warner	Miss America	310	S 400	7:18	8:58	9:32		18:30
2. Phillip Stephens	Airborn	?	S 400	6:53	7:06			13:59
3. Bob Meyerling	Bomber	?	S 400	5:15	5:01	0		10:16
4. Dale Tower	? Timecard	?	S 400	8:01	0:54			8:55

Rick Holman flew highest, longest and most frequently to win the overall sweepstakes perpetual trophy. Rick also won the Don Barrick Memorial trophy for class C ignition which was Don's favorite event. Dale Tower won the Templeton Texaco Trophy, donated by Charlie Applebaum. Newcomer Bob Sundberg won the Ron Doig Memorial 1/2A Texaco trophy, which was one of Ron's favorite events. Bob Holman Plans produced more of the nice event trophy mugs and made sure every one had been awarded one of these nice mugs at some time or another.





SAM 21 OLD TIMER

33rd R/C ANNUAL

MAY 30 & 31, 2009

This year we will again fly at Miriam Schmidt's 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)

revA Revised: 06 FEB 2009

FOUR STROKE FUN FLY event
Both days! Rules next page

PRELIMINARY

SATURDAY

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

C.D. JAKE CHICHILITTI
Email: jake.chichilitti@dhl.com
650-595-8105

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

Entry fees: \$10.00 First event + \$7.00 additional events. (includes \$2 per event to our hostess for putting up with our shenanigans all weekend (Because she likes us anyway, she'd do it for nothing, but that's the least we can do. (because we like her back!))

AMA Sanctioned meet AMA Insurance required

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
100-PLUS TEXACO

EVENT NOTES

FOUR STROKES flying in GLOW L.E.R. Events!

All FS are rated at **60%** of actual displacement—open or enclosed rocker arms. The **225 in2/0.1 in3** rule remains in effect

Four Stroke Run Times are:

18 seconds—Supercharged & Pressurized induction systems
28 seconds—NON, or Muffler Pressurized induction systems

Electric LMR & ETEX

SAM 2008 Rules will apply

NiCad-NiMh-Lipo Batteries **OK**.

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

100 PLUS TEXACO - special event - (rules next page)
FOUR STROKE FUN FLY - special event - (rules next page)

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

CONCOURS at **Noon Saturday!** Scaling allowed.
TROPHIES & Prizes T.B.D.
GRAND CHAMPION Perpetual Trophy!

LOGISTICS

Miriam's Friday night **Taco Feed** @ 6:30 pm \$5.00 **RSVP!**
Pancake Breakfast both days (you fix it & wash up) **FREE**
Lunch Saturday & Sunday around Noon \$5.00
Lasagna Banquet Saturday evening @ 6:00 pm **\$10.00**

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
JOHN JAY Inn	MASSIE Ct	916-689-4425

GRANDO RAFFLE

Dave Lewis donates a 900in2 PLAYBOY Sr. complete with OSFP40 GLOW & Airtronics PCM radio.
Ken Kullman has donates 72" Buzzard Bombshell with AXI electric power and Futaba Radio, and many Glow Engines as well!

Many Thanks to Dave & Ken!

TICKETS ARE \$1.00 EACH or 6 FOR \$5.00
RAFFLE TO BE HELD NOON—SUNDAY.



SAM 21 - CONTEST notes

CD Jake Chichilitti is a member of SAM 21 and has stepped forward to assume the duties of Contest Director. Jake was assistant RC CD last year and will do an excellent job for us. I'm sure you will give him all your support in running our event this year.

Jake will need additional support running the contest: Texaco Fueler, Field Marshal, Hamburger Chef, etc. each day. As well as general helping out to setup and take down the various equipments. Don't forget to assist **Miriam Schmidt** in preparing the meals (but She's da Boss!), and with cleaning up later. Miriam has again volunteered to purchase all the culinary items required. Dave Lewis has stepped up to be Awards Chairman as well as donating a Grand Raffle

prize. Take time yourself to step forward and give Jake a call, or Email, to let him know you will be glad to help! Jake, Miriam, SAM 21, and myself be in your debt!

Keep watching this space for further developments, etc

FOUR STROKE FUN FLY

a Fun Fly Duration event for SAM flyers who normally don't fly at contests. 'Professional' contestants may be barred at the whim of the originator—Steve Roselle

Standard LER rules apply—with following exceptions.

Only Four stroke engines allowed.

Certain non-SAM 'Old Timey' Designs allowed...

Such as MB DragonFly—Check with C.D

The 225in2/0.1in3 rule is WAIVED for this event

Engine run times are as follows:

0.001 to 0.300 in3 - 50 seconds

0.301 to 0.650 in3 - 40 seconds

0.651 to 1.200 in3 - 30 seconds

Max is 7 minutes

Score is sum of best 2 of 4 flights

Fly either day - or both! Best set of scores prevails.

Prizes to 3rd place!

100 PLUS TEXACO

A new event proposed by **Bob VonKonsky**

A Contest for Antique Model Airplanes with an original wingspan of 100 inches and over, and designed prior to January 1943.

Criteria:

- 1) No scaling up or down. Copies of original plans or SAM approved plans must be used.
- 2) Any size internal combustion engine may be used. The cubic inch displacement is the contestant's choice; however, the engine must stay within AMA insurance rules.
- 3) Fuel: Contestant's choice.
- 4) Fuel allotment is 4cc of fuel per pound of model weight, rounded to the nearest pound.
- 5) No model weight limit; however, the weight must stay within AMA insurance rules.
- 6) Each contestant gets two flights. The single best time of the two flights will be counted.
- 7) Additionally, each contestant is allowed two attempted flights. An attempted flight is a flight aborted within two minutes of take off.

Notes:

This is an Texaco event for larger models - 100 inch span minimum, but without the contrived Seven pound max fuel allotment of the standard Texaco event.

I've modified Bob 1/8 oz per pound fuel allotment in the interest of commonality with the Standard Texaco event—and most syringes on the field these days.

FYI: 1/8oz = 3.637544cc SNR

Speed 400 LMR Event

latest 2010 proposed 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). Non North American designs are limited to their local SAM Chapter design date rules, but in no case later than December 31, 1950. Design authentication is the responsibility of the contestant.

Scaling is allowed. There is a 16 oz minimum weight requirement. The model's name and design year shall 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 400-6V permanent magnet ferrite motor without ball bearings. After purchase timing adjustments are allowed.

(*) Folding props are allowed as long as they don't fold in flight.

3. The battery may be either six NiCad cells, or six NiMh cells, or two LiIon, LiPoly, or A123 cells of any capacity with producer's labeled voltage rating clearly visible. Non Labeled packs may be approved at the CD's discretion. Pack Rated voltage not to exceed 7.5 volts.

4. The power to the motor must be radio controlled, and may be via ON/OFF, ESC, or BEC-ESC devices.

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. Run times and/or flyoff times may be changed at the discretion of the C.D.

7. A model's score is the sum of the best two of three 15 minute max flights.



FOUR STROKE L.E.R. event proposal

In lurking on RC Groups for the last few months, I've become aware that there many SAM sport flyers who power their models with 4 stroke engines.

These engines have been long handicapped out of serious contention by the SAM rules. Four Stroke engines are quieter and less obnoxious than modern two Stoke engines. They provide large amounts of low RPM torque—the perfect engine for SAM designs which are primarily Time-To-Climb vehicles. If you think of the four stroker as a Tractor engine then the natural affinity between them and Old Timers becomes clear!

It would be great to include more sport flyers at SAM events & I'm convinced there is room for four stroke models in SAM Contests, if only an easily accomplished rule set were devised. Eventually the ole' light bulb clicked on upstairs and the following concept rules dribbled out on the floor. I quickly swept them up and present them below.

I will sponsor this event at the annual SAM 21 RANCH ROMP on 30-31 May 2009 at the Schmidt Ranch in Elk Grove, Ca. (Go to: www.sam-21.org for latest flyer)

Engine run times are pure W.A.G. and might be adjusted after further consideration...

All comments gladly accepted and reconsidered.....
Steve Roselle



DAVE LEWIS is donating his 900 in2 PLAYBOY SR with OS40 FP to our contest raffle.



This just in!

FOUR STROKE Prizes

Ken Kullman has donated two 60 class Four Stroke engines as prizes: One for the 4 Stroke FunFly and one for Best 4 stroke performance in the Standard C LER events. The engine on the left is an original OS60FS with chromed head and machines carb, Later 60FS has cast head & carb. It's arguably an Ignition Texaco engine rather than LER but a valuable trophy all the same!

The one on the right is a next generation OS 61 FS (not Surpass) and also fitted with Otto Bernhardt's ignition points.

Additionally I will donate suitable 4 stroke prizes for A & B LER. One is an OS 26 Surpass obtained from Bill Hofstetters Collection, and the B prize will probably be a 40 of some sort, but yet to be determined.

By the way with the 60% displacement rule in effect for all 4 strokes the limits for classes A, B & C are:

A LER: up to 4 stroke 0.33 in³

B LER: up to 4 stroke 0.50 in³

C LER: up to 4 stroke 1.08 in³



Breaking In Sp400 Motor (or How to get more out of the sp400 motor).

By Brian Chan

Reason to break in a brushed motor is to seat (mate) the brushes to the commutator. The brushes are not seated when the motors were made in the factory. Actually, the brushes have only 10% of the cross section area touching the commutator when it is new, meaning only 15% of the brushes is conducting the current to the motor. This will cost the brushes to arc more (and heat up) when the motor is running. When the brushes are seated, they have 95-100% of the area contacting the commutator, this will make the brushes run cooler and less arcing..

To break in the motor, the easiest way is to run it under water, yes, in water!

Things you will need:

A glass (about 3 inches in diameter & 6 inches tall), don't use plastic cups.

Popsicle stick, rubber band (#64), wire (about 10-15 inches),

2 D-size batteries or power supply that will give 3-4 Volts, Water!

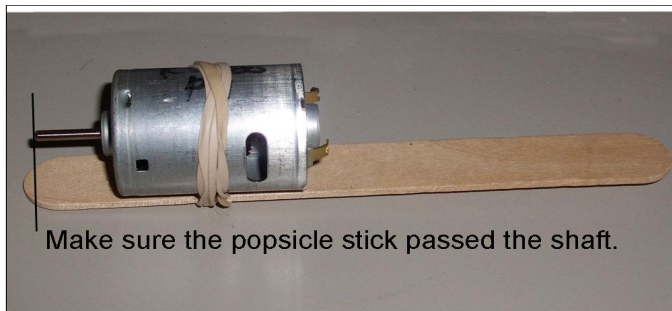
You might also want to have some towels, and WD-40.

Solder the wire to the terminals of the motor, warp the popsicle stick to the motor with rubber bands so the popsicle stick extends beyond the motor shaft so the motor shaft is not touching the bottom of the glass. Fill the glass with water about 1/2 inches above the back of the motor when it is sitting in the cup. Hold onto the popsicle stick when applying power to the motor. Power is supplied by 2 D-cell in series (3V). Run the motor until the water starts to turn gray. Disconnect the power and inspect the brushed through the two oval cutouts on the case. Ideally, the brushes should be in full contact with the commutator. If not, run the motor again till the brushes are seated. Replace the water when it gets too milky grey. You want to see the brushes have full contact with the commutator.

Normally, the break in process should not take more than 10-15 minutes. When you are happy with the brushes, remove the motor from the water and remove the popsicle stick. Shake out as much water as you can, you can either use a heat gun or put the motor in an oven at 200°F to dry the motor. After the motor is dry, put a drop of light oil on the motor bearings (bushings).

You can also power the motor during the break in process with a power supply, set it to 3-4 VDC.

-- Brian Chan an Electric Airplane Junkie @ San Mateo, CA



Make sure the popsicle stick passed the shaft.

Brian,

Yes that is Great! Thanks.

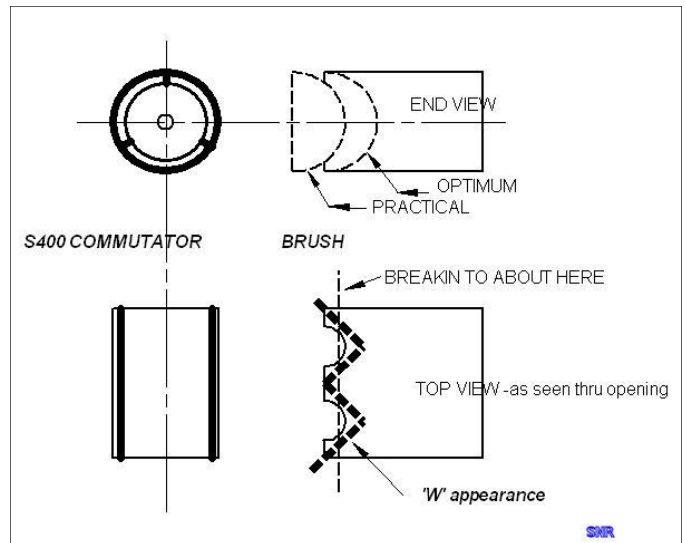
The part about using 3-4 volts instead of the whole 6-7 cell pack is something I did not know.

Also the trick of using the stick to keep the motor from thrashing about in the water...

One thing still mystifies me is how to know when the brushes are seated. Looking thru the openings in the motor can, you cannot see the actual concave curve of the seated brushes from the end because of the angle of view. A good alternate is to observe the 'W' on the end of the brush.

Visually, a new motor appears to have a W shaped brush face, and when seated the hollows of the W are almost worn away.

Like this drawing... Steve



B Chan wrote:

3V is usually enough, 6-7 cells will be too much power as the water is much denser than air. The armature is submerged in water, there will be too much load for the motor. The new brushes always have a hollow cut on the side, so if you run the motor till you see a straight line contact between the brush and the commutator, you have done as much as you can, after that, any more just cuts short the useful life of the brush. I will see if I can take a photo of the brush through the side port. If you shine a light from the opposite side port, you can easily see the brushes.

If there is enough interest, I can do a demo on the subject, that is if enough people fly sp400 class. I think the brushed motor tuning is a dying art, only "oldtimers" know the ins and outs about it!

Brian

TAX DAY De-Stresser! v.2.1

SAM 21 Club Contest - non members invited too!



15 APRIL 2009
1/2A TEXACO, S400 LMR,
& general FUN FLY
Your C.D.'s Dave Lewis &
Steve Roselle



DWARF's field - off McKean Road, San Jose, Ca.

NO entry fee! 1st place Prizes - Courtesy of Ken Kullman

Cox Texaco Jr .049 NIB
S400-6V Power pkg. with JETI ESC

**** Pasture has locked gate at road,
so Dave will hold the gate open to all
until 9a.m.**

If coming from afar RSVP
Dave—1-408-246-2257
Steve—1-650-969-1721

