

George Shacklett of Tennessee built this complex VALKERIE wing some time ago and recently built a new electric powered fuselage for it.

Carl Goldberg designed and built the original in the 1930's and COMET kitted it



SEPTEMBER 2009 # 111 snr
(official newsletter of the BlackJack Club)

SAM-21 CLIPPER

Society of Antique Modelers Chapter 21 AMA 1470

next meeting: **Thursday**

SEPT 24th 7:00 pm ***

at SARATOGA FIREHOUSE

Corner Saratoga Ave & Hwy 9

Park in rear & Enter thru Front door

Goodie Schedule - page 2

Thanks to **BILL METTE** for **AUG 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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Now
44 cents,
Please!

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- **P.11 - SAM 21 Collecto FLYER 14 November**
- **P.12 - Ken Willards' SCHOOLMASTER**
- **—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 |
| AUG | 1 | 3 | |
| AUG | 8 | 9 | |
| AUG | <u>15</u> | <u>16</u> | Saturday 8/15 SAM 74 Collecto, Middletown, CA [NEW] Harry Leacock 707-994-8862 |
| 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 | <u>17</u> | 18 | SAM 21 S400 & !/2A TEXACO contest—DWARFS |
| 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 | 7 | 8 | |
| NOV | <u>14</u> | 15 | SAM 21 Collecto Nordahl Hall, Saratoga, Ca |
| NOV | 21 | 22 | |
| NOV | 28 | 29 | Thursday 11/26 Thanksgiving Day |
| DEC | 5 | 6 | |
| DEC | 12 | 14 | |

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 | Chichiletti (new) |
| SEPT | Smith |
| OCT | Saso |
| NOV | Vanderbeek |
| DEC | Dowling |



SAM 21 Minutes—

Minutes of the SAM-21 Meeting of August 27, 2009

Meeting was called to order by **President Copeland** at 7:04 p.m. at the Saratoga Fire House.

Introduction of Guests: Janet Roselle

Members present: 9

Membership Report: **Leopold:** 30 reg. pd.; 4 not pd.; 13 assoc. pd., 2 not pd.; 5 Life members. Total: 54

Minutes of the July 23, 2009 Meeting: Approved

Treasurer's Report: 7/23/09 to 8/27/09 – beginning \$5,769.78; ending \$5,641.52

Bills & Claims: \$153.26 from **Janet Roselle** for July & August newsletters. **Income:** \$30.00 from Carlson auction.

Scheduled Events: **Lewis:** NCFFC Combo – Contest at Weagell on 9/12/09 and RC on 9/13/09. SAM -27 Crash and Bash September 25,26,27,2009 – Schmidt's Ranch - no event flier yet. SAM-Champs on 10/4/09 to 10/9/2009.

Competition Reports: **Lewis:** Provided results of the SAM-30 contest at Schmidt's Ranch on 7/25 & 26, 2009.

LEWIS: Motion 2nd & passed to hold a club S400 & 1/2A Texaco contest at DWARF's on 17 October

Unfinished Business:

a) **Copeland:** SAM-21 T-Shirts/decals – still working on it. SAM-21 Courtesy cards distribution – none;

b) **Terzian** not present at meeting. He is to report on free flight site in Morgan Hill.

New Business: **Lewis:** Proposed ½ A Texaco/Speed

400 Postal contest for our club will be held on Saturday, October 17, 2009 at the Dwarf's field.

Copeland: Brought up a general discussion of the Nor Calif. SAM-contests at Schmidt Ranch. Discussion was regarding the low attendance and what to do about interesting more people in attending the contests.

Janet Roselle stated that any women who attend the SAM Champs will be charged \$2 for each table to sell their crafts.

Steve Roselle talked about buying a Walston tracker transmitters and receivers for the club or a BMJR system which is cheaper.

Gurney said we are going to have an auction or raffle next meeting. Also he commented on the Three Flames Restaurant for the annual banquet.

o or similar contest
at the PCC field.

Break: 7:24 p.m.

Program: **Roselle** had videos & pictures from the Oshkosh annual Fly-In and he also showed pictures of the Pietenpol Fly –In there.

Show & Tell: **Dowling** brought the engines that he got word of when he was at the Wings of History open house.

He also had info regarding rub-on plating. **Copeland** talked about two O&R 60's that he sent to George Talent for repair. (*fast turnaround per Bill*)

Sustinance Courtesy of: next time.

Thanks to **Lescher** for the coffee.

The next meeting will be held on September 24, 2009 at 7 p.m. at the Fire House in Saratoga, CA.





Rosy's Outlook

NOTICE! The Thursday meeting time has been bumped up to (PAY ATTENTION!) to 7:00 pm. Be there or be square!

SEPTEMBER 2009

As we last left you, Roselle was heavily ensconced in rebuilding his garden shed. A planned two day endeavour turned into a three week ordeal. Dry Rot and termite holed cellulose being the main frustrations. - I doan wanna think about it. Suffice to say the shed is now resplendent with its new roof and a fresh coat of paint. Structurally it should last another 30-50 years.



Next project was to build a new fuselage for the VK/ Saso Boehle GIANT crashed last Feburary . Bob VonKonsky originally built this GIANT in the late 1970's and flew it at the Salt Lake City Champs in 1979. He built the wing in one 14 foot piece and it hung out the back window of his Buick Scenicruiser station wagon for the trip. On the way home his wife inadvertently hit the power window switch and crunched the wing. OOPS! Bob rebuilt it with a two pice wing. In 2008 he recovered the aging Monocoat wing with his favorite traditional silk over silkspan covering. On the first flight the wing folded and it crashed destroying the fuselage. Dave Saso took over the project at that pooint and built a new fuselage using the original noseblock, tail cone, and cabane rack. Again ill fortune stepped in and the fuselage was for the second

Bob VonKonsky with illfated Giant April 2008



time in as many flights again telescoped back to 3/8" sticks. David was so depressed at the prospect of rebuilding that I was able to lure the wreckage away from him.



Giant recovery team Feb 2009
L-r: VonKonsky, Henry Smith, David Saso

The GIANT as received Feb 2009



Con't >>>

Beginning on Labor day this 4-5 day project (ahem!) has taken three weeks and is still not quite complete. Funny how dat happens! The fuse is now built and covered with Ultracoat. Sunday I fired up the OS 1.20 four stroke and it ran fiercely strong. For SAM competition I will use a SAITO 80 FS in the nose plus enough lead ballast to make up the 12 ounce difference. Lastly, repairs are being made to the wing which needed some spar joiner work and a lot of small patches to cover the crash punctures. I have rediscovered the joys (IE: frustrations of silk and dope covering and am finding my 40 year old skills in that department sadly lacking. Bob VonKon-sky was kind enough to have taken me under his wing with a lots of good pointers and critiques. The wing should be complete in time to test fly then take it to the Crash & Bash at Schmidt Ranch this weekend. At 14 lbs the GIANT is heavy and for Texaco only gets a fuel allowance of 7 pounds maximum so will be handicapped against smaller entries. Do I care? Naa. It will be enough reward just to get the beast back into the air.



Potential Test Pilot NUGGY has her doubts!



Third reincarnation of the GIANT



TOO Big for Trailer!

Alas, time has run out for my other envisioned Champs entries—The Fisk Hanley 37 Texaco winner And a Weathers Westerner Electric LMR ship.

I'll have lots of time this winter to attend to those projects eh?



WHATA MONSTA!

Electric Valkyrie trim flights

From: "George Shacklett" <shack11@bellsouth.net>

Date: Thu, 27 Aug 2009

Hello Tennessee SAM flyers & others. I recently finished my electric Valkyrie and just want you folks to know that it really flies. Lot of thanks due LA Johnston for doing the maiden flights and helping to decide on some needed trim changes. Charlie Bruce made some construction suggestions also. It went well-- otherwise you would be reading my obituary. Looking forward to our 13th SAM in Tennessee contests at Rockwood & Harriman. Hope we have 4 good days September 7 through 10th. I'll send weather prophesy later.

George



I will send you the other 2 sets of pictures. Some of them were made by my daughter who experimented some with the camera, but some are good. I don't know if there is another electric Valkyrie anywhere or not. I'm thinking of submitting an article either to SAM Speaks or the American Modeler.

Again, thanks for your interest and if you have suggestions, let me know.

George



Up Up & Away! Look at the fine green flying field!



Subject:

Re: Fw: Electric Valkyrie, part 3

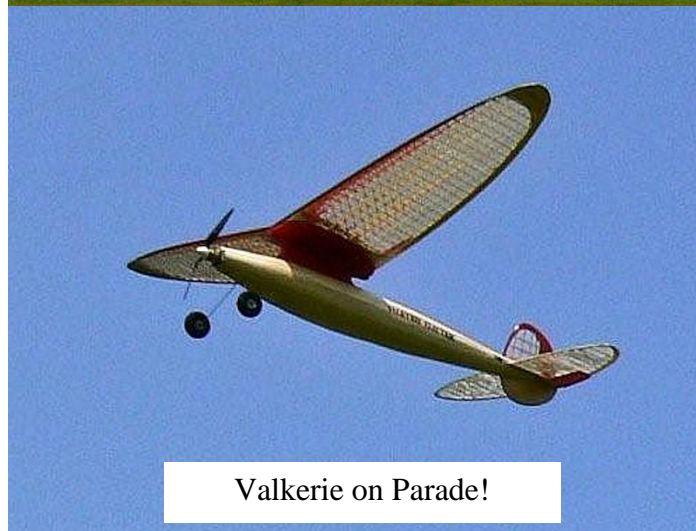
From: "George Shacklett" <shack11@bellsouth.net>

Date: Sun, 23 Aug 2009

Thanks for your interest Steve. I have a Valkyrie powered by a Forster 99 which I built several years ago.. I decided to build an electric version. Since the fuse with the 99 is built too heavy-- lots of maple and epoxy--I decided to build another fuse and tail to try and get the weight down. The earlier version had a flying stab, and I decided to go with a traditional stab and elevator. I also wanted to plank the fuse as in the original article in Air Trails. It did indeed come out a lot lighter. Charlie Bruce made some suggestions re the planking which helped a lot.

LA Johnston suggested the power. I told him I didn't want vertical performance as in a contest, but just wanted to fly it for fun. That being the case, he suggested AXI4120/18 for power. I'm using 4S/1P Lipo (3300 MaH). It seems to have good power-- more than adequate. At present the prop is Aero-Naut 17x11.

With the wing area being 1790 sq inches and the weight being 138 oz, the wing loading comes to 11.2 oz/sq foot . LA made the "maiden flight" and it is obvious we will need some trim changes and some ballast. I have changed the decalage and will be adding about 4 oz to the nose, which will make the wing loading about 11.45. We hope to try it again this week.



Swiped from the SAM 26 Coastal Flyer newsletter edited by Bob Angel

COMPUTER CRASH OF THE MONTH:

We've slowed down on this feature because we've run through most of the basic ways to crash using computer radios. But if this one looks like a repeat, bear with me and look more closely. It's a new way to perform the single most popular crash, that of programming the wrong model into the transmitter. If you're not yet flying a computer radio, you can skip this page, because you'll have to find some other way to make your model bite the dirt.

The incident occurred just last Saturday at our regular flying session at Drum Canyon Farm. The pilot was using his first computer radio, one of the popular Futaba 6EX 2.4GHz's.

After a slightly erratic takeoff, most of the flight went OK until the pilot decided to make a trim change in mid air. The ship headed down and crashed heavily.

The pilot looked at his transmitter and announced "Here's the problem. I'm flying ship number one and the computer screen shows ship Number 6." While the pieces were being collected, I compared the transmitters' settings between ship #1 and #6. Each of the servos for ship #1 was set for normal rotation while each of the settings for ship #6 was reversed. There's no way the ship would have been controllable through most of the flight with reversed servos, so the change between #1 and #6 models had to have occurred during the in-flight trim adjustment just before the crash.

Here's what happened: The pilot said he'd checked that model #1 was properly entered before takeoff. But while in the air he'd entered programming mode to try to make an elevator trim adjustment. That's when the crash occurred.

When he showed us the transmitter after the crash, the #6 for model 6 was flashing in the lower right corner of the screen. That indicates the transmitter was still in the programming mode, not normal flight mode. While in that mode, he must have pressed the input lever down, which would have changed model #1 to model #6 because there are only 6 model numbers and #1 will loop backwards directly to #6. With all servos now reversed a crash was inevitable.

PREVENTING THESE PROBLEMS: This information refers specifically to the Futaba 6EX, but much is also applicable to other computer radios.

1. Never try to make a programming change in mid flight. We had a similar occurrence and crash last year when a programming change was attempted in flight. There are just too many details to do this successfully. You can't fly, watch a computer screen and maybe refer to a manual all at the same time!

2. Needed trim changes can be made in the programming mode, but: during flight they can and should be made only with the trim levers. Trim changes with the trim levers are the one change that can be made without being in program mode. And fortunately you can't easily get into programming mode by accident. You'd have to work at it.

3. Learn to recognize the flight ready screen. When you switch on, the transmitter will always be in this mode, never in programming mode. You should always see your correct pre-

programmed model name and/or number in the upper left corner. A small "A" (for aircraft) should appear below that, but most importantly, you should see a voltage reading (followed by a small V) in the lower right corner. And it should read more than 9.8 volts before flying. Any other pattern or anything flashing is a warning that you're in programming mode. You move out of programming mode to normal flying mode by pressing both the mode and select switches simultaneously. Or in an emergency, you can just switch off and on again to escape the programming mode.

4. Avoid touching those switches, levers, and buttons while flying. It's easy to press on a trim button unknowingly and come up with a bad result. EPA, or End Point Adjustment allows us to get lazy and not make a proper mechanical correction when there's too much control throw. If you were to start with 60% EPA and accidentally lean on the trim button, it will drive that servo to 120% and probably an out of control condition. Also, using EPA to shorten large control movements puts unnecessary strain on the servos.

THE 34th ANNUAL JOHN POND COMMEMORATIVE

will be held October 24th and 25th this year to close out the West Coast season. Last year the guys from up North made an effort to attend which made for a good turnout. Let's hope that can happen again if everyone hasn't used up all their ships at the two earlier events listed above. Check the flyer and mark your calendar.

OLD TIME RC CONTEST

**Sponsored by SAM 26, the Central Coast Chapter
Taft California, October 24 & 25 2009**

| | |
|----------------------------|----------------------|
| SATURDAY: Class A ignition | SUNDAY: Class A glow |
| Class B glow | Class B ignition |
| Class C ignition | Class C glow |
| Texaco | Antique combined |
| Electric Texaco | 1/2A Texaco |
| Ohlsson Sideport | 1/2A Scale |
| O/T Glider | Brown Jr. LER |
| SOS Electric | Electric LMR |
| Speed 400 | |

AWARDS: Through third place in each event, plus the John Pond perpetual Sweepstakes trophy based on all events flown. And the Perpetual Texaco trophy will go to the high time in Texaco.

ENTRY FEES, despite inflation, remain at a mere \$6 per event, with a \$36 maximum if Paid on initial entry.

RULES: SAM and AMA rules for 2009 will be followed with reasonable regularity.

SCHEDULE: Registration opens 8:00 A.M. both days. Pilot briefing 9 A.M. Saturday,

8:30 Sunday, with flying immediately after. Last takeoff 4 P.M. Sat., 3 P.M. Sun.

BANQUET: Saturday 7 P.M. at the Ranch House, 200 Kern St. near the Caprice motel. Order off the menu. Saturday's awards will be presented.

CHECK with the C.D. mid week before the contest regarding the event. No problems are anticipated, but it's always a good idea before traveling. And remember if there are weather



MECA
- Model Engine Collectors Association -
Needs your help!

Search committee (MECA)

From: JBJEAN1@aol.com
Date: Wed, 16 Sep 2009

Hi Folks,

Per below, replacements are needed for President & Swap Sheet Editor for the MECA Publication.

These are very interesting and rewarding positions. Would appreciate it if you would spread the word in your newsletters, etc.

Ed Walker
MECA SS Editor

P.S. Also, looking for replacement for Milt DeGroot, Director, Region 2

=====

From: mitecars@gmail.com
Subj: officer resignations and search committee

Gentlemen:

This will be "old news" for those of you who attended this past weekend's meeting of the MECA Board of Directors, but at the meeting, the resignations of both Woody Bartelt as President and Ed Walker as Vice President and Editor of the Swap Meet were accepted by the Board.

Both individuals have agreed to stay on, however, until their replacements have been selected and have taken office. In addition, the remaining members of the Board agreed to serve as a search committee to facilitate the process of soliciting candidates for both of those positions and ultimately conducting an election to select both a new President and a new Vice President and Editor of the Swap Meet. I was asked to chair that search committee.

As a result, I will be including a notice in the next issue of the MECA Bulletin (to be published in late-September or early- to mid-October) informing the membership of both individuals' resignations and asking members to nominate candidates (including self-nominations) for both positions. I am quite confident that we will have at least one candidate for each of the two soon-to-be-vacated positions and we will then include a ballot in the following issue of the Bulletin (to be published in late-November) with voting to be concluded by early- to mid-December. It is my intention to have both positions filled before the end of this year and I am confident that we will be successful in doing so.

Both Woody and Ed have provided invaluable leadership to this organization and their advice, counsel, and just plain hard work will be missed. They leave large shoes to fill and selecting suitable replacements will not be an easy task.

I will keep you informed of the progress of the search as we move forward.

John

A Little Irish Humor

Into a Belfast pub comes Paddy Murphy, looking like he'd just been run over by a train. His arm is in a sling, his nose is broken, his face is cut and bruised and he's walking with a limp.

"What happened to you?" asks Sean, the bartender.

"Jamie O'Conner and me had a fight," says Paddy.

"That little poop, O'Conner," says Sean, "He couldn't do that to you, he must have had something in his hand."

"That he did," says Paddy, "a shovel is what he had, and a terrible lickin' he gave me with it."

"Well," says Sean, "you should have defended yourself, didn't you have something in your hand?"

"That I did," said Paddy. "Mrs. O'Conner's breast, and a thing of beauty it was, but useless in a fight."



You Are Cordially Invited!

Invitation

34th Annual SAM 27 Crash & Bash

Schmidt Ranch, Elk Grove, California

2009 September 25, 26, 27

AMA Sanction #09-0824 with \$1000 Added Pur\$e

First Place MUGS and CASH PRIZES

All Flying Event Entry Fees will be \$5 each, no maximum.

All flying events will be RC and presented in accordance with the 2006 SAM Rulebook
EXCEPT Old Time Glider, Commemorative, and Speed 400 LMR.

Schedule of LER Events

FRIDAY, September 25, 3 PM – 6 PM and

SATURDAY, September 26, 8 AM – 6 PM

A, B, C, Ignition LER and A, B, C Glow LER

Combined ANTIQUE and Electric LMR

Ohlsson 23 and Ohlsson Sideport

Saturday Noon Lunch \$5

Flyoffs begin Saturday at 2 PM

Schedule of ENDURANCE Events

SUNDAY, September 27, 8 AM – 3 PM

½ A Texaco, ½ A Scale, Class A Texaco, TEXACO,

Brown Junior LER and Texaco, Electric Texaco, Speed 400 LMR

Old Time Glider - 10 AM

Sunday Noon Lunch \$5

Flyoffs begin Sunday at 2 PM



Schedule of Additional SPECIAL Events

Friday Night TACO Buffet \$5, 6 till 8 PM, reservations call (916) 684-2265

NEW Commemorative Event – Any Champs Commemorative Model
(Pacer, Mercury, D-VIII, Record Hound, Trenton Terror, Dodger, etc.)

Launch flights all weekend, score glide time only, no max, best flight wins.

SAM Sweethearts Happy Hour - 5 PM Saturday

Robert's TRI-TIP Banquet with Napa Wines \$15 - 6 PM Saturday





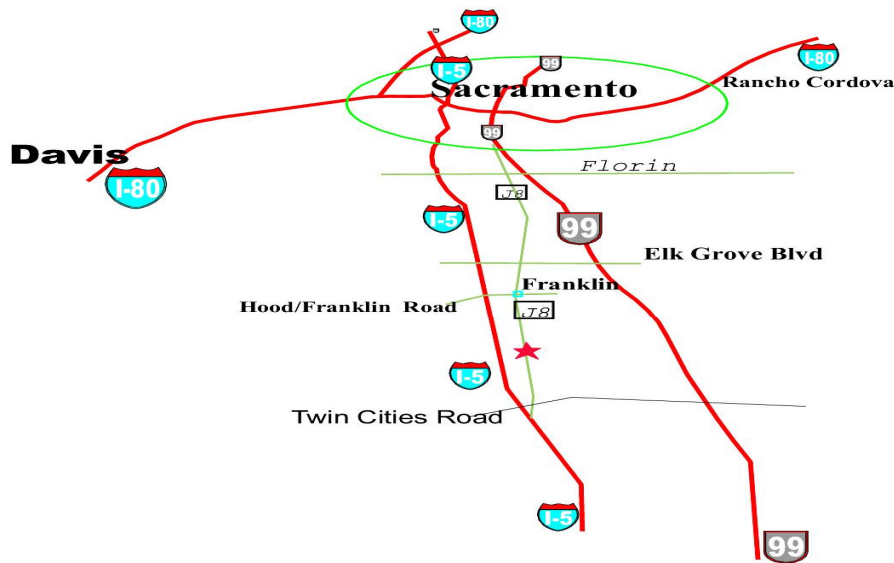
Raffle Drawing at 3 PM Sunday, Tickets 6 for \$5

Grand Prize – Fred Emmert’s Full Size RC Silk Covered MISS AMERICA PLUS Second Prize - an Airtronics RDS-8000 2.4 Ghz Transmitter and Receiver!



Directions to Schmidt Ranch : Traveling south on I-5, exit Hood Franklin Road, turn left (east) over overpass, turn right (south) on Franklin Blvd (J8). Traveling north on I-5, exit Twin Cities Road, turn right (east), turn left (north) on Franklin Blvd (J8). Camping OK, NO hookups.

Nearby Motels: Best Western John Jay Inn, 15 Massie Court, Sacramento (916) 689-4425; Motel 6, Mack Road at 99 Sacramento (916) 689-9141; Motel 6, 7407 Elsie Ave. Sacramento (916) 689-6555; Holiday Inn Express, 620 Lincoln Way, Galt (209) 745-9500.



2009 INTERNATIONAL 1/2 A TEXACO POSTAL CHALLENGE

SAM 51 of Northern California invites SAM chapters worldwide to compete in this annual model airplane event. You may do your flying on any day. Sept. 19th through Oct. 18th. Pick your day from this 30 day window. Surely, one day in this period will be perfect for you.

Do not change days once you start flying. If a chapter member is unable to participate with your group, he may fly at his location on the chosen day and report the times to you.

This postal challenge is a separate event from other contests and should be treated as such.

Record results as follows: NAME; MODEL; WING AREA; FLT. 1; FLT. 2; FLT. 3; TOTAL. The times of the three highest scoring flyers will count, however, list all of your flyers.

Team Managers, please comment on the weather encountered, date and location flown and certify that SAM 2006 rules for Vi A Texaco were used. (15min. max, best two flights out of three)

Include your SAM Chapter number, address and telephone number.

RESULTS DUE BY Oct. 26, 2009.

Get results to: Bob Grice
e-mail: iamgrice@sbcglobal.net

4351 Greenvale Road
Fair Oaks, CA 95628

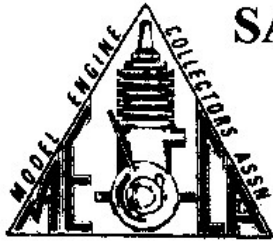
Need an entry form? Let me know.
Tel. 916 9616257

SAM 51 plans to be very competitive again this year. Start tuning up those contrary little .049 engines and get ready. Good Luck!



REGION 2 M.E.C.A. COLLECTO

SATURDAY 14 NOVEMBER 2009



----- LOCATION -----

**Nordahl Hall
580 West Parr Ave.
Los Gatos, Ca. 95031**



**BUY, SELL, SWAP, TRADE, ANY MODEL RELATED ITEM.
ENGINES, PARTS, PLANES, KITS, CARS, BOATS, ETC.**

SELLERS IN AT 8:00 am, PUBLIC AT 8:30 am, CLOSE AT 12:00 NOON

ADMISSION--\$ 4.00, TABLE--\$8.00 MORE, FREE COFFEE & DOUGHNUTS

Sponsored by S.A.M.-21. A chapter of "Society of Antique Modelers".

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14 Nov 09 PRE- REGISTRATION form Tables held until 8:30 am

**Make out check to "SAM-21" and mail to---
H. Smith, PO Box 110128, Campbell, Ca., 95011-0128**

Name: _____ # of people @ \$4.00 ea. _____ Total \$ _____
of tables reserved @ \$8.00 ea. _____ Total \$ _____
Total enclosed \$ _____

For more information; e-mail mummyzy@pacbell.net RSVP by 7 Nov 09



Bob VonKonsky also flies the small stuff! Shown here with his S400 powered scaled up Comet Sparky



Note the hand carved balsa spinner

Ken Willard's Schoolmaster

From: RCGROUPS.com 02 Jan 2009 posted by sroselle

Aeronca, The Schoolboy plans reminded me of my illfated Schoolmaster in the late 1960's. I had built the SM with Cox Medalion 09 RC and MinX galloping Ghost RC gear - Rand LR3 combo actuator and had a blast. With its flat bottom airfoil the one thing I could not do was level inverted flight. So I build a modified wing with semi symmetrical airfoil.

First flight seemed OK so I dove then looped over into inverted flight. Alas I didn't have enough down elevator and it decended in a 30 or so degree dive. Not wanting to give up on the attempt I held it too long to split ess out so tried to roll out. I needed another 10 feet and didn't quite make it. The pics show the result. (on rcgroups.com)

After that I got into full proportional with a Micro Avionics 6 ch rig that was nothing but trouble electronically - but thats another story.

Ken Willard lived at that time in the San Francisco South Bay area - Sunnyvale I think. He was in the Pioneer RC club, as was I, but never really got to know him as he didn't fly at the field often. Previously, growing up in a small town near Bakersfield, I religiously read his Sunday Flyer column in RCM and learned a great deal.

Somewhere I still have the Schoolmaster plan and could try to scan it if anyone is interested. It is basically a close scaleup of the Schoolboy.

SchoolMaster Email from SOUTH AFRICA!

Lucien.Defalque@defy.co.za wrote:

>
> hello I found you through L.Schmidt.Sadly he passed away.Could you perhaps have the plans of the Schoolmaster, if yes could you scan and email them to me please.Thanks a lot,
> Lucien Defalque,
135 Teakwood Rd, Jacobs, 4052, South Africa

From:Steve Roselle <sroselle@earthlink.net>
Date:Sat, 19 Sep 2009

Lucien,
I just mailed you a copy of the Schoolmaster plan via USPS 1st class International mail. Transit time is "indefinite" but I expect you should receive it in 1-2 weeks.
Enjoy!
Steve Roselle

From: Lucien. 21 Sep 2009

Thanks a million. Is there anything I can do you pleasure with?I did not want this for free!I am gladly a member of this modelairplane community since 1957 and I can see we are one big family.gives me hope for the future. I want to build this for my grandson,just acquired a brand new .074 Norvel engine,what a beauty.Anyone in your club has experience with them?
I fly a Senior Telemaster with an old Quadra in it.Like relaxed flying.
Kind regards,
Lucien Defalque

From:Steve Roselle
Lucien,

Yes, we are a band of brothers united in common model interests and I'm very glad to help. When you complete the Schoolmaster please send photos of it with yourself and grandson. I am editor of our SAM 21 newsletter - the Clipper - and would like to publish them.
Past issues of Clipper are available for download on the SAM website: <http://www.antiquemodeler.org/> (news letters archive)

Your Telemaster/Quadra should fly like the SAM old timers that we fly in the states.
I have not used a Norvel but it should be plenty of power for a Schoolmaster. I used a Cox TD 049 in mine years ago.

Presently I am rebuilding a Boehle Giant old timer - 14 foot wingspan! Hope to fly it this week. Wish me luck!
Steve Roselle



Roselle's SchoolMaster circa late 1960's