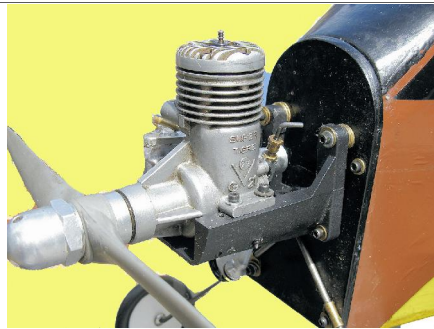




FLASH!
 Dave Lewis has donated this fine Gold-berg **CLIPPER** air-frame, complete with hottie **SUPERTIGER G21 29** engine for the **RANCH ROMP RAFFLE 22/23 MAY**



APRIL 2010 # 118 snr
 (official newsletter of the BlackJack Club)

SAM-21 CLIPPER

Society of Antique Modelers Chapter 21 AMA 1470

next meeting: **Thursday**

APRIL 22nd 7:00 pm **

at **SARATOGA FIREHOUSE**

Corner Saratoga Ave & Hwy 9

Park in rear & Enter thru Front door

Goodie Schedule - page 2

Thanks to **Brian SARGENT** for **MARCH 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

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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

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bnbent@pacbell.net

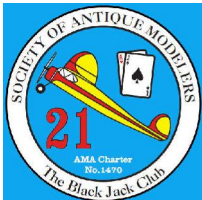
wgurney@comcast.net

gnleopold@sbcglobal.net

rosy@cheerful.com

lewis966@comcast.net

stoney7@mindspring.com



933 Barbara Ave
 Mountain View, Ca
 94040

MAY is a Big month activity-wise. Be sure to attend!

WINGS of HISTORY Open House MAY 8th

And our SAM 21 RANCH ROMP May 22/23rd

Now
44 cents,
 Please!

In this issue:

- p.2 - **2010 SAM WESTERN REGION CALENDAR**
- p.3 - **MARCH Minutes (maybe) & Meeting Madness pics—**
- p.4 - **SAM26 Contest Reports—by JAKE & DAVE**
- p.5/6 - **TANDY WALKER's Magnificent SAILPLANE**
- p.7-10 - **SAM 21 MAY CONTEST/FUN-FLY flyer**
- p.10 - **SIERRA CHAMPS Flyer—10April 2010**
- p.11 - **S400 LMR - HARDWARE**
- p.11 - **CLASH of the TITANS 12 JUNE 2010**
- p.12 **WINGS of HISTORY FLYER 08 MARCH 2010 & KAFERS Model T**

First Class (You Betcha!)

GUEST COPY



Italics are PRELIMINARY Dates—Subject to Change!

2010 SAM WEST COAST Event Schedule *Revised 12 Dec, 2009 - Steve*

650-969-1721 rosy@cheerful.com

Month	Sat	Sun	Event
JAN	2	3	
JAN	<u>9</u>	<u>10</u>	1/08-10 AMA Trade Show—Ontario, Ca
JAN	<u>16</u>	<u>17, 18</u>	1/16-18 SOUTHWEST REGIONALS, Eloy Az
JAN	<u>23</u>	24	NCFFC Awards Luncheon & raffle—bring something...
JAN	<u>30</u>	31	SAM 21 BANQUET—HOLDER's Country Inn Cupertino
FEB	6	7	
FEB	13	14	
FEB	20	21	
FEB	27	28	
MAR	6	<u>7</u>	Sun SGMA Spring Bash FF/RC Wegaell fld.
MAR	13	14	
MAR	<u>20</u>	21	Fri/Sat SABBATINI COLLECTO—Fresno 559-287-1717
<u>MAR</u>	<u>27</u>	<u>28</u>	SAM 26 SPRING ANNUAL RC Taft, Ca 805-739-0329
APR	3	<u>4</u>	(Sunday 4/4 Easter)
<u>APR</u>	<u>10</u>	12	Sat NCFFC Sierra Champs FF/RC Wegaell fld
APR	17	18	
APR	24	25	
<u>MAY</u>	<u>1</u>	<u>2</u>	NCFFC Nor Cal—FF only Wageall fld.
MAY	<u>8</u>	9	SAT 5/08 WOH OPENHOUSE (Sunday is Mother's Day)
MAY	15	16	
<u>MAY</u>	<u>22</u>	<u>23</u>	SAM 21 RANCH ROMP Schmidt Ranch
<u>MAY</u>	29	30	Monday 5/31 Memorial Day weekend
<u>JUNE</u>	<u>5</u>	6	Sat NCFFC Western States Champs FF/RC Wageall fld.
JUNE	<u>12</u>	13	JUNE 12th—CLASH of the TITANS SAM 21 vs. SAM 27
JUNE	19	<u>20</u>	Sunday 6/20 (Father's Day)
JUNE	26	27	
JULY	3	<u>4</u>	SUN 7/4 Independence Day
JULY	10	11	
JULY	17	18	
JULY	24	25	
<u>JULY</u>	31	Aug 1	
AUG	1	3	
AUG	8	9	
AUG	15	16	Saturday 8/15 SAM 74 Collecto, Middletown, CA
AUG	22	23	Harry Leacock 707-994-8862
AUG	29	30	
SEPT	4	5	Monday 9/6 Labor Day
<u>SEPT</u>	<u>11</u>	<u>12</u>	Sept 13th-17th SAM CHAMPS at Muncie, In.
SEPT	18	19	\ Sun 9/12 NCFFC SGMA Combo FF/RC Wageall fld
SEPT	25	26	
OCT	2	<u>3</u>	1-3 SAM 27 CRASH & BASH Schmidt Ranch
OCT	9	10	
OCT	16	17	SAM 21 \$400 & !/2A TEXACO contest—DWARFs
<u>OCT</u>	<u>23</u>	<u>24</u>	SAM 26 JOHN POND COMMEMORATIVE Taft, Ca
OCT	30	<u>31</u>	Sat SGMA Sweeper FF/RC Wageall fld.
NOV	<u>6</u>	8	SAM 21 MECA COLLECTO Nordahl Hall, Saratoga, Ca
NOV	13	15	
NOV	20	22	
NOV	27	29	Thursday 11/25 Thanksgiving Day
DEC	4	5	
DEC	11	12	
DEC	18	19	
DEC	<u>25</u>	26	Thursday 12/25 Christmas Day

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

Sam 21 Meeting Dates

7:00 p.m.

@ SARATOGA FIRE DEPARTMENT

Corner Saratoga ave & Sunnyvale-Saratoga Hwy

2010

January 28

February 25

March 25

April 22

May 27

June 24

July 22

August 26

September 23

October 28

November 18

(due to Thanksgiving Conflict)

December 16

(due to Christmas Conflict)

2010 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
SEPT	Smith
OCT	SASO
NOV	Vanderbeek
DEC	Dowling



Minutes of the SAM 21 Meeting

of March 25, 2010

Meeting was called to order by **President Copeland** at 7:00 p.m. at the Saratoga Fire House.

Introduction of Guests: Bob Lockyer **Noel Eberhardt**, new member as of 3/25/10 **Members Present:** 17

Membership Report: **Leopold:** 2010: 2 reg. pd.; 4 not pd.; 16 assoc. pd., 2 not pd.; 5 Life members. Total 53

Minutes of the February 25, 2010 Meeting: Approved

Treasurer's Report: 2/23/10 \$5,393.08 to 3/25/10 \$5,243.82

Bills & Claims: \$65.78 to Janet Roselle for February newsletter; AMA Charter \$30.00; \$28.04 to Gary Leopold for postage; \$65.44 to Alpine Awards, Inc. Approved.

Scheduled Events: **Lewis:**

- March 27/28 SAM 26 Spring Annual – Taft.
- Flyer is in Clipper
- April 10 Weagell Sierra Champs

Competition Reports: **Lewis:** None

Unfinished Business Reports:

- Copeland:** SAM-21 T-Shirts/decals – Club voted to order 2.5”, 3”, 4” decals in white and clear – fifty each and Club to decide on “retail” price “free” distribution at next meeting.
- Smith:** Fall collecto – Location/Date/Status – no report yet
- Chichilitti:** SAM-21 “Ranch Romp” planning – May 22 & 23 – Sanction done

New Business:

- Chichilitti:** Sam-27 Fun Fly Challenge – June 12
- Roselle:** Wings of History 10th Annual Open House May 8

SAM-21 will have a booth. Volunteers needed to help kids make models

- Copeland:** AMA Scale Team support – needs

money to go to Poland

Break: 7:58

Silent Auction: **Gurney:** Many items for sale. 10% to Club

Show & Tell: **Marshall:** Rare Orwick .73, Serial #93; **Kafer:** Small camera video for still pictures for key chain spy camera, about \$30 with card on EBay; **Vanderbeek:** Arden .19 nostalgia Gypsy 48 plans in Flying Models magazine, Cleveland Cloudster Ign. .23 O&R covered with polyspan & tissue trimmed in red master designer spray; **Chichilitti:** brought refurbished trophies for SAM-21 contest, donated by **Dave Marshall**.

Refreshments Courtesy of: **Brian Sargent** and Thanks to **Lescher Dowling** for the coffee!

The next meeting will be held on April 22, 2010 – 7:00 p.m. – Saratoga Fire Department.

The meeting was adjourned at 8:50 p.m.

Respectfully submitted, Gary Leopold

Two men dressed in Pilots' uniforms...

walk up the aisle of the plane. Both are wearing dark glasses, one is using a guide dog, and the other is tapping his way along the aisle with a cane.

Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes, and the engines start up. The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke. None is forthcoming.

The plane moves faster and faster down the runway and the people sitting in the window seats realize they're headed straight for the water at the edge of the airport. As it begins to look as though the plane will plough into the water, panicked screams fill the cabin.

At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly, and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands.

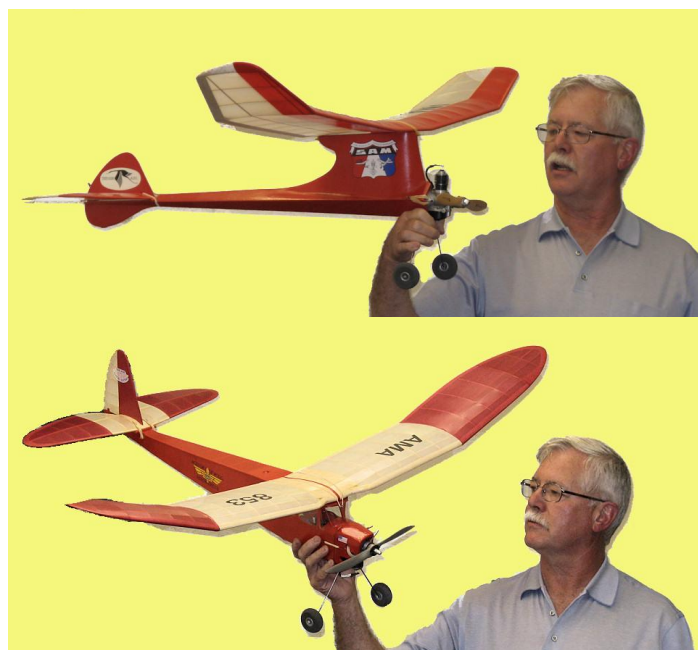
In the cockpit, one of the blind pilots turns to the other and says, "You know, Bob, one of these days, they're gonna scream too late and we're all gonna die."



< **SILENT AUCTION**
Action at March meeting.

BILL > VANDERBEEK
Churned out two more marvelous FF models this month—

Top: GYPSY
Bottom:
CLOUDSTER
(original)





Rosy's Outlook

APRIL -

The Brain is wider than the Sky.

Emily Dickenson

Spring is in full bloom around here. Great weather for flying and attending Open Houses, Contests and Fun Flies! Space is short this month so I'll forego the usual line-hogging pleasantries in order to include the following SAM 26 Contest reports, and a great write-up by Tandy Walker on his 2009 GOLDBERG SAILPLANE project. (p.5) SNR

SAM 26 SPRING ANNUAL

By Jake Chichiletti

Hi Steve,

Dave Lewis asked me to do a write up on the contest for the Clipper. So while it is fresh in my mind here it goes:

Thoughts from Taft

I have heard about a flying site called Taft for many years and didn't have a clue as to where it was or what it looked like.

I was talking with Dave Lewis and he was lamenting the fact that he didn't feel comfortable driving alone to Taft for the upcoming contest.

On the spur of the moment I told him I would be willing to go with him if it would help. I guess that did the trick, because I showed up on Dave's doorstep Friday morning with three oldtimers and the rest of the stuff I needed for a three day trip to Taft. His lovely wife Pat had prepared lunch for us to hold us over until dinner. Thank you for your hospitality.

The drive down was uneventful and we got to Taft a bit early and drove out to the flying site for a look see. Some folks were already there setting up shop. I knew some of the folks from previous contests and met others for the first time.

If you've never been to Taft, it is huge, it is also very dry and dusty. It is also an excellent flying site for free flight and old time R./C. We spent about a half hour or so chatting and then decided to head to the motel to check in and clean up and get a bite to eat. It's kind of hard to describe the town, but there is a deli/liquor store that advertises "Oil Worker's Attire". What the heck is that???

Rather than give a blow by blow description of the events, I'll just say that SAM 27 couldn't have picked a better weekend to hold their event.

The winds were light for the most part and the temperature never got above 80. There were enough thermals around to make things interesting for the twenty or so pilots that were entered. I was hoping to see the Warner's there but they did not attend. I believe there was only one crash and one fly away all

weekend.

And I'm happy to say Dave and I completed all our events without any mishaps. I'll let him fill you in on the results when they are available.

I had a great time and would like to thank the members of SAM 26 for putting on a great show. Also a big pat on the back for Contest Director Hardy Robinson and his able assistant Bob Angel.

One last thing I'd like to mention is the banquet on Saturday night. The food was good as was the service, but what really made it was the stand up comedy by Hardy Robinson and Bob Holman, who would have guessed they had such funny material. A good time was had by all! Jake

SAM 26 SPRING ANNUAL

By Dave Lewis

The first contest of the year in California was held at Condor Field, Taft, and it attracted a pretty good crowd of about 22 fliers to the SAM Oldtimer Meet. The weather was as good as it gets with wind only coming up late Saturday afternoon that caused the contest directors (Robbie Robinson and Bob Angle) to delay the 3 flyoffs until first thing Sunday morning.

Jake Chichiletti and I (Dave Lewis) drove down to Taft on Friday. This was Jake's first visit to a Taft OldTimer contest but Jake was not to be denied since he took wins on Saturday in both 1/2 A Texaco and A Ignition. Jake was flying his very nice Baby Playboy in 1/2 A and his Playboy Jr. with an Elfin Diesel for power.

I didn't do so well on Saturday but on Sunday I got 2nd in both A Glow and C Glow. I maxed out in both events which tied me with Rick Holman in both events. But since we had a long drive home we left before the flyoffs started so I was relegated to two 2nd places. That's OK since Rick probably would have beaten me anyway (he uses hot screaming Schnerle powered engines and I use old K&B and Super Tigre engines that sound like put-puts in comparison to Rick's screamers). Do you know what 28,000 RPM sounds like? Well, it hurts your ears that's what it sounds like. Just a thought here: how come SAM allowed glow engines into competition? I think it was to bring in new membership (guys who couldn't wire up an ignition system for an Ohlsson 23! Like me.

The only thing at the contest that was out of the ordinary was a guy with a big free flight (I think it was a Satellite with a big S.T. engine for power) and he was on the edge of our landing area and he even had the audacity to complain to our C.D.s that we were trying to buzz him. Granted he was on a quick DT so his plane never drifted towards us.

The Saturday nite Banquet was at the Ranch House Restaurant as usual and it seems that the food has improved; it was really good. My steak was perfect. SAM 26 will do it again at Taft in late October.

Dave Lewis

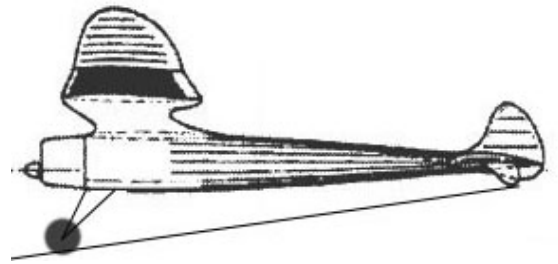


CARL GOLDBERG'S 1940 COMET SAILPLANE

(by Tandy C. Walker)

As a young boy living in Oklahoma City, we used to ride our bikes to Schmidt's Model Shop next to the Villa Theater out on 23rd Street. Ray Matthews had a beautiful white silked Comet Sailplane with a green Orwick engine hanging from the ceiling in that shop and I used to stand and admire it for hours. The Sailplane has remained somewhere in back of my mind for most of my modeling life. I purchased a copy of the original Comet plans for the Sailplane in the mid 1990's just to look at. Several years later, Jim O'Reilly did the CAD parts drawings and Bob Holman laser cut the parts for the Comet plans, which I bought and put away with my plans. However, I knew that building this model would require a long-term commitment of time and focus.

In 2008 it was announced that the 2009 SAM Champs was going to be called the Comet Model Champs, and my interest in the Sailplane was again aroused because "the model of the year" could be any SAM legal Comet model. I have always been concerned with the original retractable single strut landing gear. However, with encouragement from Gene Wallock and Sergio Montes, I laid out a conventional two-wheel fixed landing gear configuration with a two-wire strut landing gear. Surprisingly, this did not detract too much from the Sailplane's beautiful lines as shown at right.



On October 31, 2008, I started the Comet Sailplane as my winter building project and placed an order for a Series 20 McCoy 60 replica ignition engine with Woody Bartelt.



I have been a model builder for over 67 years, but after only a couple of months into the construction, I discovered that the Sailplane was the most difficult, complex, and challenging project I had ever undertaken. There was absolutely nothing simple or straightforward about this model as the fuselage structure above shows. Even the five panel wing structure shown above took an unbelievable amount of time to build. I worked on this model continuously for over ten months, slowly solving the construction problems as they arose, completing the project on September 9, 2009.

The Series 20 McCoy 60 ignition engine and fuel tank installations are shown on the left.

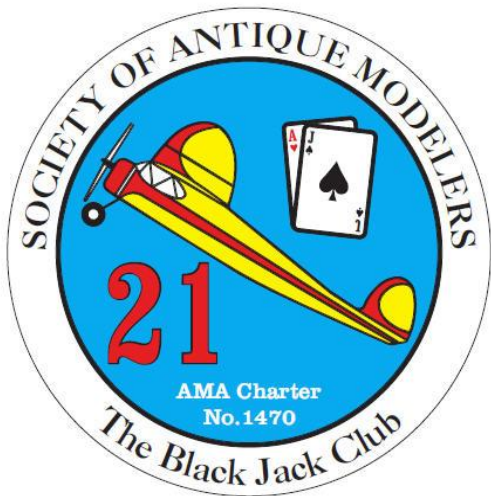


Construction was strictly as per original Comet plans with necessary modifications for incorporating a radio control system, rudder and elevator control surfaces, and the two-wheel fixed landing gear. The covering consisted of orange and yellow silk over Polyspan Lite with 14 coats of thinned nitrate clear dope air brushed with one clear satin coat of Klass Kote. The painted trim was Tamiya flat black acrylic and the black vinyl graphics were made by Cajun Graphics out of Utah.

Due to family problems, the new Sailplane never got into flight test and the Walker's never made it to the 2009 SAM Champs. However, Sailplane flight tests are planned for this summer and Tandy and Sue are looking forward to bring the new Sailplane to Muncie, Indiana, in September for the 2010 SAM Champs.



Tandy with His Completed Sailplane. Photo taken on September 10, 2009



SAM 21 R/C OLD TIMER 34th ANNUAL CONTEST & FUN-FLY(*) MAY 22 & 23, 2010

This year we will again fly at Miriam Schmidt's ranch. Come and RELAX under shady trees in a grassy back yard while watching the flying action out in the 50 acre alfalfa field.

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

Rev: PRELIMINARY Revised: 22 MAR 2010

CONTEST EVENTS - Both Days

A GLO/IGN LER Combined
B/C GLO/IGN LER Combined
TEXACO GLO/IGN combined
1/2A TEXACO/SCALE Combined
ELECTRIC TEXACO
BROWN JR LER
ANTIQUÉ (combined)
OHLSSON SIDEPORT
OLD TIME GLIDER
100-PLUS TEXACO
S400LMR
Spirit of SAM CONCOURS

C.D. JAKE CHICHILITTI

Email: jake.chichilitti@yahoo.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!)

AMA Sanctioned meet AMA Insurance required

Narrow Band radios only

EVENT NOTES

FUN-FLY - special event (*) rules next pages)
Any organized F-F events T.B.D.

Electric ETEX

SAM 2008 Erules will apply

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

S400LMR - a new 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.
(2010 Rules next page.)

100 PLUS TEXACO - 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.

Participant Trophies! - Other Prizes T.B.D.

GRANDO RAFFLE

Dave Lewis is reputed to be donating another superb Lewis-Built model for the raffle.

Many Thanks to Dave!

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

LOGISTICS

Pancake Breakfast both days (you fix it & wash up) **FREE**
Lunch Saturday & Sunday around Noon **\$5.00**
Banquet Saturday evening 6:00 pm -ish **\$12.00**

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



SAM 21 - CONTEST notes

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 thank and assist our host Miriam Schmidt (She's da Boss!), and with cleaning up later.

In 2009 SAM 21 forged out a new format for FUN FLY Activity held in concert with the usual SAM contest.

For 2010 we will try out this concept at our Annual Old Timer Contest.

To accommodate the expected hoards of Fun Flyers we have reduced our contest events by combining a number of them, and eliminating others that have little or no interest in recent years.

IF your favorite event is not available this year, by all means petition the club to include it back next year.

Be warned: You may have to put up a small deposit in advance in order to insure the event in case of no-shows!

(See FUNFLY rules next pages)

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

5E. Speed 400 LMR Event

latest 2010 rules

1. Models may be based on any approved SAM Old Timer gas model airplane. Scaling is allowed. There is a **16 oz. minimum weight requirement**. By rule, North American Old Timer designs are limited to Dec. 31, 1942 and older.

2. Thrust will be provided by a non-folding, non-metal propeller of any size driven directly (i.e., no reduction drives) by a Graupner [#3321] Speed 400 6-volt permanent magnet ferrite motor without ball bearings. After purchase, motor timing adjustments are allowed.

To prevent damage to the motor, folding propellers may be used provided they are locked in the fixed position for normal flight.

3. The battery may be **six** NiCad cells, or **six** NiMh cells, or **two** Lithium chemistry cells **of any capacity** with manufacturer's label clearly visible.

4. The power to the motor must be radio controlled but may be on/off or ESC.

5. Flights may be hand launched with the 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. This time may be changed at the discretion of the CD.

7. The model's score is the sum of the best two of four 15 minute max flights. [= added by snr]





SAM Fun Fly Format

It seems to be more and more apparent that there exists, in the ranks of “Old Time”, radio assisted fliers, two distinct groups who participate in the flying side of the sport. One group consists of serious competitors who use the latest techniques and technology to optimize performance (and thereby risk) and the other which merely flies for the “fun” of seeing their creations climb more or less the same as they did in the day that the models were originally designed and flew as true free flight models. (thereby reducing the risk of loss of control and/or structural failure)

While both types “compete” in regularly scheduled contests, many Fun Fliers participate to support the bottom line to insure that sponsoring Chapters avoid losing money, thus making it possible for the events to continue. Speaking from experience, it is not a lot of “fun” to be unable or unwilling to compete, but most fun fliers are experienced “Crow eaters” – and do so out of love of the sport.

This is not to disparage the competitor types, as in many arenas, they are on the cutting edge of technology which frequently advances the development of the sport for everyone.

But, reaching back in time to my free flight days, which is the root of our present day activities, I vividly remember a Stockton Piston Pushers, later SGMA, club meeting in the late 1940's at which the owner of one of the hobby shops in Stockton and a major sponsor of local contests, after listening to arguments regarding the suitability of prizes needed for an upcoming event, raised his hand stopping the debate and said, “do you always have to fly for prizes?”. I will let you answer that question for yourselves, but this simple statement has stuck with me in many events in my life, most not connected with model airplanes.

Said another way, are you in it for the sport and individual challenge of model building and flying, or for the relatively short lived glory of winning something?

Many Chapter members do not have an adequate “home field” and, as the contests are usually held at some of the best flying sites, the events not only provide an opportunity to compete if that is your “thing”, but for the Fun Fliers, the luxury of flying where there is a chance to experience the freedom of an open site at which they can explore all the facets of flying their models, as well as the opportunity to network with a large spectrum of fellow modelers is reason enough to attend.

Finally, consider the success of IMAA, which has no contests, only “fun fly” events.

Bill Copeland - SAM 21 President

FUN FLY Format:

A Fun Fly will be a one or two day, “two tiered” event held at any site that provides ample room for flight with few obstructions to flight and sponsored by a Chapter of SAM. Fun Fly events shall be scheduled with due consideration for regularly scheduled SAM events, but as often as interest or resources allow...

Entry for all participants will require current AMA membership, and may require an entry fee to cover expenses as determined by the sponsoring Chapter.

The sponsoring Chapter will designate a SAM member who will perform the duties of Chairman for the Tier 1 fliers and a SAM qualified Contest Director to perform the regular duties required by SAM rules for the Tier 2 fliers. Both of these positions may be filled by any SAM member from any Chapter. The Chairman (woman) of Tier 1 and the CD of Tier 2 will be allowed to fly as time permits.

The sponsoring Chapter will be responsible for:

Securing AMA Sanction as a Special Event

Securing permission to use the proposed site,

Will announce the availability of food on site in advance of the event, but will not necessarily be

responsible to furnish food at the event,

Will establish the “landing area”,

Will announce the Tier 2 events to be scored

Will furnish score card for both Tier 1 and Tier 2 events

The sponsoring Chapter shall make an effort to secure raffle prizes. The raffle will be available to all in attendance.

There will be no provision for rain dates. The sponsoring Chapter is encouraged to schedule a “show and tell” session to be held during the lunch break, or at another appropriate time to encourage exchange of builder techniques and innovation.

Tier 1 - FUN FLY

Tier 1 will be open to all participants and will be governed by current SAM rules except for:

engine type, engine run time, (except: glow powered limited to 30 seconds, Speed 400 limited to 60 seconds, ignition powered limited to 40 seconds) wing loading and total flight times. The total required flight time for any flight is 10 minutes. After the 10 minute limit has been reached, pilots are encouraged to end the flight as soon as safely possible (to conserve access to the frequency)



Sierra Championships

April 10, 2010

8 a.m. 'til 4:00 p.m.

90 second max

Waegell Field, Sacramento, CA

Sierra Eagles

EVENTS:

CALIFORNIA GOLD CUP SERIES

F1G, F1H, F1J

Flyoffs: F1G 2:00, 2:45, 3:30, F1H 2:15, 3:00, 3:45, F1J 2:30, 3:15, 4:00

The California Gold Cup Series consists of seven contests. Feb. 28, Sat. April 10, May 1-2, Sat. June 5, Sept. 12, Oct. 31 at Waegell Field, and Big Al's at Lost Hills on May 28-29-30.

Best 5 out of 7.

NORTHERN CALIFORNIA SILVER CUP SERIES

HLG/CAT. Glider, P-30, 1/2A Gas (Jr. and Open)

The California Silver Cup Series consists of six contests. Feb. 28, Sat. April 10, May 1-2, Sat. 5, Sept. 12, Oct. 31 at Waegell Field at Waegell Field. Best 4 out of 6.

Additional Events

1/2A Nostalgia :-: A-B-C Nostalgia Combined

Old Time Rubber :-: Open Rubber :-: A-B-C-D Gas :-: Country Boy (.049-.051)

Classic Power :-: P-30 Mass Launch 10 a.m.

RC Old Timer

1/2 A Texaco • Antique Combined • A, B, and C Ignition L.E.R. • .05 Electric L.E.R.

23 Ohlsson Ignition Event • Nostalgia (loop engines only) • Brown Jr. event

Texaco • A, B, and C Glow Limited Engine Run • Sideport Ohlsson Ignition

Brown Jr. Limited Engine Run • Electric Texaco

Entry fees:

\$10.00 first event, \$5.00 additional events; \$5 field rental
(Prizes will be merchandise)

INFO: Chris Borland, CD (916) 457 4469

Porta-Potty will be on the field.

*Directions to Waegell Field: Take Highway 50 east out of Sacramento, exit at Sunrise, go south past Douglas and Kiefer. About 1/2 mile past Kiefer, look for gate on east side, go in past the barn and there you are!
If you come to Jackson Highway, you went too far! If you open a gate, please close it!



Tier 1 entrants are encouraged to adhere to all SAM rules (as practice for future participation in Tier 2 events) but any model originally designed as a free flight and converted to radio control may be entered. Original design/experimental models, generally adhering to the above rules, may also be entered.

An official record of attempts or flight times may be kept, at the entrants discretion, Participants will be encouraged to report the number of flights and the SAM classification of the aircraft(s) flown, if applicable. To count as an "official" flight a minimum flight time of 4 minutes shall be required. (this record should be kept to provide a data base to determine the most participation in each SAM class.) A form for such record will be provided by the event sponsor.

There will be no "prizes" for Tier 1 participants unless provided by the sponsoring Chapter or the Tier I entrants. Based on the most number of official flights, "winners" will be announced down to 10th and such record will be retained for use in computing the "Fun Fly Annual Champion" to be announced in January each year. The "Champion" shall be awarded a suitable gift certificate to a model retailer of his/her

choice.

In all cases of frequency conflict between Tier 1 and Tier 2 fliers, Tier 2 fliers will have precedent. Participants may opt to change from Tier 1 status to Tier 2 status providing the aircraft to be flown complies with all SAM International rules for the class to be flown, but Tier 1 flights/times will not be transferable to Tier 2

Tier 2 - CONTEST

Tier 2 will be available to all participants who desire to officially compete and will be strictly governed by current SAM International rules. (as in a regular contest)

Participants will be furnished a score card which includes all classes to be flown. Points toward any Championship will be awarded per the rules of the championship which the contestant is working toward.

If "prizes" are to be awarded, the Sponsoring Chapter may furnish prizes or participants in each class may establish a "pool" of cash to be distributed as approved by contestants in that class.

SPEED 400 HARDWARE

Bev or Bill Copeland wrote: > Dr. Joe and I are trying to get airplanes going for the speed 400 event, but we're not sure which Graupner motor to get - the 6V or the 7.2V. What do you suggest? > Bill C

Hi Bill,

Andrew's rules notwithstanding, you need the Graupner S400-6v motor (#3321-6v) for the rulebook event.

<http://www.hobby-lobby.com/speed400.htm>

I have a half dozen or so and will be glad to let you have them at cost. I am working on motor mounts that will bolt up to a Cox Baby Bee pattern if you want those also, but will be a while until I get them machined. I have Lewis's mount machined but it is non standard since his plane had a Elfin on it instead of a Cox.

You'll also need a prop hub adapter (for 2.3mm shaft),

<http://www.hobby-lobby.com/propadap.htm?pSearchQueryId=486975>

an APC 6x4 electric prop,

a 15 amp LiPo rated speed control with brake function, some connectors and wiring, and you're ready to go.

AEROMICRO should have everything except the motors - which only HOBBY-LOBBY.com sells.

I use the GWS GS400LI ESC about \$26 at AeroMicro.

<http://www.aeromicro.com/>

Can't find the GS400LI on their website but it looks like this one (This one is NOT for LIPOS!!!)

http://www.aeromicro.com/Catalog/gws_gs-400_esc_futaba__1500295.htm

Lastly but not leastly - Batteries: Use a 2 cell LiPo, else the weight of a NiCad pack will be excessive.

I use Thunder Power TP-1320 mah or TP-2100 mah packs. The larger one is used to bring the Dallaire up to Min weight, but also holds its voltage up a bit more under load.

Hope this helps! Steve

Clash of the Titans Challenge Saturday 12 JUNE 2010

From: "Tickleac@aol.com" <Tickleac@aol.com>

To: bnbent@pacbell.net

Sent: Sat, February 27, 2010

Subject: Re: Clash of the Titans Challenge

Hi SAM 21,

Glad everybody likes the proposed program. Now that the status has grown from a Fun Fly to a (fun) Clash of the Titans it seems all we have to do now is pick a date and order the steaks.

[Date decided is 12 JUNE 2010 snr]

A trophy for the annual Clash of the Titans Speed 400 Challenge is in design and preparation. It will have an antique adjustable pitch wooden propeller mounted on top and the two club emblems underneath. Remember the value of this prestigious trophy rises astronomically until 2014 when the club that wins it that year keeps it -- to be permanently displayed at Schmidt Ranch where it will have broader bragging rights.

We flew in the Speed 400 International Postal last year and finished in the middle of the pack. We have several British flyers so no one should object to the European pre 1950 definition of "antique". This just adds to the variety of airplanes which will otherwise be dominated by Airborns and Kerswaps.

This year we will have a couple of dozen new (commemorative) Kerswaps. So even if we can't beat you on skill, three of our many flyers could get lucky. For this kind of meet we are firm believers that it's better to be lucky than good!

Glad to hear Dave Sasso is eager to bring the Beohle Giant.

Events

1. Speed 400, SAM rules with 2 minute motor run
2. Unlimited motor run, time starts on motor shut-off.
3. Longest flight with any plane, with SAM rules.
4. Speed 400 pylon race
5. A Miss 2 event.
6. Fly by of the Giants

Maybe SAM 21 will have more giants when we meet.

There are surprisingly few gas flyers in SAM 27, considering its size. I will have an Ohlsson 23 powered Viking, and Miss America (Brown Junior?) to add to the noise. There will undoubtedly be some Long Cabins and a Kloud King (note these are all cabin jobs).

I will send the Speed 400 pylon rules. This is a handicap event. Each heat the previous winner gets a 15 second (delayed start) handicap. We will go easy on SAM 21 because (as far as we know) you are not used to flying round the pylons. SAM 21 pilots will all take a 15 second handicap and then we will catch up and pass you guys.

After the meet if there are any SAM 21 flyers who don't want to go home (or can't go home) we have a couple of spare bedrooms at our house in Petaluma, and Eggs Benedict for breakfast.

From now on let's keep the main correspondence between Chip and Jake (just to keep things simple) and cc the rest of us eager beavers to keep us in the loop.

Best regards to all.....Andrew T



Discover - Explore - Experience - the Excitement of Aviation

Wings of History Air Museum Presents its 10th Annual Open House and Fly-in

Saturday, May 8, 2010

7:00am to 4:00pm

San Martin Airport

Free Admission



Young Eagles



GET A **FREE** FLIGHT!

Free Young Eagles Airplane and Helicopter Rides
(kids 8 to 17)

Hot Air Balloons
(from 7:00am,
weather permitting)



Free tethered balloon rides

Free Museum Tours -

experience the evolution of flight

Radio-controlled Model Aircraft

Craft Booths

Special Display of Antique Cars

and Much, Much More! ... for details, please visit www.wingsofhistory.org

Food available all day!

Pancake Breakfast starts at 8:00am

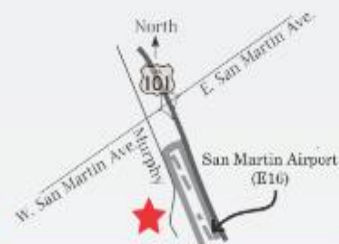


A big thank you to our event partners ...
San Martin Airport (South County Airport)
Experimental Aircraft Association (EAA) Chapter 62
and Chapter 110



Wings of History
12777 Murphy Avenue
San Martin, CA 95046
(408) 683-2290

www.wingsofhistory.org



SAM 21 will have a display booth at the W.O.H Open House along with South Bay Soaring Society, and the TOMCATS RC Club. Please bring yourself and your models to display and help to chat up interested parties! Lots of interesting to see and do! Also help is needed helping kids to build models!

Ted Kafer wrote:

Here's our 1930 coupe with the Golden Gate on a tour last weekend to the new Disney Museum in San Francisco.
www.mafca.com (featured as "A of the Day")

From: Steve Roselle

Ted, Cool! Pic might just make it into the Clipper next month. What is the whip antenna on the back bumper? CB? Steve

Yes the whip antenna is CB. We use it to communicate on tours. You can also just see the yellow and red CSFA Saratoga Fire sticker in the quarter window. It might just help me not get a ticket someday. I got stopped in Santa Monica a year ago and when the officer saw my Saratoga Fire Dept. hat he got friendly and I didn't get the citation. Everybody should get one!
Ted



Ted & Susan Kafer
Campbell, CA

