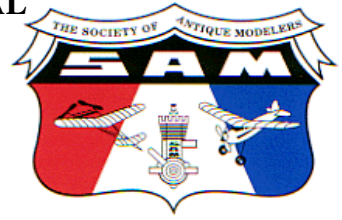




**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS. MAY 2021 #361**



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NEXT BUSINESS MEETING: Doctor Anthony Fauci, medical advisor to the president, California Governor Gavin Newsom, and the Santa Barbara County senior epidemiologist each live on different planets which orbit randomly. If and when all three planets happen to come into alignment, we'll hold a meeting.

UPCOMING SCHEDULES:

The closest to home and closest timewise is the SAM 21 contest at Schmidt Ranch on June 26 & 27. CD Brian Sargent got enough good responses to the interest poll to make it worthwhile.

SAM Champs at Muncie is scheduled for the week of Sept. 6-10.

The SAM 27 Crash & Bash At Schmidt Ranch is scheduled for August 20-22.

The John Pond Commemorative has not been firmly scheduled, but tentatively we (SAM 26) are considering a date in October. We'd planned to move it permanently to a spring schedule to reduce the annual conflict with the Champs/Crash & Bash combination. But last year it worked out good for the fall once more since the C&B didn't happen. We skipped any spring event again this year but the fall schedule looks good again, with the other events being scheduled earlier than in the past.



We ran this picture of the Boomer Bus last year, after not knowing or forgetting where it came from. We now know the builder is Jim Correll, right before beard reduction surgery.

Bob Galler who submitted and/or took the photo says The planking job is awesome. The field was Macintosh , NM, Evergreen Turf Farm.

SAM SPEAKS is now on the SAM website at antiquemodeler.org. It seems to be a fairly complete collection from the early days of SAM. It's equivalent to a large history book telling our story from the beginning. It includes how we were organized and by whom. I always thought I was a pioneer in the outfit as member #217, but many names of early officers, leaders and activists were mentioned who I'd never even heard of before. You can find contest results from the beginning, and suffer along with the many struggles over competition rules. Had all the opinions and ideas been incorporated into the rules, the rule book would rival the size of Encyclopedia Britannica.

After getting ourselves organized, there were many good years of "Speaks" technical information, about FF and later about RC. More currently, we've progressed with equipment to the point where much of the technical stuff has been recited at least once, so there's more good information to research in those mid-term issues than you'll find today. So for the few new people joining us today those issues would be a gold mine of information.

NEWS was the simple title of Vol 1. No 1. Published circa 1971, probably by Woody Bartelt, Secretary/Treasurer. That issue announced the 5th annual SAM Champs at Denver Co. The rules were printed on a single page. A 6¢ Eisenhower postage stamp appeared on the copied address page, and annual dues were \$2.

A second publication, probably a little later that same year was titled "SAM Journal" and was also called Vol. 1, No. 1. Then we jump to a third issue, now called SAM Speaks. On the copied address page an 8¢ Eisenhower stamp now appeared. Several Editors came and went during those early days. Black and white photos began appearing. Rulemaking progress now required two pages of print. At probably the first meet where "RC assist" was announced, John Pond was the only potential entrant, so he spent his time just putting up demonstration flights. At around the same time, there was also budding activity in RC SAM events back east, but Ponds activities seemed to have gotten more press.

By Vol. 2, No. 7., it was announced that at the Toledo OH trade show a SAM booth recruited around 50 new members. Sometime shortly after that issue, the volume and issue numbers were replaced with simpler consecutive issue numbers plus month(s) and year. Downloading a batch of those issues takes nearly 5 minutes (at least on my old desktop), but there are about three years of material in each download. The print quality is quite readable.



THAT NEW WAY TO COLLECT ENGINES continues to save space. Whenever I see a particularly nice example of one of the many engines I'll never own, I've started a picture collection. I pluck some unusual ones from EBay, at least when they're "pluckable". Most are not. There's little point in asking how many of you can identify the engine above, so let's not waste time. It's a French Allouchery, 5cc displacement (about .29 C.I.). No other information was given, but that attempt at supercharging is what makes it interesting. The machine work on the impeller is neatly done, and from the side view it apparently has a funnel shaped plenum leading from the impellers solid vane area to a central drum rotor. It appears from the picture that the whole rotor spins, so it would probably be tricky to mount in a plane.

THE LEGEND OF BILLY JOE: Jim Coffin, Editor of SAM Chapter 10, the Capital Area Antique Modelers Association (CAAMA), sometimes wanders into fiction writing, while ably editing his newsletters. We present for your entertainment, Jim's interesting little partly true story.

Billy Joe Culpepper and the Blue Flash Racer

Somewhere between Memphis and Nashville on Interstate 40 is exit sign 152, "Bucksnot". Driving alone with little on my mind, the name, Bucksnot, Tennessee, triggered a thought: there must be a story there.



This eventually led to a stop at Exit 152 to explore this "Bucksnot". It turned out to be a small settlement of old farm buildings, a gas station, restaurant and a small general store. Sweet iced tea and a pulled pork BBQ sandwich were in process of being consumed as I looked around the rather plain eatery. A framed poster on the wall advertising an air show as part of a county fair in 1938 caught my eye and I decided to check it out.

"Come see a thrilling exhibition of expert pilot skill featuring the legendary BILLY JOE CULPEPPER flying his famous BLUE FLASH RACER in a series of death-defying aerobatics followed by a demonstration of low level pylon racing!" To this was added, in smaller print, "Famed World War Veteran pilot Ned Willy Williams will also fly his World War Curtiss Jenny biplane trainer and take passengers for rides in a Taylor Cub".

Now I had a name and asked the cook (waiter, owner?) at the counter "So what do you know about this 'legendary' Billy Joe Culpepper on the poster?" "Oh, everybody 'round here knows some about Billy Joe, but the one you ought to talk to is old Blake over there by the pot belly stove." I won't attempt to duplicate the southern colloquial speech Old Blake used for this story, so this is my version.

"The fellow at the counter said you know about this Billy Joe fellow." Old Blake put down his coffee cup that smelled like it had something else in it, and said "Well, he don't talk much, so he shoos folks off on to me. Billy Joe Culpepper was the best dang airplane pilot around and a top showman to boot. I was a kid when I first saw him fly in a show and I held my breath every time he made a low pass with that big old 12 cylinder Curtiss engine roaring away. I was pretty young back then, but I guess Billy Joe took a liking to me after he picked me and a couple of others out of the crowd to sit in his airplane and take pictures for publicity. As time went on, he told us kids stories about flying that were barely believable, but we took them all in as gospel

”Billy Joe was too young for the big war, but his cousin, Edward Williams or Ned Willy as we called him, was a flight instructor for the Army Air Service and he and Billy Joe kept the old Jenny trainers flying. After the war, they bought up some of the Jennies and a lot of spare parts, engines and the like. This put them in the war surplus business that lasted several years. Then they got into barnstorming and airshow work for a while. Crop dusting was their next idea, but Jennies were too slow and couldn’t carry much, so they built their own airplanes, partly out of their stockpile of parts and bits and pieces out of newer airplanes.

GIANT AIR SHOW!

In Combination with the Gibson County Fair
Saturday & Sunday, Sep. 10 and 11, 1938, 11 AM
GIBSON COUNTY FAIRGROUNDS
Jackson, Tennessee



**COME SEE A THRILLING EXHIBITION OF EXPERT FLYING
FEATURING THE LEGENDARY BILLY JOE CULPEPPER FLYING
HIS FAMOUS BLUE FLASH RACER IN A SERIES OF DEATH-
DEFYING AEROBATICS FOLLOWED BY A SHOWCASE OF HIS
SKILLS IN LOW LEVEL AIR RACE PYLON FLYING!**



**FAMED WORLD WAR VETERAN PILOT NED WILLY WILLIAMS WILL ALSO
FLY EXHIBITION FLIGHTS AND TAKE PASSENGERS FOR RIDES IN HIS
WORLD WAR CURTISS JENNY BIPLANE TRAINER AND IN HIS PIPER CUB.**

TICKETS: Adults = 50 cts, - Kids under 12 = 10 cts Rides: \$1.00

Old Blake sat back and after a long draw from his ‘coffee’ cup, started again with a sparkle in his eyes that told me he was enjoying the story as much as I. “The Blue Flash Racer was their final design. It took them several years to work out all of its problems, particularly after they put that

big Curtiss D1 had to move the cockpit back to balance it. In the end the Blue Flash Racer looked like what it was, a collection of mismatched parts that didn't look like they belonged together. But it did the job Billy Joe and Ned Willy hoped for it up to a point. They expected to be able to use it as a racer as well as a crop duster and airshow stunt plane, but by the time they got it going good, the smaller, faster racers that other fellers were flying outclassed them". I asked, "Did they ever race it". "Oh, they tried once. They took it up to Cleveland and entered the big race, but they weren't fast enough to qualify for the main event. They did place third in a consolation race and won enough to cover some of their expenses. But that was enough to let them claim the Blue Flash was a racer in their airshow ads. Some said that if it had raced eight or ten years earlier, it could have done well against the biplanes that flew then. Most people that knew of it claimed the racer was a handful to fly and Billy Joe was the only one that could get the best of it. Crop dusting and airshow stunts was the main use for the Blue Flash and earned Billy Joe and Ned Willy a good living at the time."

Filled with more information than I could handle at the time, I said goodbye to Old Blake with the thought that I would stop again on another trip down I 40.

The next time through, I found Old Blake at his station next to the pot-bellied stove with his ever-present 'coffee cup'. After reintroducing myself and reminding him of our previous visit and story, I asked, "So whatever happened to Billy Joe?" After a long pause and a swallow from his cup, Blake said, "This is where his story got ugly. One afternoon when the weather was so bad Billy Joe couldn't fly; he borrowed his father's Ford pickup to make a delivery to some needy folks up near the state line. As it turned out the road took a turn around a mountain and through Kentucky where he hit a rock and blew a tire. He was just starting to change the tire when a couple of Kentucky state troopers showed up and offered to help him. One of them threw back the tarp covering the bed of the truck and exposed 40 one-gallon jugs of white lightning." "Wait a minute!" I interrupted, "you told me he was making a delivery to some 'needy' folks!" "Different folks have different needs," was Blake's rather coy answer.

"Anyway, seems the Kentucks are mighty proud of their own home grown products and didn't like people selling stuff from outside. Billy Joe tried to tell them he was delivering it to folks in Tennessee, but the troopers held him for the Revenuers anyway, caught 'wet-handed' as he told us later. They also seized the Ford and Billy Joe's dad never forgave him for that. After the Revenuers found out that Billy Joe was a well-known pilot, they decided to check out the Blue Flash Racer. Among the several tanks for fuel, oil and crop dusting was a tank still holding a little bit of moonshine. They confiscated the Blue Flash Racer, destroyed it and took Billy Joe's flying license as well.

"He went to prison for 3 to 5 years for possession and possible sale of illegal licker. I guess he got lucky since on good behavior, he was released after a year or so, right in the middle of World War II. After about a year of trying, and because of his skills in aircraft repair and maintenance, Billy Joe was given a special waiver to enlist in the Army Air Corps. He was never sent overseas, spent the war maintaining and repairing training planes in Alabama, but he was not allowed to fly them - officially.

"Shortly after the war ended, one of Ned Willy's kinfolk died and left him a huge cattle-spread in West Texas, near Lubbock. So, Billy Joe and Ned Willy went into the big-time cattle business.

This spread was so big that they herded cattle by war surplus Piper Cubs and motorcycles.” “I thought you said Billy Joe lost his flying license?” “He did, but as long as he flew low and only on their property, no one bothered him.”



So ended my talks with Old Blake and the story of Billy Joe Culpepper and the Blue Flash Racer. I entertained the idea of visiting West Texas to find out what happened to Billy Joe and Ned Willy, even maybe meeting them, but that never happened. A number of years later, on I 40, going west, I passed by Bucksport again, but all that was left was the highway sign, still listing Bucksport and the exit number, 152. Jim Coffin.

Update Note: My last time on I 40 was on a trip to the 2007 SAM Champs in Oklahoma. As stated above, nothing much was left of Bucksport, TN. A short time ago I pulled up Bucksport again on the Internet and found some comments that indicate there was some activity at Exit 152, maybe a gas station or a truck stop. Anyway, Bucksport seems to keep reinventing itself.

Editor's note: As of May 2021, Bucksport can still be found on Google Earth, right off I-40.

"LIFTING TAILS:" It so happens that this tale was lifted from a series of discussions on RC Groups from around 1988. Like the old upwind/downwind turn arguments, you don't often see these little discussions anymore. The nicknames and citations seem to indicate origins in England. The following was also filtered through an early SAM 21 Newsletter

IRISH LORD99- I'm trying to decide on a project to fit some micro gear into, and I'm seriously looking at down-sizing a Vic Smeed Courtesan but I'd probably change the profile of the tail from flat-bottomed airfoil to just plain flat. The wing is already showing about 3-4 degrees of incidence, and the tail zero. I was thinking that it'd probably do just to keep the tail at 0 degrees and make the wing no more than 3. What do you guys think? I'm not really familiar with how a tail that generates lift affects flight characteristics, design, etc. Any thought would be appreciated. ~Jake

VINTAGE1- Whether or not the tail lifts in flight or not is a function of tail length and of relative areas of wing and tailplane, and you can't change that. BUT that layout of incidence will mean you have a very forward CG indeed, so much so, that a straight climb will need a lot of downthrust. Either increase tailplane incidence or reduce wing incidence. Or both. They want to have their flat bottoms pretty much parallel, if you are using an elevator. That's my adaptation of the 'Cherub' and it flies brilliantly. 2 degrees down and 2 right. Its maybe a little tail down at approach speeds, that's all, but looks perfect at cruise speeds.

SNORKS- Personally I like lifting tails because it reduces the overall loading & helps to give the lovely floaty flight characteristic that most older designs have. It all depends on how you want to fly the model. RC assisted FF or RC sports model. Cheers Simon

JIM KRAFT -The lifting stabilizer helps to keep the tail flying along with the wing. As the plane changes speed in flight, the lifting tail tends to change the lift of the tail as the lift changes in the wing. When the plane speeds up, as in takeoff, the lift from the stabilizer keeps the plane from nosing up too much. Just think of the lifting tail as another wing at the rear of the plane. I have several planes with lifting stabs, and they do their job really well. I have a biplane with a 76" span that has a lifting tail, and to take off, just open the throttle, don't touch the elevator, and it just lifts off with no pitch up at all. Very pretty to watch.

VINTAGE1 most tailplanes on vintage stuff are 'lifting' on the glide, and probably have net down on them or neutral at speed ..and definitely net down in a dive. That isn't really an issue. What counts is the decalage and where the CG is. Together they set the planes stability margin, and too much stability means power on looping! Or props hanging out the front pointing at the ground. Vic's stuff is always super stable, designed to free flight with very marginal power-apart from his RC designs, which are a bit less so. Once you put power and an elevator on, they are too stable.

ALLANK1 I guess we are talking about one of the great myths of our hobby here. Lifting section tailplanes are generally neutral or lifting slightly downward in flight and they don't do that very efficiently either! They are easy to build though and they do work. I think that is why they became popular. Symmetrical tailplanes are best but then they are harder to build on a flat board. The reason we can run our CGs so far aft is that FF models run very large tails and long tail moments. In simple terms the larger these things are then the further aft is the Neutral Point and the further aft the CG, independent of the section used. If you were to change tail section on a model you have to ensure the section zero lift line is maintained with respect to the wing. A flat bottom section actually looks very nose down at zero lift. How much nose down depends on the camber. The relationship is easy to remember though. The down angle needed is

roughly the section camber percentage in degrees. Interesting subject and as usual Vintage has it taped, I suspect he has a serious background in aviation! My 2 cents worth. Allan.

GLUEHAND It is also worth to mention (or remind) that the incidence, when putting the flat bottom of a section parallel to the "flight line", IS NOT neutral....it is slightly positive, as the true "neutral" of a section is a line from T/E to the air dividing point at the L/E, i.e. a bit above the "bottom line"...how much above depends on the shape of the L/E. A "true neutral" flat bottom section, should therefore point slightly "nose down", so that the dividing point and T/E meet on the "flight line".

VINTAGE1 Absolutely. That's why when you put flat bottomed, but thin airfoil section and flat bottomed, but decent and thicker, airfoil section parallel at the bottom, you DO end up with about 2 degrees true decalage.. That's enough to fly with a neutral elevator on the glide and enough stability for RC. I.e. you will then pull the CG further back to compensate for reduced incidence. Most vintage models have the tail doing net lift on the glide: Whether that was a myth of the time, that it gave a better glide, or whether it's true, I haven't been able to decide.

RYAN NX211 Quote: That's a Myth! <http://buildingboard.blogspot.com/2...-stab-myth.html> "Lifting Stabs" subtract, they don't add. Why not build a plane with tandem wings?

SNORKS Myth or not... I still love the lifting stab! As posted by Allan K1 the lifting stab was originally designed to cancel out the tendency to loop under power (on a FF model)- that's the way I understood it anyway. I have asked several times on the forum & most people have said that when calculating the loading on a model with a lifting section the tailplane can be included along with the wing area. Interestingly, I have a solo rating flying full size but have never bothered to ask about the lifting stab.... cheers Simon

GUIZZO17 Quote: In the case indicated in your link it is true! But what about a model glider with the CG positioned at 90% or 110% of the MAC? =

From : **Don Stackhouse:** I've seen big discussions of this topic in the past on various forums. Quite honestly, I knew of many reasons why a lifting stab would be bad for performance, and couldn't think of or find (including in consultations with old-time free-flight experts) any reasons why it would be desirable. Eventually it came out ,as has been mentioned elsewhere, that some of the old AMA free-flight classes restricted the wing area, and using a lifting stab was a way to get around this rule. Well-intentioned rules are often the root cause of some truly bizarre design features.

AND A FINAL AMEN from Ron Monsenis.

In the history of aviation I personally cannot think of a normal configuration plane that successfully utilized a lifting stab. There are a few planes like the Fleet biplane (PT-1, PT-6A, etc.) designed in the early 20's that had a similar configuration as the examples above, and no doubt, the designer had the same delusion as his modern RC designer counterpart. Finally, there are some highly specialized designs that have successfully used a lifting stab. The most common example would be free flight models. These models are trimmed to fly at a single airspeed. The desire to produce a lifting stab configuration for these models stemmed from the constraints of the rules. Wing area was limited and was only measured from the main wing. If one could build a second wing (stab) that shared the load then the effective wing area was increased. Many of the 1950's planes had CGs at 80% or more of the chord with large lifting stabs. These planes were also known to do death- dives and many were marginally stable. Later designs utilize very long tail moments with much smaller stabs. The CGs are in the 50% of chord range.

The 45th Annual SAM21 Loren Schmidt Memorial

AMA Sanctioned SAM Old Timer Contest



VENUE:

The World Class Schmidt Ranch
11948 Franklin Blvd, Elk Grove, CA. 95758
Phone: 916-215-2265



The Dates: June 26/27 2021

ON SITE VITUALS AND STUFF:

FREE BOTH DAYS: Miriam' Famous Pancake Breakfast (you fix 'em and wash up)
Lunch: On Site Saturday and Sunday - noon - Burgers and Dogs and Stuff \$ 10.00
Saturday Banquet @ Ranch: 7:00 p.m.
Chef Sarg Famous Steak Dinner \$32.00
Questions: Call Brian @(408)656-3662 or bhsargent@gmail.com

SUNDAY DRAWING...

Many Great Prizes:

- Kits
- Engines
- Supplies



EVENT SCHEDULE		DETAILS:															
<p>Saturday:</p> <p>B GLOW/IGNITION LER C GLOW/IGNITION LER BROWN JR LER 1/2A TEXACO COMBINED ELECTRIC TEXACO OHLSSON SIDEPORT - COMBINED</p> <p>Notes:</p> <ul style="list-style-type: none"> • Last flight airborne by: 4:30 pm Saturday, 3:30 pm Sunday • Local Accommodations: <table border="0"> <tr> <td>SUPER 8 Motel</td> <td>FLORIN Road</td> <td>916-427-7925</td> </tr> <tr> <td>MOTEL 6</td> <td>ELSIE AVE, SAC</td> <td>916-689-6555</td> </tr> <tr> <td>MOTEL 6</td> <td>MACK ROAD, GALT</td> <td>916-689-9141</td> </tr> <tr> <td>BEST WESTERN JOHN JAY INN</td> <td>MASSIE CT, SAC</td> <td>916-689-4425</td> </tr> <tr> <td>BEST WESTERN GALT INN</td> <td>LINCOLN WAY</td> <td>209-745-9500</td> </tr> </table> <p>Check local hotel COVID restrictions.</p>	SUPER 8 Motel	FLORIN Road	916-427-7925	MOTEL 6	ELSIE AVE, SAC	916-689-6555	MOTEL 6	MACK ROAD, GALT	916-689-9141	BEST WESTERN JOHN JAY INN	MASSIE CT, SAC	916-689-4425	BEST WESTERN GALT INN	LINCOLN WAY	209-745-9500	<p>Sunday:</p> <p>A GLOW/ IGNITION LER SPEED - 400 LMR ELECTRIC - LMR TEXACO / COMBINED ANTIQUE / COMBINED</p>	<p>Contest Director: Brian Sargent Assistant CD: Steve Roselle SAM Rules: 2020 rules will be used Registration: Opens 8:00 AM both days Pilots briefing: 8:30 AM both days Entry Fees: \$10 First Event \$5.00 Each additional Awards: Through Third Place.</p> <p>Perpetual Championship Trophy award based on Points earned in All events flown</p> <hr/> <p>Motor Homes/Trailers: Parking for Motor Homes and Trailers on first come basis but no hook-ups Drawing: To be held after Contest results announced on Sunday. Tickets: \$1.00 each or, 6 for \$5.00, 12 for \$10 ... etc. No limit! Need not be present to win ...</p>
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WE'RE BACK UP TO STRENGTH! With the last dues renewal for this year, our membership numbers are back up to that of last year. That's encouraging as it's not usually the case. We were down one at last headcount, but had a new member join. Unfortunately the one non-renewal may or may not still be around and in good health. He's Richard Beard of Oxnard, CA. His last newsletter was returned, and neither his Email or telephone are still active. With the demise of SAM chapter 101, I know of no flying buddies to ask what happened to Rich. If anyone knows please let us know.

Robert L. Angel
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Santa Maria, Ca 93455

