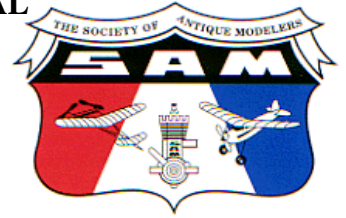




**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUÉ MODELERS. JULY 2021 #363**



DICK FISCHER-PRESIDENT
215 ARABIAN WAY
ARROYO GRANDE CA 93420
805-489-4078

JIM BIERBAUER-SEC/TREASURER
519 W. TAYLOR ST. #381
SANTA MARIA, CA 93458
805-928-0918

BOB ANGEL-EDITOR
1001 PATTERSON RD.
SANTA MARIA, CA 93455
805-937-5145

VIRTUAL MEETING: We held a quickie meeting July 19 to settle some details for our next contest which will be held on the weekend of October 23 & 24. There were no other discussions.

NEXT CONTEST: We plan once more to hold the John Pond Commemorative OT RC contest at the Greenfield flyers home field just South of Bakersfield on October 23 & 24. We'll follow past practice of flying all or at least most of the events flown at the SAM Champs per the SAM rule book. We feel it's good practice for those who attend the Champs, and a good test of our sometimes complex SAM rules. We'll also fly some special events as usual.

It worked out well last time to establish an Email contact list of those of you who plan to attend, or even if you might remotely plan to attend. We'll publish a flyer in the next newsletter, but I'll start immediately to establish the potential attendee list from the last time. If you don't receive an Email with "Pond Event" as the subject within a couple of weeks, let me know at samrcflier@verizon.net if you'd like to be kept updated about any additions or changes. If you're not into Email, I can send a postal copy. We'll probably be able to have a Saturday night banquet this time, depending on the latest whim of those who govern us. Contest flyer next issue.

MORE CONTESTS are finally underway!



Taken last weekend! It's Ray Boyd and his Grandson David. The plane is Herb Kothe "Vertico". They entered the MMM 41st FF "14 rounder" that included FAI events and Old Timer also, that chapter being SAM1. I think they came in 2nd ion Old Time rubber/Combined. . I entered my all balsa Cloud tramp and was a little embarrassing with my puny times. Their rubber motor runs were much longer than my flights. But not apples to apples. fun anyway. – Bob Galler

ANOTHER short report from Tom Boice.

SAM 12 meet May's Landing New Jersey USA Here are some photos from the SAM 12 meet held in May's Landing, New Jersey on the 4th August. Roy Wilson and the SAM 12 guys put on two SAM RC meets a year. They are the only SAM meets within hundreds of miles on the East Coast of the US. The pictures were taken by Rosalie, and her son Mike Salvador Junior. Rosalie regularly takes many pictures of the Muncie SAM Champs and makes a wide distribution of them to the members and magazines. The site of this meet is an emergency landing strip for the fire service within the New Jersey Pine Barrens, a completely unspoiled oasis close to the cities of Philadelphia and New York.





SAM21 2021 Loren Schmidt Memorial Contest

Event: B LER/Comb

6/26/2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Dale Tower/Phil Bernhardt	Stardust	Max	Max			6:58		1st
2	Dave Warner	Bomber	4:27	6:50	Max	Max	6:54		2nd

Event: C LER/Comb

June 26, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Steve Roselle	Bomber	5:02	2:52				7:54	3rd
2	Mike Clancy	Bomber	Max					9:00	2nd
3	Dave Warner	Airborne	6:25	Max	Max			18:00	1st

Event: Brown Jr

June 26, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Dave Warner	Boxcar	4:05	5:34	7:22			7:22	1st

Event: 1/2A Texaco Comb

June 26, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Warren Pickering	Eagle	7:00	3:23				10:23	
2	Dave Warner	Airborne	5:17	4:09	11:22			16:39	
3	Mike Clancy	Recordhound	2:48	4:01	8:01			12:02	
4	Tom Moore	Miss America	8:40	Max				23:40	1st
5	Edward Hamler	Airborne	7:44	9:36				17:20	3rd
6	Jim Temple	Rambler	4:42	3:58				10:00	
7	Brian Sargent	Anderson Pylon						0:00	
8	Dale Tower/Phil Bernhardt	Bomber	10:08	10:39				20:47	2nd

Event: Electric Texaco

June 26, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Warren Pickering	Top Bear						0:00	
2	Dale Tower/Phil Bernhardt	Stardust	26:49					26:49	2nd
3	Brian Chan	Playboy	17:16	12:37				17:16	
4	Steve Roselle	Anderson Pylon	22:30	11:53				23:30	3rd
5	Mike Clancy	Playboy Cabin	48:48	36:55				36:55	1st
6	Dave Warner	Sailplane	7:03	9:36				9:36	

Event: Ohlsson Sideport

June 26, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Loren Kramer	Boxcar	6:41					6:41	1st

SAM21 2021 Loren Schmidt Memorial Contest

Event: A LER/Comb

June 27, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Dale Tower/Phil Bernhar	Stardust	Max	Max	6:58			14:00	1st
2	Dave Werner	Sailplane	2:37	4:57	Max	3:57		10:57	2nd

Event: Speed 400

June 27, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Brian Chan	Bayridge Mike	5:16	2:32				7:48	
2	Sam Niece	Playboy	3:07	1:41				4:48	
3	Dave Warner	Fubar	9:41	5:26				15:07	2nd
4	Jim Temple	RC-1	6:12	4:57				11:09	
5	Larry Jolly	Ichabod	Max	8:06	4:53			18:06	1st
6	Tom More	Viking	4:18	5:42	4:07			10:00	
7	Brian Sargent	Stardust Sp	4:49	4:24	4:06			9:17	
8	Mike Clancy	Atomizer	4:10	4:35	8:38	5:46		14:24	3rd
9	Loren Kramer	Viking	4:22	5:17				9:39	
10	Steve Roselle	Airborne	0:17	6:00	5:59			11:59	
11	Sam Niece	Playboy	3:07	1:41				4:48	

Event: Electric LMR

June 27, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Brian Chan	Playboy	Max	0	Max		12:35		1st
2	Dave Warner	Sailplane	9:44	Max	7:29	5:05		19:44	
3	Dale Tower/Phil Bernhardt	Stardust	0:39					0:39	
4	Sam Niece	Playboy	1:54	4:33				6:27	
5	Jim Temple	Boxcar	Max	Max			6:02		3rd
6	Steve Roselle	Bombshell	0:06	4:53				4:59	
7	Mike Clancy	Playboy	Max	Max			10:33		2nd
8	Loren Kramer	Boxcar	8:51					8:51	

Event: Texaco/Comb

June 27, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Steve Roselle	Anderson Pylon	13:13					13:13	1st
2	Dave Warner	Airborne	5:30	5:46				5:46	2nd

Event: Antique/Comb

June 27, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Edward Hamler	Bomber	8:52	Max	9:49			19:49	1st
2	Dave Warner	Airborne	7:52	5:40	8:39	9:04		17:43	2nd

Event: FoxAcoy

June 27, 2021

#	Contestant	Model/Eng	Flt #1	Flt #2	Flt #3	Flt #4	Flyoff	Total	Place
1	Mike Clancy	Bomber	4:03	Max	0			11:03	1st



SAM 27

INVITES YOU TO OUR

44TH Annual



CRASH & BASH OLD TIMER CONTEST

Schmidt Ranch, 11948 Franklin Blvd., Elk Grove, CA

AMA Sanctioned—Mike Clancy, Contest Director

DATE: August 20, 21, 22, 2021

LOCATION: Schmidt Ranch,
Elk Grove, CA

TIME: Breakfast 7:30,
Registration, 8:30-9.00,

PILOTS MEETING: 9:00 a.m.
followed by first flights

CLASSES/RULES: 2020 SAM
Rule Book

AWARDS: Cash and certificates.

ENTRY FEES: \$5.00 per event, no
limit. Fun fly anytime, for free.

Current AMA membership and
proper FCC license for 50 & 53
mHz. required.

**We will use the 2020 Rule Book For RC events with Glow and Spark Ignition engine events combined.
The Ohlsson .23 event will follow the special 2019 SAM Champs rules. See SAM Speaks.**

EVENTS

FRIDAY: 2-6 p.m. and **SATURDAY:** 9 a.m. – 6 p.m.

A, B, C, LER COMBINED. — Antique.— Ohlsson Sideport.— Electric LMR.—Electric Replica

SUNDAY: 9 a.m.-3 p.m.—Speed-400.— Electric Texaco.— 1/2 A Texaco.— Texaco.

Ohlsson .23.—Foxacoy—Old Time Glider

*Awards Ceremony begins at 3 p.m. Sunday followed by a
RAFFLE of SAM airplane kits, engines, and assorted prizes.*

Gourmet Dining

Friday Evening Buffet featuring MIRIAM's LASAGNA.

Pancake breakfasts and lunches.

Served Saturday and Sunday as usual.

Birthday dinner for Miriam, CHINESE DINNER at her request.
6:30 p.m. at the Ranch.

Please telephone (415) 897-2917 or email
mikelsfv@comcast.net for banquet reservations

Best Western John Jay Inn
15 Massie Court, Sacramento
(916) 689-4425

Hampton Inn & Suites
Longport Court, Elk Grove
(916) 683-9545

Holiday Inn Express
9170 W. Stockton Blvd, Elk Grove
(916) 478-9000

Holiday Inn Express
2460 Maritime Drive, Elk Grove
(916) 478-4000

Best Western
620 Lincoln Way, Galt
(209) 745-9500

Motel 6
7407 Elsie Ave., Sacramento
(916) 689-6555

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.

GPS Coordinates: N 38° 19' 48" — W 121° 26' 51"

A HISTORICAL ENGINE SAFETY ITEM: A recent discussion about OS four stroke engines reminded me of a safety problem that can still lurk among the engines we use for competition today. OS FS engines had been in operation for a while when a recurrent problem caused OS to make a small design change.

The engines may have had a little too much compression, or we were pushing them a bit hard to get maximum power. At any rate, they were a little cranky when leaned out, and/or fueled with a bit too much nitromethane. They'd crackle from detonation and sometimes backfire and loosen, or even throw the prop loose. This happened fairly often.

OS addressed the problem by inserting a pair of small pins in the prop drive washer, which protruded forward and penetrated the back of the prop to prevent it from spinning loose. Before the pins were used, I'd been flying an open rocker 60 in a Record Breaker, when it backfired one day, quit, and threw the prop off at altitude. The prop was never found, but there was a really noticeable improvement in glide with that big draggy 13 or 14" prop gone. Some of the improvement might also have been due to shifting the CG farther aft.

I later broke in a new 75 FS for use in the Record Breaker and found it to be a power improvement. It had the new prop pins installed. I was breaking it in almost like one would do with a speed engine- using a smaller 12-5 prop. On the 11th break-in run on the test stand at about 12,000 RPM that wood prop exploded. There was a sudden vibration at first as the pin holes must have been enlarging and the prop slipping, then the two prop blades separated, flying apart from each other. One blade stuck into the ground like an arrow about 4 feet to one side of the plane of rotation. The other went straight up in the air and came down almost 10 seconds later about 20 feet away.

Oddly enough the engine kept running at a high speed shaft run for maybe 5 seconds before I could shut it down by closing the choke. I expected to find a destroyed engine, but it was quite intact despite the factory warnings about not running these 4 strokes at high speeds. In fact it may have shown a slight RPM gain from the experience. I put out a warning that those prop pins should be removed. OS probably got lots of similar feedback as they soon stopped putting the pins into new engines. I suspect they may have also reduced compression as the FS engines seem more docile today.

Dooling 61 engines had used almost identical prop pins, but I don't recall anyone ever mentioning them splitting their props. But being used mostly in control line speed ships, the little props used were only about 9" in diameter, so had much less inertia, even at their higher speeds. But who knows, speed fliers of that era didn't share a lot of information anyway, and shaft runs were fairly common when the ships sometimes escaped the takeoff dolly and sheared off their props.

I once had thoughts of running a Dooling in comparison to a McCoy in a SAM ship. I did make a few cautious bench runs, but abandoned the idea, not wanting to remove the pins when it may have damaged them, or they might not go back in easily and would possibly deface a highly sought after collectible engine.

A few people have run Dooling 61's in SAM ships with no better results than can be had with a more common McCoy 60. (Any comment Dave Lewis?) Part of the problem may have been that the Dooling would have to use a smaller prop load at higher RPM than the McCoy to reach its peak horse power. That might not be a good fit with a big draggy OT ship. RLA

BOOK REPORT: "Wings on my sleeve." An autobiography by Captain Eric Brown of the British navy. In the first few pages, I realized that the book didn't live up to its lackluster title. Instead it was action packed from beginning to end, with daily accounts of the adventures of this very busy test pilot.

He flew a few combat missions early in WWII, and scored at least a couple of victories before getting into the test flying portion of the aircraft design business. Problems were encountered and often solved on every page. In a span of about 30 years he ended up scoring multiple firsts and records, such as most aircraft carrier landings (2,271) and the greatest variety of aircraft ever flown (487) by any pilot.

Besides flying many single seat fighters, he flew multi engined ships, gliders, rockets, helicopters, and finally jets and supersonic ships from many nations. He was probably one of the highest skilled test pilots in the business, yet most of the time he was flying ships that had problems. As a result he was involved in crashes and ended up in the ocean several times.

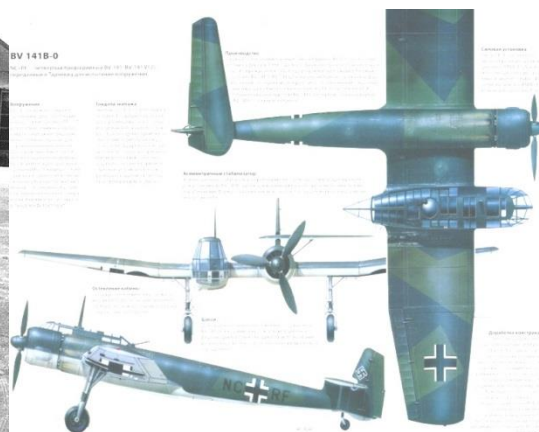
One of the most unlikely things about it all is that he survived and lived to be in his 90's. His flying skill was a major part of the equation, but sheer luck had to have also been involved. It reminds me of some of the unlikely scenarios in modern action movies, where the hero manages to dodge hundreds of bullets, escape multiple explosions by seconds and come through it all unscathed. Only one person among thousands could have that kind of luck.

I was impressed with Captain Brown's skill as an author, who explained everything with great clarity over such a huge amount of detail. He had a phenomenal memory for detail, probably supported by logging things daily as they happened. He was either a fast and very good writer, or had a good ghost writer later to smooth it all out.

I was curious about his rank of Captain as I'm not familiar with naval ranks, and wonder if maybe that equated to an army General. After a dozen clicks and blind alleys on the internet, the best I could determine is that it probably equated roughly to an army Colonel. Apparently test pilot ranks aren't terribly high, because they aren't expected to live long, and/or they move into higher paying desk jobs while still young. RLA



BV-101



BV101: One of the unusual ships test flown by Eric Brown was the Blohm & Voss BV 101. It's pictured in his book, but wasn't extensively described there because the only one he ever came across or flew was in bad condition and a candidate for the junkyard. There were only 28 ever built, so probably few if any remain. Its picture triggered my memory because I didn't recall the purpose for the oddball configuration.

My friend Terry Aldrich was a prolific model builder and a professional photographer, but he hadn't much writing experience, so he recruited me to write photo captions for a few cover pictures he took for *American Aircraft Modeler*. Around the 1970's we also collaborated on several construction articles with him building and photographing the models, drawing the plans, and me writing the captions and building descriptions. I found it a little embarrassing a couple of times when the editorial staff credited me with the article, rather than Terry who'd done all the work. So I gave them the word again and started making sure Terry was mentioned by name in the text itself.

One of the control line models Terry had built was the BV 101. I couldn't imagine (or remember?) the purpose for the configuration, so I looked it up on the internet. The answer was simple. It was intended as an observation plane with the outrigger cockpit providing better visibility. It carried a pilot, an observer and a tail gunner. Apparently it flew OK, but there was a shortage of the preferred engines, which went into a different production aircraft, so full production never went into effect.

BLOHM & VOSS must have specialized in unusual configurations. Below is their BV-170.



Captain Brown is credited with flying several B&V airplanes, but never this model 170.

But one can't fly them all.

He also never flew a Lanzo Bomber, or a Sterling Ringmaster.

2021 Frank Ehling International 1/2A Postal Texaco Challenge

SAM 114 of Western Ohio invites SAM Chapters to compete in the 2021 Challenge. Pick one day for flying during the **ninety-day** window, Sept. 1st through Nov. 30th. At the first flight, you must finish on the same day. Any team member unable to participate at the team site may fly at his location on the same day and report results to the team manager. Record results as follows: Team member's names, model flown, wing area, weight, and times in seconds for the three flight attempts. Each member's score is the best of two of the three flights. Please list the results for all team members. The three highest members scores become the team score. Please comment on weather, flight conditions, date and location flown. Include your SAM Chapter number, address, telephone number and e-mail address. Results are due by December 7th, 2021. SAM 2020 1/2A Texaco rules apply (Section IX, Paragraph 6. We'd appreciate a photo of your team. Results will be posted on the W.O.R.K.S. Club web site www.worksrclub.net and forwarded to the SAM Web Master for posting on the web site www.antiquemodeler.org **Send results to: Dennis Sedlock, Email address: dsedlock5657@att.net**

Robert L. Angel
1001 Patterson Rd.
Santa Maria, Ca 93455

FIRST CLASS STUFF

