

The Really Great SAM 8 Speaks

SOCIETY OF ANTIQUE MODELERS



LONG TIME FLYERS CLUB NEWS

On the web at <http://www.sam8.org>

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JUNE 2018

Roster of the old dawgs....

Steve Dona.....'The Prez'

Will Tilse.....Vice President

Dave Cassell.....Secretary-Treasurer

Dave Gardner.....Scribe of this rag....

Notice: Next Meeting: June 12th, 2018

Rainbow Café, 112 E. Main St., Auburn, WA, 10:30 am-1 pm..(or thereabouts.)

Presidents message

Our first contest in a decade is finally in the books! And WHAT A GOOD TIME IT WAS TOO!!! Several of us camped on the field and many more stayed in Elma. Camp breakfast was up to the usual good rating and we even had a campfire on Saturday night with wood and a fire ring provided by one of the generous neighbors. Weather Saturday up until about 1:00 or so was picture perfect with a quite warm sunny morning with little to no drift. Many of the contestants enjoyed tuning up their models and a few actually got on the contest board.

Your president was getting greedy in the One Design event as Will Tilse quickly put in max after max. So on the second flight of my trusty Mini Pearl I waited for some really promising air and it delivered a good solid thermal. Not to worry... I had a radio tracker in the model and it was mostly in sight for the flight, so off I went through field 1 & 2 with a good signal on the receiver.

Then... the field ended and the grass got taller.... Some as high as 8 feet and so thick that it was impossible to see even 10 feet in front of you, but... I had a good signal on my receiver!..... A barbed wire fence marked the end of field #2 and the signal got stronger and then... rushing water....yep, the creek (or river if you like) blocked my way to the model.... So back to the South to catch the road and go to the other side of the river... the signal got weaker as I went back to the road and then slowly gathered strength as I followed up the other side of the river.

Then... dead end! It seems that the river actually split into 3 parts and over the course of the next several hours, I walked along each side all with the same result... dead end and the model was STILL across the river. It seems that my trusty model had actually landed in some kind of island, surrounded by several meandering waterways. (3 at least). So I grudgingly gave up and started to walk back to the flight line... but the signal was still there... beep, beep, beep. It was like leaving your dog on the wrong side of the railroad tracks! I just couldn't give up on my model while the signal was still strong so I walked way to the North of the model, still following the river for about ½ mile or so.... Then I found a large alder tree that had fallen across the river and I was able to climb up and over the river. (yes, it was pretty scary) Once on the other side I figured that my task was soon to be finished

but no.... the Eight foot tall grass was now growing in 2-4 feet of standing water.... Actually not really water as there were lots and lots of cattle in the area....

It was impossible to see where you were walking as the grass blocked your view. With each step, I had to brace myself from falling into the water. I got wet past my knee, then almost to my waist but all this time the signal was strong... beep, beep, beep. After another 45 minutes or so of pushing through the grass I found my model. By this time, I was beginning to get dehydrated and exhausted. I started back, trying to find my way back to the fallen alder tree and across the river. I actually climbed two trees before finally finding my trusty "bridge". Then it was carefully over the river with model in one hand and tracker in the other; pass the model forward as far as I can, place it in the branches and then climb after it and repeat....

Will Tilse and I had been on the phone several times so people sorta knew where I was. I was getting pretty dehydrated so he agreed to meet me with a quad borrowed from Glen Grell. He brought two bottles of water and 1 soda; I drank all three before we rode back. By day's end, I drank 6 bottles of water, two pops and one beer and still didn't need to go to the bathroom. Even with all the drinking, I woke up 4 times during the night with leg cramps. It took 3 tries to get my shoe on in the morning as my foot kept cramping!

Total mileage 16,068 steps for a total of 8.18 miles... my watch keeps track of my steps and mileage. Chase took 3 hours and 45 minutes...Plane was undamaged although I knew that it was pretty stupid to get so dehydrated. I am planning to bring a camelback hydration pack to the August WMC contest just in case.

And yes.... Will Tilse beat me in One Design...by 12 seconds!.

Steve Dona, The Prez

....and....the results!

CONTEST NAME:	SAM 8 SPRING OPENER 2018
Sanction No.	1185
Date(s)	June 02-13, 2018

EVENT: Old Time O&R 23 – Spark Ignition									
No. of Entries: 1									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Bob Harper	29691	120						120	1
									2

EVENT: Old Time Fuselage/Pylon Combined – Spark Ignition									
No. of Entries: 3									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Will Tilse	3980	59	120					179	1
Steve Dona	84941	39	120					159	2
Bob Hunt	184290	67						67	3

EVENT: Nostalgia / NosGas: 1/2A, A, B, C Combined									
No. of Entries: 2									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Bob Hunt	184290	120	120	120				360	1
Kris Millard	1048285	120	69	ATT	120			309	2
									3

EVENT: Wock Event: Gollywock, Jabberwock, Dyna-Moe									
No. of Entries: 3									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Robert Hauk	887900	120	120	120				360	1
Ray Pope	1004726	113	120	120				353	2
Glen Grell	22968	120	120	-				240	3

EVENT: NFFS One Design: All listed									
No. of Entries: 2									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Will Tilse	3980	120	120	120				360	1
Steve Dona	84941	120	120	108				348	2
									3

EVENT: P-30 / AMA Event 124									
No. of Entries: 3									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Robert Hauk	887900	120	120	120				360	1
Glen Grell	22968	120	120	113				353	2
Neil Householder	848291	68						68	3

EVENT: E-20									
No. of Entries: 7									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Tom Kopriva	10857	90	90	47				227	1
Bob Harper	29691	63	90	51				204	2
Neil Householder	848291	88	67	41				196	3
Glen Grell	22968	46	90	44				180	4
Robert Hauk	887900	90	90	-				180	5
Bob Stalick	26731	83	29	60				172	6
Chuck Bower	2227	90	-	-				90	7

EVENT: E-36 / AMA Event 165									
No. of Entries: 2									
Name	AMA No.	Flight Times/Scores						Total	Place
		1	2	3	4	5	6		
Bob Stalick	26731	120	72	73				265	1
Bob Harper	29691	55						55	2
									3

SAM 8 minutes for May 10, 2018 (attendance =16)

With the gavel and a whistle from VP W.Tilse the Prez called the meeting to order at 12:00p

- We start with a story about a phone call to Will Tilse from Nick Stratis at seven something in the morning. Steve explains that Will is a night person and sometimes doesn't go to bed till early in the morning. Will doesn't get up till the crack-of-noon.*
- Chuck Bower talked about the possibly of "indoor control line". Chuck has given a kit for Will to build. He proposes that the Finn Hill venue be used. Nick and Will volunteer to help build a "Flat Rat" in conjunction with select Finn Hill students. The subject of a timer to control motor start and duration was explained by Chuck. Chuck will donate two control line kits, complete with all hardware to finish. Steve pressed for cost figures. The kit, as shown, and hardware costs approx. \$100.*
- Steve talked about two Finn Hill students that showed up with home constructed rubber models of the WWI type complete with covering. The balsa construct was very well done but the covering needed a lot of training.*
- Two Finn Hill sessions are scheduled. May 19th, a Saturday and June 9th.another Saturday.*
- Flying Aces Moth from a Peck kit was shown by Dave King. A glue stick discussion followed with type advantages debated including the set time, 24 hours.*
- Nick gave a very short progress report on his Fieseler Fi 156 Storch.*
- Steve held up his Starduster in a bones state for all to admire. He took a minute out to compare his building time to Nick's. Ouch!*
- Steve reminded all of the model trim date on Nick's field Saturday the 12th of May.*
- Al Fernandez gave a brief report on Bob Einhaus*
- Steve reported on the number of prizes for the Spring Opener, currently stored in his garage. There are enough prizes to fund the entire event. What a great club! He also lauded Bob Harper for the engine run time spent at the Harper residence. Steve recounted some efforts made by participants at the engine run (Pat Jupiter for one).*
- Bob Parker on old engines. He had two early ones. A 1946 diesel CIE. Compression-Ignition-Engine made in USA. A Hurlleman engine was shown. Hurlleman Sr. and Bill Brown were buddies. The first Hurlleman was built by Bill. Brown of Brown Jr. fame.*

Re the Spring Opener in Elma; Nick gave a verbal run down on the places to eat and where to stay. Dan Hopkins gave out a printed list of places.

by David Cassell

TECH NOTES: Notes on poor fuel draw for some engines:

Most fuel draw problems emanate from one or two sources. The first, usually, is that the intake throat is just too damn big! For real 'suction' to occur, there has to be a reasonably high velocity in the venturi throat at the needle valve location.

The engine does not 'suck' fuel from action of the piston/crankcase. Its only source of 'suck' is from the velocity in the intake creating a low pressure condition at the spraybar hole. From basic fluid flow, a higher velocity creates a lower pressure in the flow regime at any given point in a system. In this case, we want the lowest pressure (vacuum or suction, if you will) to be right at the point where the fuel exits the needle valve spraybar hole. That brings up the 'other' problem!

Many modelers feel that the appropriate location for the spraybar hole is facing straight down toward the crankshaft . WRONG!....Even Fox got it wrong on their latest 'high tech' needle valve assemblies. However; on a pressure fuel system, the hole can be dang near anywhere, on the 'down' side of the venturi. Actually, facing down is better, since a 'squirt' from a bladder is more contained that way!

The note and sketch below explain the best location for the fuel hole. This was done by experimentation, not just from a physics book. Control Line racers and stunt pilots have to contend with very rapid acceleration on launch (how's 0-60 in 2 seconds grab ya?). The experimentation was done by some FAI Team Racers (F2B).

This is the same problem free flighters have; the fuel tends to head to the rear of the tank while the engine venturi is on the front (for the most part..) On top of that, the free flight launch attitude is normally somewhere quite above horizontal, so we add a vertical lift component to the acceleration forces. Result; with inadequate fuel draw, the engine sags a bit lean, making for interesting launches!

Solution: increase the fuel draw capability of the engine, to minimize this issue. Many modelers, in search of the elusive high rpm, run very large bore venturies. In reality, the last bit of 'overbore' is not terribly effective, but it's impressive! Reduced venturi bore size is nowhere as detrimental to power as many believe, particularly in the rpm range of old timer powerplants. Unless there is some other major engine work, most of the older sparkies are NOT high rpm engines. Yes, there are Doolings, Hornets and McCoys, but even they don't turn up like modern engines. With major reworks, they may have some improvement.....while they last!

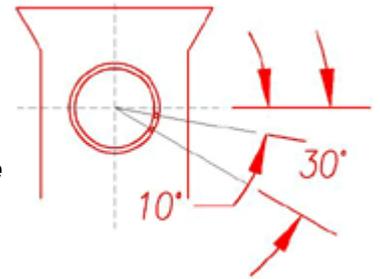
What with the contest results, pics and the Finn Hill report, I'm out of room for more on this topic.

Next month I'll include a sizing chart, based on engine size, rpm and optimized fuel draw. When you look it over, be sure that your engine rpm is 'real', not a best guess based on noise level! Having a setup with no launch sag is greatly beneficial to consistent trimming, climb and flight times.

There's nothing mandatory about any of this.....just some guidelines...which I use all the time!

Spray bar positioning:

Experimentation has shown that the best position for the spray bar hole is 'just out of sight.' The idea is to put the spray hole in the lowest pressure area of the venturi for maximum fuel draw. The basic experimentation found that 10° to 30° below the centerline, with that centerline being perpendicular to the venturi throat. See the basic sketch. Some engines had two spray bar holes, opposite each other, and about 10° below the centerline. If yours is one of these, then set the spraybar so that both holes just disappear.



Notes on a Spring Opener.....by Dave Gardner, CD.....new to the FF organizational activities!

Well, 18 folks signed up to go play with model airplanes at the Jose Torres' farm, aka 'Nick's Field', in Elma, WA.....most of them flew something at some time. Some flew well (too well, in some cases!), while others had their issues with engines, trim and dt's. The worst disaster was a model blowing off its table in the wind and breaking the wing where it would have seemed strongest.

On Saturday, the air temp was good and the wind was light and mixed, drifting this way and that, probably swirling around the light thermals. A few of the early flights drifted back over the flight line and parked cars, but no harm done, with several warnings of 'heads up'!

About 1 pm, Steve Dona a crew prepared a field lunch of burgers, chips and drinks, for a mid-day break. At the same time, the wind eased off and the field was clear....but no one was flying!

After lunch, the activity resumed.....and the wind came back from a lunch break. By now, it had been determined by Mother Nature that the wind would prevail from due West to due East, pretty well right down the field. There was about 100 yards of upwind space, to the West of the flight line, but things (and flyers) being the way they are, everyone held fast to the original flight line location. As the wind settled in, the flights were generally drifting a fair amount downwind. A 90 second flight landed within reasonable reach, but those with dt's at the 'magic' 120 seconds, found their planes were higher to start, then slowly dropping vertically, but still with a significant horizontal ground coverage. It's sometimes a long way to Tipperary!

The most attended event was E-20, with 7 entrants. There was a bit of inconsistency in some flights (shades of the AMA ALPHA!), due partially to conditions and some erratic motor runs. Tom Kopriva tallied two 90 second maxes, then had a 47! still good enough to win, though! Glen Grell also had two maxes, but no third flight, since he lost his plane in the tall grass.

Four events were won with 3 maxes....no flyoffs required. Bob Hunt took NosGas, Robert Hauk topped the Wock Event and P-30 and Will Tilse scored in NFFS One Design. Will bested Mr. Dona in One Design, by 12 seconds.....and reminded him of that all the way back home! In NosGas, newcomer Kris Millard flew an old John Crossetto airplane to take 2nd behind Bob Hunt by 51 seconds....he still had two maxes, though!

In the OT combined spark ignition event, there was a secondary event known as the 'engine starting contest'. Sparkies are not always the most user-friendly devices. I'd guess that 'in the day', they discouraged more newbies from continuing in the model airplane game. One might presume that they took up golf, to alleviate the frustration of an activity...(oh, sure...;-)....)

On Sunday, the wind took up where it left off, and was seen to be a precursor of some very dark rain clouds blowing in from the West. The forecast was pretty well spot-on, with the first hints of rain hitting before 2 pm. The 'organizers' decided to have a short form on Sunday and called the game shortly after noon, to allow awards to be distributed. The SAM 8 members had donated a LOT of kits and engines, attempting to clear their personal inventories (which would probably never get built or used...), with the result of many items left over for the next contest!

At the end, all the folks gathered up their field gear and flying apparatus, neatly tucked it all away and headed for Dodge. It would seem that for the first SAM 8 sponsored contest in about 10 years, it came off pretty well.....and gave President Dona a helluva story to tell, as seen in the Prez Message!

.....and, an Oregon perspective, from Bob Stalick:

The Spring Opener Contest at Elma, WA

It was a treat the drive only 200 miles to go to a contest sponsored by another club. For the first time in over 10 years, the SAM 8 club held a contest on their newly found field near Elma, WA. Along with Glenn and Linda Grell, Ray Pope, Robert Hauk, Tom Kopriva, Ben Strauss, Jim and Valree Taylor, I was there to fly the colors of the WMC. The field is a "hay" field of a decent size (about .7 miles long by about .3 wide) with some flyover area in a couple of directions. The farmer who allowed us use is a very supportive fellow, who was most helpful (retrieving models and delivering them back to the field, helping build a firepit for night warmth, etc.). The SAM 8 guys had a limited number of events, but a good start. Interestingly, the most popular event with 7 entries was E-20!

Everyone seemed to have a good time and the calm morning on Saturday allowed for some needed trimming of winter project models and some good official flights. Downwind became less friendly as the afternoon began and soon flying pretty much ceased as folks found themselves tromping through head high grass and swampy ground looking for errant craft (several of which were never located). For all intents, flying ceased around 1 pm, not too long after a nicely prepared BBQ hamburger lunch complete with chips and sodas, cooked by Streve Dona himself with assistance from Will Tilse. We left the field around 5 pm, The motel of choice in Elma is the inexpensive, very nice and nearly new Stay Beyond Inn and Suites. Dinner at the Rusty Tractor Family Restaurent, just down the street, was a hoot. Food was good, too.

Back to the field on Sunday AM with cool moist air present. Winds seemed to pick up early, and occasaional wetness coming down, the contest was called at 11 am. Prizes wre plentiful and very nice. Very likely 25 kits or more and about a dozen engines. I picked up a very nice Cox Olympic 15 for winning E-36. By noon we were on our way home. After a traditional stop at the Country Cousins in Centralia with Glenn and Linda, I pulled into my garage at 4:30 pm.

Those who didn't get to this meet missed a treat. There are a few kinks that the SAM 8 guys will need to address, including whether this is really a 2 minute field or not, and whether the schedule of events needs to be changed or expanded. I'm sure this is in the works, and I'm sure that I'll go to the next meet they host regardless. It's really fun to see old friends and to do some flying, too. Thanks to Roger LaPrelle and Dave Gardner for being CDs, and thanks to the SAM 8 club for getting back in the groove after a 10 year vacation.

OTHER NOTES/PICS FROM THE SPRING OPENER:



Ben Strauss and Cooling Tower



Bob Harper and Tiger Zipper



Bob Harper with Jayhawk



Jose Torres' field, aka 'Nick's Field'lotta room to chase and/or lose an airplane!



Kris Millard at the ready



No, Kris, launch it this way!



See, just like that!



Throw it hard, Nick, and anything will go up!



Will Tulse shows how to do it!



It's up there someplace!



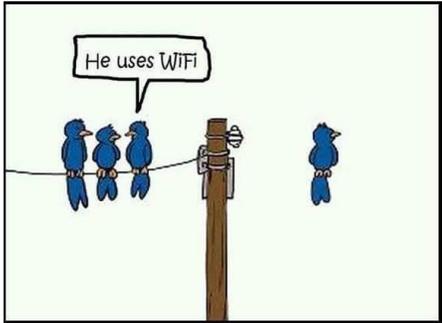
...looks a lot like that...!!



But not like that.....



Bob Hunt gets an official



Bird on no wire.....he ain't stuck!

...and some Finn Hill pics from June 9th



Instructors at work....



Didn't we just see this guy in Elma???



.....verrrrry serious builder!



Da Prez observes closely....!!



Da Team!



WINNERS!



2017 Old Time, Free Flight, Control Line and Club Modeling Event Schedule

Date	Event / Time / Location	Activity/Location	Contact
June 12 th , 2018	NW Skyraiders' Meeting	Denny's, Kent	NWSR
June 14 th , 2018	SAM 8 Meeting at the Rainbow	Rainbow Café-Auburn	SAM 8
June 21-25 th	Kibbie Dome Annual, University of Idaho	Moscow, ID	
June 23-24 th	NWSR 'Stunt-A-Thon', Chehalis Airport	Chehalis, WA	NWSR
June 23-24 th	3 Amigos Contest	Tumalo, OR	WMC
August 17-19	NWFFC	Parker's Field	WMC
Sept 7-9	SPOT Meet	Parker's Field	WMC
Sept 28-30	Fall Annual	Parker's Field	WMC

For additional Northwest FF and CL activity, see the following websites for more detail.

For SAM 8 activities, look on the SAM 8 Website, <http://www.SAM8.org>

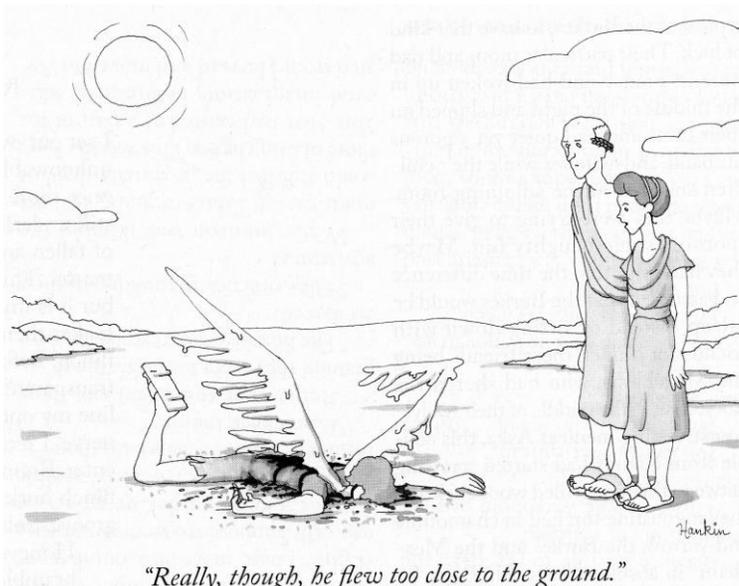
For SAM National activities, look on the SAM Website, <http://www.antiquemodeler.org/>

For WMC activities, check on their website, WillametteModelersclub.weebly.com, or contact Bob Stalick at freeflyer@aol.com.

For NW Skyraiders' activities, check on <http://flyinglines.org>, or davegardner55@msn.com.

For Museum of Flight, check on their website, www.museumofflight.org. Each first Thursday of the month is free admission.

Really Great SAM 8 meets every second Thursday each month the Rainbow Café in Auburn at 11:30 AM. Come join us for lunch!



"Really, though, he flew too close to the ground."

PROBLEMS OF OLD ICARUS...

And quite a few aeromodelers!

Really Great SAM 8

SOCIETY OF ANTIQUE MODELERS



LONG TIME flyERS CLUB

On the web at <http://www.sam8.org>

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