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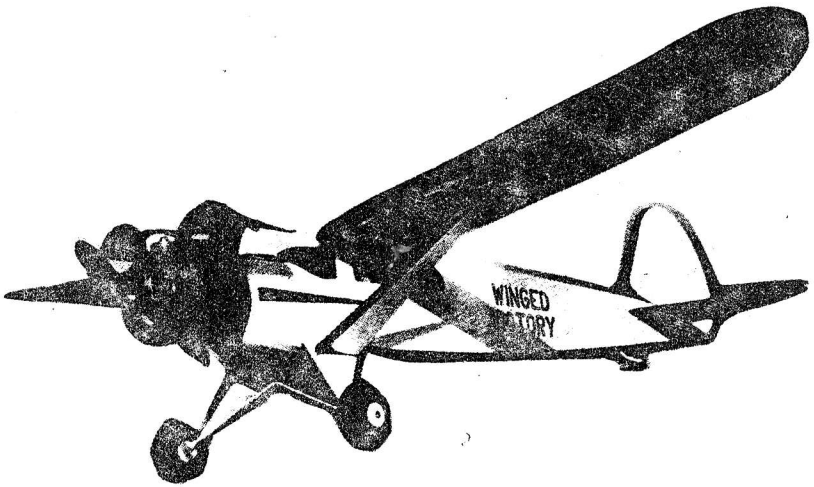


THE SOCIETY OF ANTIQUE MODELERS

SAM

SAM-55

EDITORIAL

Hi everyone. No I am not dead, No I have not been ill in bed but I have been kept very busy with Pat being in hospital three times in the past number of months and our cat became ill and needed as much attention as a young child. One of our grandaughters got married, that took us to the South Island, while our daughter in Auckland is very ill. All in all we have not been at home very much since the Nationals. The good news is that Pat is now recovering from his second operation, having found cancer in the prostate at the first operation. I had taken my StarWriter with me on each of these sojourns and have managed, I hope, to produce enough material to put to bed two or three Newsletters. I am copying the Nationals results from the Flyer's World for the overseas folk only. Flyers World published most of what I wanted to say anyway. Please accept my apologies for being so late with this years news and missing out on the Hatch A Moth follow up which shows by the lack of entries. However I hope that you will all be keen to enter the remainder of our competitions for this year. The postal events are very much appreciated by members all over the world so do be a good KIWI and "have a go!"
The best news of all, Congratulations to the NZ 1/2A Texaco R/C Team for at last obtaining the total possible score. Great work. How many times can you do this?
Myrtle

COVER – "Winged Victory"

Classic and realistic 1937 old timer, designed by Elbert J Weathers. This plane was designed for "Precision-Type Gas Model Contest".

SAM 35 R/C POSTAL CONTEST

Please take note of the Entry Form insert in this issue and if possible be a Good Kiwi and "Have A Go". That is if you have a model and engine to fit the class.

Selwyn sent a covering letter and the following are a few explanations from that letter.
The first event is TEXACO any type of engine other than racing engines or race modified engines or electric motors can be used. The fuel allocation is 2cc of fuel per pound of model weight to the nearest 1/2 pound. eg 5½ pound model = 11cc fuel. The model is timed from when it leaves the ground or the hand. Hand launched is allowed though you lose 15 seconds off your total flight time for hand launch.

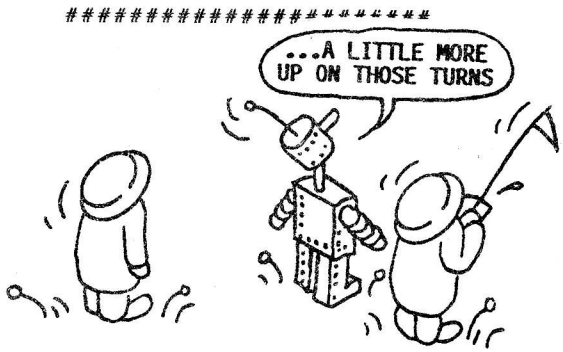
FLYING 15 – This class is governed by the engine size which is up to 1.5cc and a fuel allocation of 5cc only and you cannot scale the model up or down. It must be the size as was designed.

FLYING 35 – This class is governed by the engine size, 1.75cc up to 3.5cc with a fuel allocation of 8cc and again you cannot scale up or down.

1/2A TEXACO – The rules are the same as the United States SAM but the cut-off date is 1950 but the rest remains unchanged. 8cc tank max, prop 8 inch, wing loading 8 sq in per sq foot.

The engine rules are the same for all classes. Standard engines.

All events are two flights the best to count. The cost is free and would appreciate entries.



1/2A Texaco R/C Results

International Challenge 1994

Aircraft	Pilot	Tank	%
SAM 26 Santa Maria, CA USA			
Sniffy IV	Dick Monaghan	8cc	100
Lanzo Stick	Don Bishop	4cc	100
Playboy	Mike McLaughlan	4cc	100
Strato Streak	Sonny Soto	4cc	100
Playboy Jnr	Bob Angel	4cc	100
Eight fliers total flew. First five = Team score			100%

Weather: We flew in the lull between rainstorms. No rain, but wind strong at times, meaning no circling, just keep it headed into the wind. Had to park and walk into the muddy field. One flier opted not to fly due to wind, but could have been worse! Five perfect scores! We did good this year! Five of just eight fliers made double maxes. Not too shabby, considering we didn't have our sometimes ideal flying conditions out there in Thermal Valley. Would have had lost models via fly-away, one declined to fly his light ship in the high winds, one was busy testing a newly patented engine that may make him wealthy (flimsy excuse), and one was attending to business at the hobby trade show in Seattle. All six absentees submitted notes from their mothers, although a couple looked suspiciously like their own handwriting. The rest of the Team not shown above were Hardy Robinson, Bob Boies, and Ken Low, who all flew quite respectable scores. Two of the three took on the handicap of using the large tank and shooting for the 15 minute max. And Bob Davis would have flown had his ship not done so well on the test flight and flown away.
Perfect Scores of all maxes weren't surprising for this event. The Kansas team did it last year, and we've also come close, as have other chapters in the past. But the "small tank advantage" makes it more probable. Question: What happens if more than one chapter flies all perfect scores? Duel awards? Flyoff? Maybe the pre-instructions ought to include what to do in that case, so a chapter with perfect scores would go right ahead and do their flyoff procedure if that's needed.
Big Tanks vs Small: It has become obvious that the small (6cc) Cox tanks have a real advantage at an 8 minute max, vs the big tanks at a 15 minute max. We'd suggest to the New Zealanders that they consider making the small tank max at least 10 minutes next time, which would probably still give them an advantage over the big tanks. By the way, the proposal to go to the small tank for 1/2A Texaco in the US has been re-submitted for the 1996 rule book. The New Zealanders adopted it some time ago, and it's a sound idea.
Sonny Soto claims the 8 minute max is a piece of cake. He actually flew 14+ mins, 16+, and an extra flight of 28 minutes.

Bob Angel

All your comments noted Bob. We have been talking about the 8 minute max becoming 10 minutes but until NZ can accomplish the 8 min in total (our climatic conditions being what they are) we decided to wait. Now it looks, from our 1994 rresults, that this change could happen very soon. We all know that in the right conditions, the expert can have his ship aloft for very long periods and fly on the smell of an oily rag, but we are out to make it FUN for everyone. FLY-OFFS. Yes this would have been fun this year, but what happens when the fly-offs are equal? What Fun!!

SAM 55 NEW ZEALAND			
Tomboy	Cliff Nairn	B.B	100
Playboy	Bruce Elder	B.B	100
Buzzard Bombshell	Bernard Scott	B.B	100
MG 2	Neil McDougall	B.B	100
Rambler	B Lennox	B.B	100
13 flew in total. First 5 = Team			100%

Cliff Nairn and Bruce Elder flew on the Saturday at Muraitai, using the small tanks and had some grand weather, Fine, still and thermals to burn, of course the 8 minute max was easy to accomplish. They flew a Tomboy and Playboy respectively, both nice fliers and look good in the air. Terry O'Meara and myself flew the Clubday on the Sunday to do our flights and suffered a deteriorating weather pattern. A niceish day but wind up to 15kts and small patchy lift coming through being difficult to identify. Terry's Diamon Demon always goes well and is sooooo quiet it's difficult to know if the motor has cut or not even given no one else making any noise! This aircraft was the first 1/2A seen here, was the first one to fly in the Club and his promotion got us all

hooked. My Old Clunker, Miss Philly V, whilst having good historical interest (and it is a Mk V I'm told from our club identifier expert, Dave McKiney, due to undercart configuration) – is a bit behind the better performers, But I like it!.
So there we are, a little better than last years fiasco for us!!
Henry Grocock

Bernard Scott had warm, calm conditions and one flight total, was 29 mins 38 sec. There were a few disasters on the Sunday but on the whole the remainder of the fliers did very well indeed. Other craft used being The Champ, Vagabond and Lanzo Bomber.
Myrtle Clarke

SAM 56 Wichita, KS, USA

Alert	Jim Kutkuhn	8cc	100
Alert	Bill Schmidt	4cc	100
Sailplane	Ed Salguero	4cc	100
Playboy	Jack Phelps	4cc	100
Alert	Courtney Clark	4cc	96.8
	Team Total		496.8

Great Day! You sure can pick the best date in the middle of the winter. High temperature of day was 48° F. Sunny with light and variable winds and ample thermals. The weather prior was cold and windy and sunny Sunday the 6th was 53°F but windy up to 22 mph. Only one man flew the large tank (8cc). We enjoyed the event.
PS Am watching the National Weather Show, California having storm.
Bill Schmidt

SAM 62 Bassand, ITALY

MG-2	Carbini	4cc	100
MG-2	Baldi	4cc	100
Strato Streak	Ricco	4cc	98.5
Popular	Magnani	4cc	97
Airborne	Melloni	4cc	88.4
Eight flew	– Team Total		483.9

Saturday February 5th a group of 1/2A Texaco fliers gathered at Molinella airport (near Bologna in norhtern Italy) to take part to the NZ 1/2A Texaco R/C International Challenge.
The weather (beautiful until a few days before) of course was very bad; cold, rain and some fog. It was therefore decided to go with 4cc tanks not to lose the models at altitude. After a few trial flights, some scary indeed, the contest was underway and by 1.30 all the flights were completed. The gathering continued at the field restaurant after which, having the weather improved, more flights were done to everyone's content. All in all a beautiful day. We all sincerely thank you for the kind invitation and look forward for more 1/2A Texaco postal contests.
Valter Ricco

SAM 82 Houston, TX, USA

Bowden	K Hinson	B.B	100
Playboy	A Milam	B.B	100
Interceptor	J Horner	B.B	100
Playboy	B Alberta	B.B	92.7
Pixie	L Faerman	B.B	88.66
Nine Flew	– Team Total		481.3

Club Flew on Saturday, 5th. Day began with fog and low clouds, but sun burned off fog by 11am. wind picked up in early afternoon with scattered clouds. Large tanks had trouble maxing. Two airplanes were blown off field, one was recovered, one was lost – both were large tanks. Nine members scored official flights. Temperature 72° F. We had a good time, although one of our members lost his ship in some woods downwind. To make matters worse, the woods are in a swamp with about 1½ feet of water at this time of year – we may never see that model again.. Full sized tank flyers had considerable trouble making a max at all!! Thanks for sponsoring this contest!! Jim Horner.

SAM 27 Napa, CA USA

Atomizer	John Carlson	8cc	99.7
Rambler	Jerry Rocha	8cc	98.4
Playboy	Gunnar Anderson	8cc	93.7
Westerner	Pete Samuelsen	8cc	81.8
Quaker	Ed Hamler	8cc	77.2
15 Flew –	Team Total		450.8

Weather: Early morning temperatures were at or near freezing but gradually warmed to 39° at the field by 8am and continued to warm to a high of 61° by 1pm. High scattered clouds and a

heavy haze persisted throughout the day preceding passage of a storm front bringing heavy rains to the bay area by Saturday night. Moderate steady winds were a factor throughout the morning. It was not unusual to complete a flight without making a single turn. We had an excellent turnout of at least 16 members with eleven pilots actually posting official flights. All utilised 8cc tanks,

SAM 93 Tilsa, OKLA, USA

Alert	M Martin	8cc	100
Alert	D Hodges	8cc	93.8
Playboy	J Steinberg	8cc	78.4
Bomber	D Hartman	8cc	71.8
Kerswap	R Myer	8cc	63.5
	Team Total		407.5

Flew on the 6th of February – unseasonably ward (61° F) Winds light (less than 10mph) from the south. Several of us anticipating stronger winds in the pm flew early (much to our regret) and paid the price. Those who flew after noon posted the only maxes of the day. Myers & Hartman both experienced premature engine flameouts on at least one flight. Thanks for the opportunity to compete on an International level,
James Steinberg.

SAM 51 Fair Oaks, CA USA

Record Breaker	Bill Brown	B.B	100
Westerner W	John McRae	8cc	100
Record Breaker	Bob McCafferty	8cc	75.5
Brigadier	Bob Grice	8cc	73.1
Vespa Italy	John Fulton	8cc	55.3
	Team Total		403.9

We flew at Woodland, California. Sky was overcast with north wind of about 10mph. Lift was fair. Temperature about 40–45° F. Thanks again for the opportunity of meeting your challange. our group looks forward to the "New Zealand Postal".

Bob Grice

SAM 1 Denver, Colorado, USA

Bowden Trophy	Jim Lang	8cc	76.9
Peterson	Ed Smail	8cc	73.5
Playboy	Jack Fatjo	8cc	63.88
Playboy	Art Willis	8cc	62
Bay Ridge Mike	Jack Warkins	8cc	53.16
Eight flew	– Team Total		329.4

Windy until about 11am. Hillis braced the first flight then it was airplanes in the air until about 2pm or so. Not much thermal activity. 8 people participated and one ship was lost due to radio failure. Weather was shirt sleeve and some snow on the ground.
Jack Warkins

SAM 84 Clontarf, Queensland, AUSTRALIA

Banshee	D Slattery	8cc	82
Commando	A Mowat	8cc	77.5
Commando	A Hart	8cc	76.2
Kerswap	B Dent	8cc	39.6
RC 1	C Somers	8cc	38.7
	Team Total		314

The Vintagents thank you for your invitation to participate in the 1/2A Postal. The weather was better than expected as the days preceeding had been very wet and windy. It was quite hot and steamy early but later rain clouds gathered and then fortunately moved away and we were blessed with find weather again. The contest was held in conjunction with a Duration event that had been scheduled and apart from the occasional harsh words about Cox motors was an excfellent start to the years activities. We fly on a friendly Dairy farm only 45 minutes from Brisbane and is only 5 minutes away from a little towm called Dayboro where we all gather at the finish of flying to participate in pies, drinks and a little bit of chatter. The entry to the field on this day was covered in deep mud and we parked outside and walked in with our gear. All the best for 1994 and may the flying be enjoyable with the accent on friendship and a capital FUN.

Colin Somers.

SAM 35 Minehead, Somerset, ENGLAND

Atomizer	John Russell	8cc	37.7

Atomizer – 1941 by John Tatone 288 sq in – came out just on

1lb weight, covered in Fibre film, not very nice to use but looks OK. Used Cox 7x3½ prop – only small one I can buy locally – must find others.
we don't have a team just me and my friend Neil Toogood.

SAM 54 Ontario, CANADA
This year, as last, we decided to have a shot at your 1/2A Texaco postal contest, Saturday was chosen for our attempt because many of our members were planning to attend an indoor model show and swap meet on the Sunday. Six SAM 54 members showed up to fly at the Keswick Model Aircraft Club's field including my 12 year old daughter Gillian. The weather was not as cold as last year – only about 15° C compared with 23° C last year. Unfortunately the wind was beginning to freshen by 10am, the time we arrived at the field, and dashed any hopes of competing. I made three test flights with my Anderson Pylon which Gillian was going to fly. There was severe turbulence at ground level and when I eventually got the model above the turbulence it was blown backwards under power. After three long walks through the deep snow to retrieve the model (Gillian twice and me once) I decided to quit and hope for better luck next year. Walter Lawrence was the only other SAM 54 pilot to attempt to fly, making the first test flight of Peter Coughtry's new Anderson Pylon. Sorry no scores to report for this year.
Brian Gothard.

Thank you all for entering this contest and for the wonderful comments that accompanied the results. Sorry that Canada was not able to send a score, better luck next yearr. Welcome to Italy, Australia and England, a fine effort all round. Next year I will try and publish more pre event details and hopefully more chapters will take up the challenge. *Ed.*

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