

2009 CRASH & BACK REPORT
SEPT 26/27 AT SCHMIDT RANCH ELK GROVE, CA, USA
2009 Crash & Bash report BY Steve Roselle
26/27 September at Schmidt Ranch

Janet & I drove up Saturday to visit and gorge ourselves on Hamburger lunches and Tri Tip Banquet food. Weather was calm and hot – upwards of 100 at max afternoon temps. Meriam had a big ice water cooler and tea bottle available all weekend to cool our thirsty pallets. Lift was weak or nonexistent according to several flyers.

Our three Australian friends arrived just after us – Allan Laycock, Bob Raads, and Max Rixon. They had flown from the land of OZ into LAX then rented a van and drove up to the Ranch. Great to see them again, as well as Fred & Barbara Mulholland all the way from Florida! Fred Landman arrived from Sequim, Wa. with wife Poon and grandson Michael age 9. Mike was very helpful to grandpaw on the flying field and a heck of a nice kid besides. Cat Billy (named for Bill Clinton) unfortunately has passed away but in his place was lovable goofy Max – a brindle colored Boxer. In Max's youth Fred had to fence off his models from the dog because Max would chew on them! Fred sez Max is better now.

Notable by their absence were SAM luminaries such as our own Dave Lewis & Gary Leopold, and the SAM 26 crowd – Bob Angel and Don Bishop. Attendance was somewhat light but still enough for a hardy weekend of flying and carousing. All prizes were awarded on Sunday afternoon (Cashback & Mugs) but CD Hamler allowed contestants to fly an event either day. In the case of Saturday LER events if there was a flyoff that afternoon, a flyer could still enter the event of Sunday but was not able to put up a flyoff flight even if the qualified, relegating them to lower placements than the flyoff crowd.

Hostess Meriam Schmidt called on her kinfolk to prepare and cleanup the Banquet. Son Robert cooked up a delici-oso barbeque consisting of Chicken and TriTip Steaks. Fresh corn for corn on cob was delivered – mmm Good! Asked for the meat recipes, Robert said it was a family secret, but Meriam spilled the beans! Robert marinates the steaks in Teriaki sauce for three days!

We drove back home Sat night then returned with the van and the monstrous VonKonsky/Saso Boehle Giant model on Sunday. My anti-warpage

flooding of the silk/dope wing with thinner then blocking it up to proper twist overnight seemed to cure the horrible control problems which I experienced a few days previously. Fool that I am, I proceeded to fly the Giant with the help of wingwalkers Andrew Tickle and Bill Copeland. After getting the hang of it I was able to rotate smoothly by angling the model down the narrow takeoff area after clearing the area of unaware flyers. The effort was rewarded with a fully controllable flight. Then I tried a Texaco fuel allotment of 28 cc (4cc/pound for the first 7 minted). The Saito 80 fourstroke engine is a thirsty lil booger and consumed its allotted fuel load (28cc) in a ONE minute run with straight glow fuel. Hmmmph!

On the third flight I banged into a thermal and rolled the Giant up on its wing to center it. At that point something red blew off the back. It was the entire rudder! Within a few seconds the Giant fell into a flat spin. After shutting the engine off, the rate of rotation increased dramatically with the effect of a pinwheel. Decent rate was very slow as only a 14 pound Boehle blimp can do. What to do? Nothing actually. The rudder was totally gone right down to the stab. I dumped the elevator thinking that would slow the rotation. However the effect was to cause the flat spin to gyrate wildly in two axis. Enough I thought and returned to full down which calmed the gyrations mostly before thump[ing down in two foot high alphalfa. Amazingly, other than the broken rudder and a lost control rod, there appears to be no further damage!!! I cannot explain it other than to think I have used up all my luck for the day! Inspection revealed that the two 1/8 ply tabs holding on the rudder had failed rather than the attach bolt unscrewing. I credit this to a 30 year old airframe a lot of stress everytime the rudder is turned 24 inch tall rudder is deflected. But the Giant will fly again! Footnote: My measly 1:18 minute flight happened to crash on the field and thus I managed a third place finish. Of course there were only three entries in Texaco, but the Giant is now on the contest books again. Bob VonKonsky built the Giant originally in 1979 and flew it at that years Salt Lake City Champs, and I hope to fly it at next week's 2009 Champs some thirty years later! Fred & Barbara Mulholland attended all the way from Florida and really cleaned up the event with at least 7 first places between them walking off with the Grand Championship.

Fred Landman won 1/2A Texaco with a cute little Spook gull winged model. Way to go, Fred!

Fred's nine year old grandson Michael helped old granddad all weekend timing and launching and generally keeping the 'auld mon' on track.

Yours truly managed two back-to-back S400LMR max flights with the Dallaire 300 in excellent air to win the event. It was the most popular event of the weekend with nine flyers. I covered the grand Master Don Bekins most of the flight back over the trees above the railroad tracks and had an east time of it. Don was flying his Brown Jr Texaco entry with a one minute run and a weekend high time flight of 45+ minutes.

David Saso was to be seen Saturday flying his Clipper in C Glow and walked away with a credible 4 place although he does not yet know it. David's grown son Mathew assisted his dad for the flights.

It's Great to see 'young faces' on the flying field!

Ed Walker—MECA region 2 VP demonstrated his Polk Tracker—an alternative to the very expensive Walston tracker. Though bigger and shorter range and duration than the walston, Ed has already located two of his errant models! Compared to the Walston, tuning the tx to the hand held receiver is much simpler. Just punch in the tx channel number on two small thumbwheel switches and you're done. The Walston requires a learning curve to pre tune the tx signal.

So, hats off to the Schmidt family and SAM 27 for putting on a fine weekend of SAM flying.



aC&B Group photo session

Left—the FLAG TREE





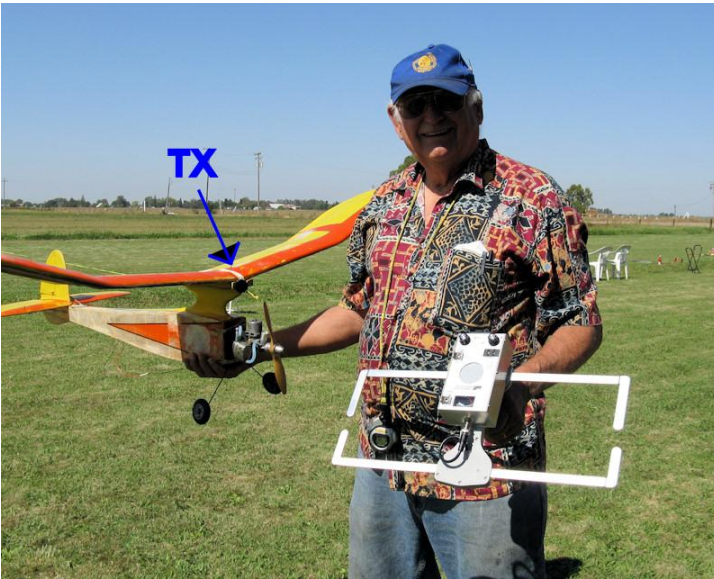
Top lt—Hamler congratulated Bill Copeland

To p rt—Fred Landman and grandson Michael receiving the 1/2A Texaco 1st place award

Rt—Ed Walker with his Polk Tracker ear

Bot lt—Landmans Spook

Bot Rt Mary Hamler congratulates Michael Landman





Top Lt—DAVID SASO and son MATHEW

Top Rt—the Mulhollands display their winnings

Bot let—Roselle an the GIANT

Bot rt the Giants rudder failure

