

# The Really Great SAM 8 Speaks



## LONG TIME FLYERS CLUB NEWS

On the web at <http://www.the-great-sam8.com>

VOLUME 38 ISSUE 2

FEBRUARY 2016

Roster of the old dawgs....

**STEVE DONA.....'THE PREZ'**

**WILL TILSE.....VICE PRESIDENT**

**HOMER SMITH.....SECRETARY-TREASURER**

**DAVE GARDNER.....SCRIBE OF THIS RAG....**

Notice: Next Meeting:

February 11th, 2016, Rainbow Café, 112 E. Main St., Auburn, WA,  
10:30 am-1 pm..(or thereabouts....)

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**And remember, SAM 8 Dues are due (that's why they're called 'dues'..!!**

**See the back cover page for sending Homer your club dues....we need to survive!**

Oh, and one more thing!...We're getting an updated SAM 8 Handbook together, complete with new roster! To assist in this, we'd like to have current e-mail addresses for those of you who have them. If you'd like your email to be listed in the latest roster, please send an email to [davegardner55@msn.com](mailto:davegardner55@msn.com) and we'll get you on the list! Editing is in process!

### Notes from the Prez:

*A short agenda to note here, so see you at the meeting!...As a recap, things we should start thinking about as we shift into winter:*

*Finn Hill indoor schedule as well as the Finn Hill version of "Science Olympiad"*

*Build sessions; one now on the books (see the schedule)..are they worthwhile?*

*Steve Dona "the Prez"*

**SAM 8 Minutes for January 14<sup>th</sup>, 2016**

**No Minutes Recorded....**

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Following on about 'Drones': As much as I hate to 'drone on' about this topic, it's here and now. Here is the latest legislative language in the new FAA Reauthorization Bill, relative to model aircraft, both for hobby and instructional/educational purposes. At this point, the 'dreaded registration' still applies. We're still waiting for the definitive language relative to exclusion of FF and CL operations, although AMA says it's in there someplace!

**FAA Reauthorization Bill:**

**"Aviation Innovation, Reform, and Reauthorization (AIRR) Act." – draft text.**

**“§ 45507. Special rules for model aircraft“**

(a) IN GENERAL.—Notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into Federal Aviation Administration plans and policies, including this subtitle, the Administrator of the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft, or an aircraft being developed as a model aircraft, if—

- 1) the aircraft is flown strictly for hobby or recreational use;
- 2) the aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a community-based organization;
- 3) the aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
- 4) the aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft; and
- 5) when flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport).

(b) COMMERCIAL OPERATION FOR INSTRUCTIONAL OR EDUCATIONAL PURPOSES.—A flight of an unmanned aircraft shall be treated as a flight of a model aircraft for purposes of subsection (a) (regardless of any compensation, reimbursement, or other consideration exchanged or incidental economic benefit gained in the course of planning, operating, or supervising the flight), if the flight is—

- 1) conducted for instructional or educational purposes; and
- 2) operated or supervised by an eligible not-for-profit organization.

(c) STATUTORY CONSTRUCTION.—Nothing in this section may be construed to limit the authority of the Administrator to pursue enforcement action against persons operating model aircraft who endanger the safety of the national airspace system.

...AND TO ANSWER THE QUESTION NO ONE REALLY ASKED, HERE'S 'EBENEZER'!

## EBENEZER MODELS - IN GENERAL:

Just thought I'd expand on the 'nezer concept, just for the fun of it, and something to think/talk about.....a possible Meadowbrook option:

It would seem that the general concept entails that the Ebenezer look like 'something', whether that is a full scale airplane (or in one case, a ship!) or a derivation of another model airplane, or heck, even the Starship Enterprise or the Millennium Falcon, etc. If questioned about its etymology, just use the term 'semi-scale', since that's the best that most of them are.

It would also seem that some practical limits will occur with relatively thin flat plate construction and weights involved.....as noted below in Part 3. Just the flat sheet requirement is enough of a control point, allowing rounding of edges of sheets, but no airfoiling. Another control point would be defining the thickness of sheet allowed.....but that is also self-limiting; too thick is too heavy and detrimental to performance. Just drag out that 4 lb 'A-grain' wood you've saved for 20 years!

I'm not sure the Ebenezer concept has any definition of being glow, diesel, electric, FF, RC or even CL! The originals used Cox PeeWee .020 for cheap and cheerful power!

Open bay surfaces should probably be allowed. The sun shining through transparent covering while floating through the air is always a nice touch.....but it DOES require covering, so that has its own complexity. That same concept might apply to fuselages as well, but could contribute to some fragility.....its own limitation. It would seem that 1/4" - 3/8" thick fuselages would be practical maximums, and minimum is determined by the flexibility of the fuselage.

Limitations on power? The same logic applies, since this is NOT an endurance event. I see it as more of an outlandish, righteous, far out and creative central focus for fun flying.

It should be more of a 'run what ya brung' concept. The FF part could have either time target or mass launch or nothing at all; just fly the damn thing and consider taking home a whole airplane to be the award/reward! A concept for RC versions of these things?; just taking off (hand launch?), flying around for awhile and landing back at your feet (or catching it!). The CL version could have a simplified stunt pattern to fly, but who could judge 'Stuntenezer' and still retain their composure? I don't quite see 'Speedenzer' or 'Racenezer'. ....those take work!

## PART II:

Geez, guys.....these were not intended to be 'rules', just some general guidelines. Since there's no competition defined, what's the fuss about? I think the major item is that all aero surfaces are of flat plate construction and the fuselages/nacelles/etc are of profile sheet construction. There's no need to even require flat plate to all-sheet or open framed construction; the flat plate is the aerodynamic limitation. The additional limiter is that built-up flat plates are sometimes hard to keep 'flat', so that's another restriction.

I was just trying to outline the spirit of the category (I almost said 'event'.....but that's a bad word here!) as a fun flying type of activity, with some creativity involved. If you want to work up an all sheet Rumpler Taube, with all the rigging, have at it, but I wouldn't count successful flights on more than one hand. General simplicity is the keyword, with a small plane you can fly for the fun of watching it fly.....not too fast, not too far....and have flights ending in no damage to the craft itself, allowing for many more flights!

I hesitate to define 'events' for such activity.....once you start an event, then you have rules, then you have very restrictive rules, then you have diminishing participation, then you have no event. All the activities I read about (mostly in the UK press) show folks showing up with a wide variety of creations, in a mix of sizes, attempting to get them to fly successfully. If there's any 'event', it

seems to be a mass launch, later in the day, and last one down 'wins', but there are no prizes, unless it's a small bit of CA for quick repairs.

If ya wanna make a limitation, consider the output of a PeeWee .020.....or max, a BabyBee .049. The PeeWee is around 30w of power, the BabyBee maybe 50w, on a good day, with 25% nitro. Considering that real power output is only a SWAG, the other approach is a max of 2S batteries. The real approach here is NO limitation on power....and see what happens! These little gems are NOT to be overpowered.....control and trim are marginal enough with moderate power.

PART III:

#### GENERAL EBENZER GUIDELINES:

All aero surfaces are of flat plate construction and the fuselages/nacelles/etc are of profile sheet construction. All-sheet or open framed construction is allowable; the flat plate is the aerodynamic limitation. Max thickness of any and all surfaces is 1/4" / 6mm.

Material is what you make of it; balsa, foam, basswood, hardiplank....whatever. As usual, the stronger the material, the heavier it is, for the most part. Depron™ is about 2.5 lb/ft³, Rohacell™ about 2 to 6+ lb/ft³, balsa; 4-15 lb/ft³, etc.

Practically, the max dimension of an Ebenezer is about 36"/1000 mm in any direction, allowing broad or narrow chords (no limit) and multiple 'lifting' surface (bipes, tripes, venetian blinds, etc.).

Power is what you think you can manage and/or trim out. All options are open; glow, diesel, electric, steam, solar, stirling.....whatever floats yer boat....or flies yer Ebenezer!

The category is primarily Free Flight, but options are open for RC and CL.....it's all fun!

Drag out the scratch paper, balsa box, glue and finishing stuff...and let imagination fly!

#### **Some other notices of informal gatherings of 'Antique Modelers':**

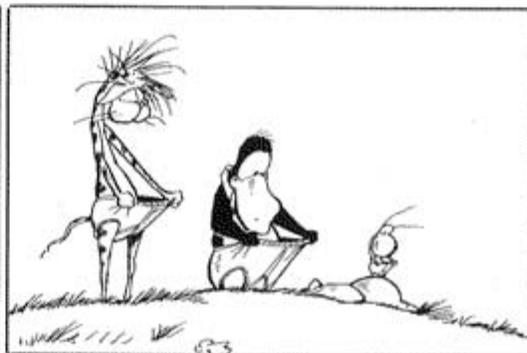
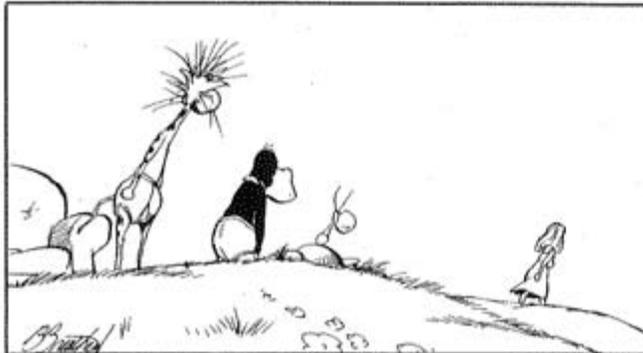
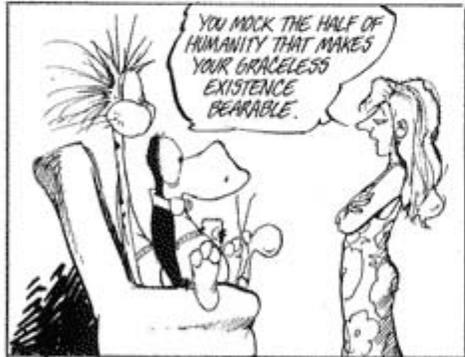
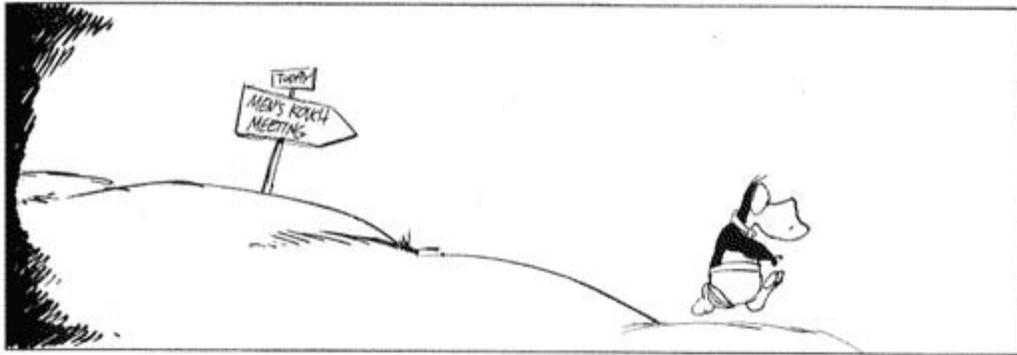
There's a group, including many SAM 8 members, who meet for lunch every Thursday (except SAM 8 meeting days) at the Pancake Chef, 15215 Military Road South, SeaTac, just a bit north of the SeaTac airport.

In addition, the informal group, NxNw (North by Northwest), also comprised of some SAM 8 members from further nawth, meet at the Royal Casino, 13010 WA-99, Everett, WA 98204 at 10 am, each 4<sup>th</sup> Wednesday, for brunch/breakfast/lunch (the menu works for all!). Note the address doesn't work on all GPS's, but will put you in the area, near 128<sup>th</sup> St.

#### **CLASSIFIEDS:**

**....nuttin' fer sale this time.....everyone sold it at Expo.....or saving it for the auction..!!**

THOUGHT FOR THE DAY (with credits to Berkeley Breathed...)



## 2016 Old Time, Free Flight, Control Line and Club Modeling Event Schedule

Date	Event / Time / Location	Activity/Location	Contact
February 11th	SAM 8 Meeting / Luncheon	Rainbow Cafe	SAM 8
Feb 20 <sup>th</sup> , 2016	SAM 8 Build Session	Will Tilse's Place	Will Tilse
February 24 <sup>th</sup>	NxNW – Royal Casino - Everett	Casino-Everett	Dave G.
March 10th	SAM 8 Meeting / Luncheon	Rainbow Cafe	SAM 8
March 12, 2016	McMinnville Aircraft Modelers Swap Meet	Yamhill Co.F-ground	McMAM
March 19, 2016	SAM 8 Finn Hill Indoor	Finn Hill MS	SAM 8
April 2,3, 2016	WMC Indoor	West Albany HS	WMC
April 16, 2016	SAM 8 Finn Hill Indoor	Finn Hill MS	SAM 8
May 7 <sup>th</sup>	NW Skyraiders' CL Fun Fly	Auburn Airport	NWSR
May 21, 2016	SAM 8 Finn Hill Indoor ...this date may change.	Finn Hill MS	SAM 8
June 4-5	WMC 3 Amigos Small Field Meet	Tumalo, OR	WMC
June 11-12	NWSR Stunt-A-Thon 2016 (34 <sup>th</sup> Annual!)	Auburn Airport	NWSR
July 9 <sup>th</sup>	NWSR Swap Meet - Clover Park Aviation	Puyallup	NWSR
August 19 <sup>th</sup>	WMC Classic FAI + P-30 plus Night Fly	Parker's-Tangent	WMC
August 20-21	WMC NWFF Championships	Parker's-Tangent	WMC
December 17 <sup>th</sup>	SAM 8 Christmas Banquet	Angelo's-Burien	SAM 8

More info on Willamette Modelers Club (WMC) can be found on their website, noted below, including complete contest results and local activities.

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.the-great-sam8.com>**

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

**For WMC Activities, check on their website, [WillametteModelersclub.weebly.com](http://WillametteModelersclub.weebly.com), or contact Bob Stalick at [freeflyer@aol.com](mailto:freeflyer@aol.com).**

**For NW Skyraiders' Activities, check on <http://flyinglines.org>, or Dave Gardner at [davegardner55@msn.com](mailto:davegardner55@msn.com).**

**For Museum of Flight, check on their website, [www.museumofflight.org](http://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!**

The RG SAM 8 newsletter is published every month, (more or less) and is posted on our website: <http://www.the-great-sam8.com> Notice of the newest newsletter will appear via e-mail on our Yahoo mailgroup. Join the group by contacting our Webmeister: Roger LaPrelle - [r\\_laprelle@yahoo.com](mailto:r_laprelle@yahoo.com).

Use this form to subscribe or renew your membership. Just fill in and mail to Homer Smith.

Membership (\$15 per year)\_\_\_\_ (\$25) for two years\_\_\_\_\_.

To get the hard copy newsletter mailed to you (\$10 per year extra)\_\_\_\_

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