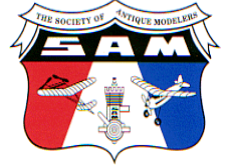




(Official
newsletter of
the
"BlackJack"
Club)

MAY2026#2605bhc



SAM21

CLIPPER

Society of Antique Modelers

Chapter 21

AMA Charter Club 1470



....in this issue:

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Next Meeting:

June 4th, 2026

Dr. Alan Peterson's House

1115 Seena Avenue

Los Altos, Ca 93024



SAM21 Current Affairs

Latest dope.....



- **June meeting will be on June 4th. The host confirmed.**
- **Even though SAM21 membership fee is \$0, I will still need you to send in the renewal form for 2026 to let us know you are still interested to continue to receive the SAM21 Clipper. If we don't received the form, your name will be removed from the roster by end of March. You can send in a digitized version.**
- **Typo was made on the address on the renewal form, It has been corrected. The correct address is**
Steve Roselle
17436 Airport Avenue,
Grass Valley, Ca 95949
- **SAM TALK is a online chat room for all SAM matters. <https://samtalk.hrncar.work/>**
- **The SAM Champs at the Ranch will be on September 16th-20th, 2026. See flyer In this Clipper.**
- **SAM26 Fall contest will be on October 24-25, 2026 at the Greenfield RC Flyers Wekerle Field in Bakersfield.**

SAM short kits supplier:

Bob Holman Plans

12635 6th Street, Yucaipa, CA 92399

Phone: (909) 556-6513

E-mail: bhplan@aol.com

Web: <https://bhplans.com>

2025 Meeting Dates

**1st Thursday after
the 1st Monday**

7:00 p.m.

**Dr Peterson's House,
1115 Seena Avenue, Los
Altos.**

January-3

February-5

March-5

April-9

May-7

June 4

July 9

August 6

September 10

October 8

November 5

December 4

Christmas Banquet

**Don't forget to
renew your**

SAM 21

**membership,
the dues is**

\$0.00

for 2026



May Meeting Report

Attendees: Alan Peterson, and families.

Location: Somewhere in Hawaii

Business: Playing with grand kids.

Show and Tell:



Other Report:



Sam reported the SAM27 rescheduled fun fly at the Lakeville flying site was a lot of fun but not much flying due to strong wind. He also reported the hamburgers and potato salad were good.



Ethanol VS Methanol

By Sam Niece

The stochastic ratio of methanol is ~6.4:1.

The stochastic ratio of ethanol is ~9.8:1.

I.e., methanol needs less air than ethanol to achieve efficient combustion.

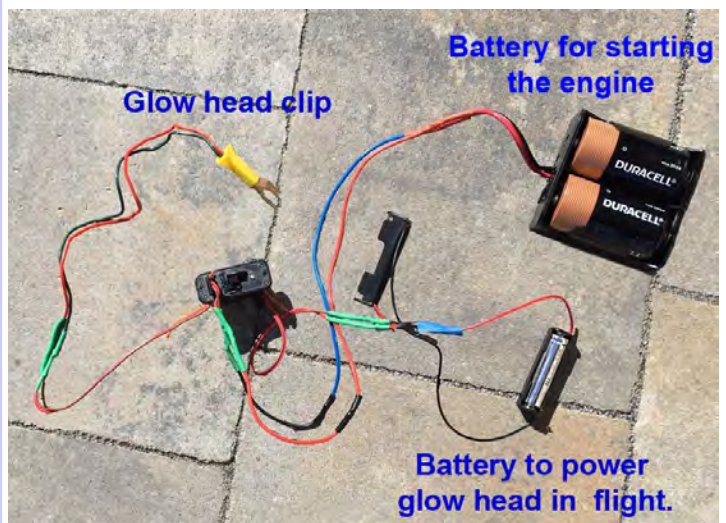
The air flow is determined by the engine displacement, i.e. each revolution of the engine pulls in ~.049 cu. In. of air.

A needle valve setting that results in a good run on methanol will be way too rich for ethanol.

To achieve a good run on ethanol, the needle valve must be closed enough to reduce the fuel flow by ~1/3 (1.0-6.4/9.8). This may require modifying the needle valve to allow it to close enough.

Will this result in less power? No. The heat content of methanol is 19.7 megajoules/kilogram, whereas the heat content of ethanol is 26.8 megajoules/kilogram (1/3 more than methanol).

So, at given rpm, the stochastic fuel flow rate for ethanol is lower than for methanol, but the energy content is about the same, so we should get a longer engine run with about the same rpm. But (there is always a "But") too much ethanol will not run without continuous power to the glow head.



Sam's test rig. 2 D cells (parallel) powers the glow head during starting. The single AAA cell keeps the glow head lit during flight.

Ethanol VS Methanol con't

Ethanol Witch's Brew

	5% Nitro	7.5% Nitro	10% Nitro
Castor Oil	4 ml	4 ml	4 ml
Nitromethane	2 ml	3 ml	4 ml
Ethanol	34ml	33 ml	32 ml
TOTAL	40 ml	40 ml	40 ml
Date	5/12		
Prop	APC 8x10E		
RPM	3150		
Duration	11:58		

Dunham Valkyrie 5.4cc Diesel

by Jack Hiner

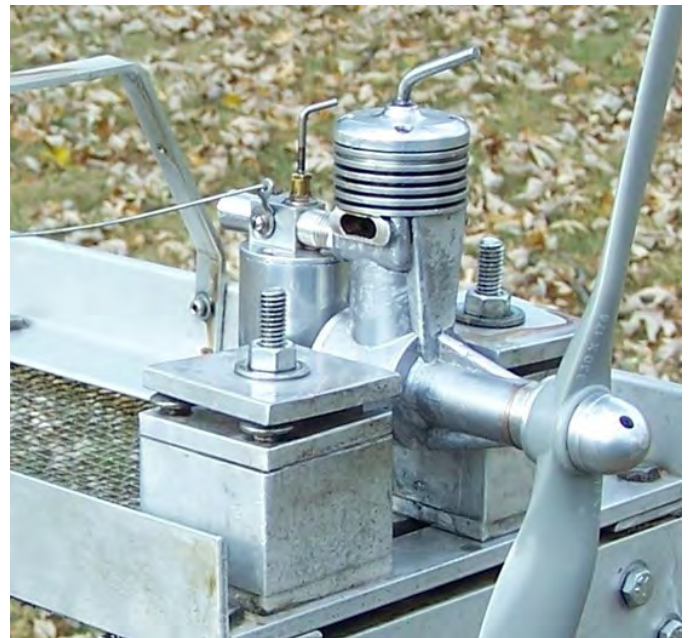
SAM folks,

I was interested in model airplane diesel engines since a youngster. I asked my father for a model diesel in 1947. He said I was too young at age 7. In the mid 50's I ran some small diesel that belonged to kids in the neighborhood who could not start them, but I could. Flew them on control line. My favorite was the Henry Engineering Scout by kit Joe Wagner. Later a Veco kit.



Late 1950's an O.S. diesel and Super Tigre diesel both .15 cc engines. Flew these engines

on control line and R/C until 1969. 1970 I got into R/C gliders and got rid of my diesel and glow engines. The Scout and two .15 diesel photos I got from the internet. I took the two Valkyries photos of my engines.

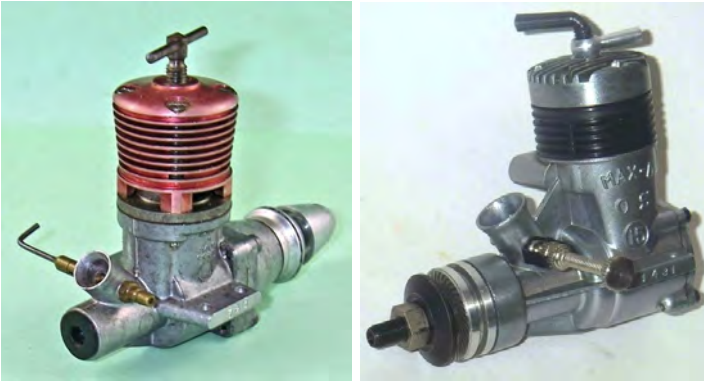


In 1995 I got back into diesels when I started flying SAM events. I got some Drone BB, Australian GB and Valkyrie 5 cc diesels. The GB diesels ran great right out of the box. The Drones needed some work as did the two Valkyries.

I got two Valkyries for \$30 each in 2004. Started easily and powerful but would overheat and the RPM would sag. Many runs and still overheating. These engines were made in the UK in 1984. I contacted Ian Russel of Rustler Engines in the UK to see if he knew of these engines. He did but could not help with my problem.



Hiner Diesel con't



Super Tigre and O.S. Engine.

Next, I contacted David Owen in Australia. He was familiar with the Valkyrie diesels and imported some for the UK in the 1980's. The problem was the crankshaft bearings were too tight. So, I sent the two engines to Don Blackburn and he solved my problem. No more overheating and RPM sag.

Jack



Jack's Airborne 1600 with a Laser 4-stroke .80 diesel for 2020 Eloy Texaco event. The Texaco Logo sign was presented to Jack by the late Bob Galler.

Don Foote Westerner

from Model Build January 1987



OLD TIMER of the MONTH: WESTERNER
Designed by: Don Foote
Text by: Bill Northrop

It is said over and over that you can't argue with success, and Don Foote's "Westerner" certainly had lots of it.

Probably one of the last "big" designs of pre-World War II days, it capped off a whole series of first place wins during the 1941 season by setting the AMA record for Class C R.O.G. Open at a fall contest in Sacramento, California, with a three-flight average of 24 minutes, 37.8 seconds. And it seems that Bud Romak didn't always fly indoor, as he held the Class B R.O.W. record with a smaller size Westerner.

For a long time, this writer had heard stories about the Westerner; of its soaring capabilities, of its awkward construction, of its tendency (probably if not built exactly right) toward wing flutter, and of the teeny-tiny vertical fin... but had not had a chance to study the plans.

Until a short time ago, we didn't even realize that the plans were right under our nose. When looking up designs for O.T. of the Month in our old magazine collection, we never searched much beyond the 1942 issues, as the S.A.M. cutoff date is December 1942. But lo and behold, a casual flip through the 1943 issues of Air Trails, and there it was, in August!

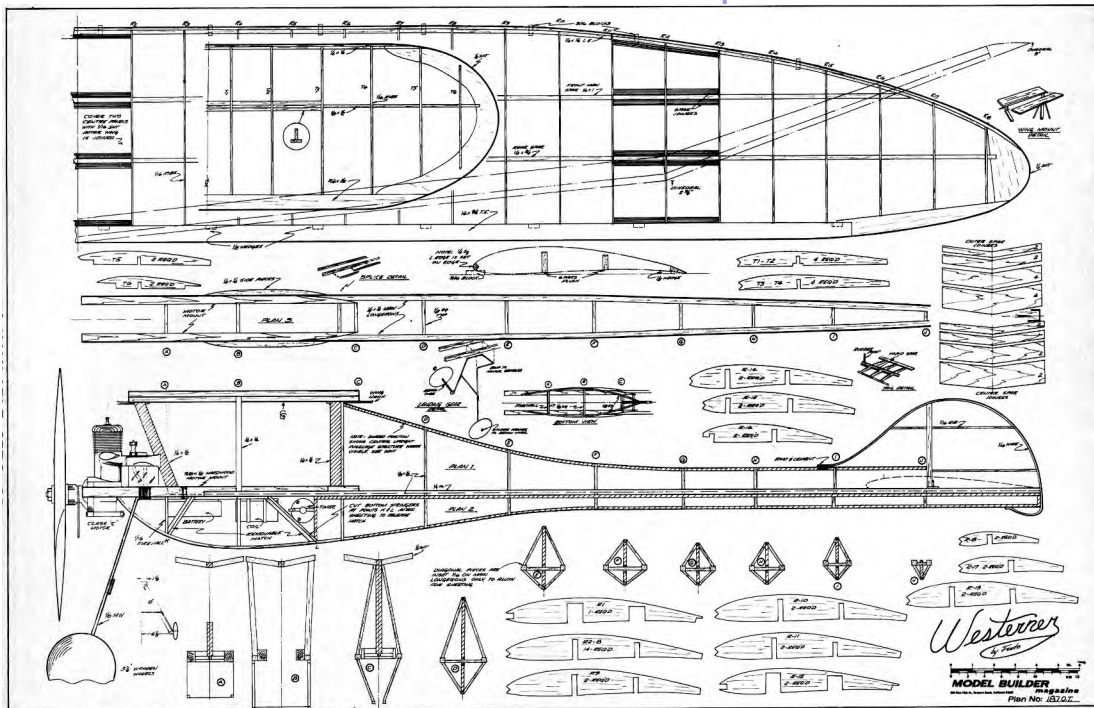


Foote Westerner con't

Going back to our opening statement that you can't argue with success, just look at that fin area. Whatever hap-pened to the old saw about keeping the center of lateral area somewhere near or slightly behind the C.G.? This thing has to be like a dart with the feathers mounted on the point! Of course, the stab is big, and the tail moment is pretty long, but...

angle) to each side of the pylon beam (which should already have the wing hold-down wires bound and glued to it). Now glue the 1/4-square side pieces to the outside of the longerons, and then fit and glue the 1/4-square saddle supports in place... is this different or is this different!

Next come the slanted uprights that form the top half of the diamond-shaped fuselage. Get this... they are to be flush with the top 1/8-square longeron, but are set in 1/16-inch at the longerons, so the 1/16 sheet covering will come out flush with said longerons.



Now, and if you read this before beginning construction, you can complete and attach the 1/16-soft wire fin outline, having allowed the aft end of the crutch to extend beyond the edge of your building board (sure you did). As to how you build the stab and then mount it to the fuselage with the

About that fuselage. To say that it gets all its strength from the 1/16 sheet covering had to be the modeling understatement of 1941! Even experienced modelers would probably appreciate a hint or two on the building procedure. Start by building the crutch of 1/4-square hard balsa longerons and 1/8-square cross pieces per Plan 3. Note that the crutch width is determined by the motor mount spacing to suit the engine you're going to use. Talk about early, total commitment!

Next you built the top and bottom center structures, using (oh mercy!) 1/8-square hard balsa, as shown in Plan 1 and Plan 2, being sure to center the 1/8 square on the 1/4 x 1/2 wing pylon pieces. With the crutch pinned down, center, align, and glue the top center structure to the crutch. Butt-glue the 1/4-inch sheet wing platform halves (with proper dihedral

inverted T' spar section neatly wedged under the fin post, according to the plans, rotsa ruck!

Although not called out on the original magazine drawing, the wing dihedral braces all appear to be cut from 1/4-inch sheet balsa. Rather than cut the center braces off sharp at the first rib out from the center, where the center section sheeting also stops, we'd suggest tapering off the stresses at this critical point by extending the braces out to the third rib from the center, tapering the brace material from full depth to zero through the outer two bays.

With those sturdy 3/4- and 1-inch depth spars, it doesn't seem likely that flutter could develop, but if you'd feel better, add 1/16 x 1/8 diagonal braces between spars and rib bays in a Warren truss design. Maybe flutter only occurred in recent reproductions using heat-shrink film, which does



Foote Westerner con't

not always develop the skin strength of tightly shrunk and doped tissue, silkspan, or silk.

Power climb is normally without a turn, and balance is 66 percent back from the wing leading edge at the center.

Guess we'll have to do the late Joe Weather's "Westerner" very soon, just to give it equal time...

Article was from Model Builder January 1987.



Just One More..



Bud Romak with Foote Westerner.

the WESTERNER
A CHAMP IN ALL CLASSES

This is the model that held MORE national records at one time than any other. The champion of every class - won 13 prizes in four meets. Don Foote's own construction and flying hints and directions are detailed in two 12-page booklets. And best of all. A kit for every size engine. Start the flying season right with a proven winner - the sure-fire Westerner, your partner for new victories.

Class "A" Span—50½" \$350
Class "B" Span—61" \$450
Class "C" Span—86" \$595

A Winner With Any Engine!

An advertisement of the Westerner from AIR World magazine, May 1947

THE SOCIETY OF ANTIQUE MODELERS INVITES YOU TO THE RC



2026 SAM CHAMPS



DATES: Sept.16, 17, 18, 19, 20

LOCATION: Schmidt Ranch,
Elk Grove, CA

TIME: Breakfast 7:30,
Registration, 8:30-9.00, a.m.

PILOTS MEETING: 9:30 a.m.
followed by first flights

CLASSES/RULES: 2025 SAM
Rule Book.

AWARDS: Plaques and Stickers.

REGISTRATION FEE:
\$35. Includes any or all days,
events. Includes plaque.

Additional:

Awards Banquet, \$40
Ball Cap, \$12

Current AMA membership and
proper FCC license for 50 & 53
mHz. required. 27 mHz is allowed
(watch for frequency conflicts).

We will use the 2025 Rule Book For RC events with Glow and Spark Ignition engine events combined.
Registration On site Contest Manager Dave Warner RC CD 's SAM 27, Clancy, Hamler, Kramer,
Saunders, Bazaruto

SCHEDULE OF EVENTS

WEDNESDAY: Registration all day. Test flying and flying of Thursday events from 1 p.m. –6 p.m.

THURSDAY: 9 a.m. – 6 p.m. A Ign/Glow Comb.* Antique* Spirit of SAM* Electric Texaco*

FRIDAY: 9 a.m. – 6 p.m. B Ign/Glow Comb* Texaco* Speed 400 (90)* Electro Rubber*

SATURDAY: 9 a.m. – 6 p.m. C Ign/Glow Comb.* 1/2A Texaco* Electric LMR* Ohlsson Sideport

SUNDAY: 9 a.m. – noon. Brown Jr. Foxacoy Speed-400 (60) A Texaco

Old Time Glider will be run any day by those interested in flying it. Awards same as other events.

* *Championship Event. There will be a RC Champion, and an Electric Champion.

Awards Ceremony begins at noon Sunday ..

Gourmet Dining

*Pancake breakfasts, and lunches.
Served Thursday thru Sunday.*

Saturday Night Banquet 6:30 p.m. at the Freeport Bar & Grill.
\$40 (approximately)

Please telephone or email for banquet reservations

For further information www.antiquemodeler.org.

[SAM Facebook page](#), and [SAM Speaks](#)

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"

Rev. 2



A Friendly Reminder....The Renewal Process

SAM21, AMA* and SAM membership renewal links are listed below. (*newer AMA members might have a different renewal dates.) SAM21 still going with the old fashion way, forms and checks in an envelope and stamp on the outside.



Use the renewal form and send renewal fee to **Steve Roselle 17427 Airport Ave, Grass Valley, Ca 95949**. The SAM21 2025 membership is \$0.00, yes, ZERO.



Go to <https://www.antiquemodeler.org> Log In with your password. Click on "**Membership**" on the top of the page. There is a hardcopy of the Renew Form if you don't want pay through Paypal. Fill it in and mail to the address on the form. For New Member, go to the same link and click on "**JOIN SAM**"



<https://www.modelaircraft.org/membership/enroll>

click on the left box "Renew A Membership" blue box and follow the instruction. You might to registered first.

2026 SAM 21 Officers

PRESIDENT: Alan Peterson: 1115 Seena Avenue Los Altos, CA 94024 Tele: 650-941-6557 E-mail: alansoars@aol.com

VICE PREZ: Bill Vanderbeek:

Tele: 408-472-0274 E-mail: billvanderbeek@yahoo.com

SECRETARY: vacant (Sam Niece)

TREASURER: Brian Chan: 113 Starlite Drive, San Mateo, CA 94402 Tele: 650-867-8813 E-mail: SAM21editor@gmail.com

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COMPETITION: Brian Sargent: 15575 Upper Ellen Road, Los Gatos, CA 95033 Tele: 408-656-3662 E-mail: bhsargent@gmail.com



SAM 21 - 2026 Membership Application Form

Check one: NEW Member RETURNING Member

Check one: FULL Member **FREE**

SAM No. _____ AMA No. _____
(Req'd if full)

Name: _____

Address _____

City, State, Zip _____

Phone: _____ Cell _____

Mail Form & Dues to SAM21 Treasurer: Steve Roselle 17436 Airport Ave, Grass Valley, Ca 95949

