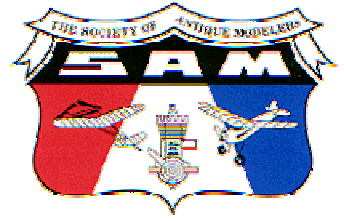




THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS. **DECEMBER 2008 # 231**



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OUR NEXT MEETING will be at Bob Angels' on February 18, 2009. That date is the 78th anniversary of the discovery of Pluto; which has since been demoted as a planet because it was small, didn't pay taxes, and didn't have enough voters or lobbyists to maintain its status.

THIS CHRISTMAS GREETING from all of us to all of us should once again save a tree.

THE NEXT BIG EVENT will be the Southwest Regionals at Eloy Arizona next month. More reasonable gas prices and other signs indicate there will probably be a good turnout. I'll try to make it this year, especially if the weather outlook is good. If you've never made this event, it's one of the best for our type flying. It's a three day meet over the holiday weekend, but many, especially those in RV's arrive early and do test and fun flying on Friday. Check the flyer inside, mark your calendars, and get a full schedule with directions if you plan to go.

DUES TIME! Whether you're a local guy flying with us Saturdays at Drum Canyon Farm, or whether you "commute" via post or Email from the east coast, we encourage you to get the small stuff out of the way now. If you haven't done so, please make a check to SAM 26 for \$15 and mail it to Treasurer Jim Bierbauer at his address on the masthead above. Fifteen bucks is a measly amount which, in our economy, seems to be getting measlier each year. Please support your local SAM chapter and any other chapter you find interesting!

TROUBLESHOOTING 1A: We tend to let past experience guide us when an engine arrives at the field with an uncooperative attitude. That experience may or may not be helpful. I've just gone through a more rigorous troubleshooting episode than I should have with a cranky Brown Junior. The engine obviously wasn't drawing fuel, so later at home I found that the "soft" fuel line in my home made tank was closed off by bottoming out.

I'd cut it a tad too long, or the black tubing may have swollen slightly in the castor oil, since it had ran fine for some time. I know tubing isn't supposed to do that, but I prefer that explanation over cutting the line too long. It then ran fine. You've heard this term before: "It ran fine at home". I repeated it at the field next weekend. The engine barely started, ran ratty and quit early in the air. At home again, I went through a vigorous exercise, including several checks for good spark. I checked fuel by substituting a different batch, and even ran the fuel I was using in a different engine. I ran an engine running range check to make sure a glitching servo wasn't cutting off the electricity. My clip-on ignition test set showed no improvement.

It finally turned out that I just had a badly fouled spark plug. In the "good old days" that would have been one of the first things we'd check. But lately, thanks partly to batter batteries and transistorized spark triggers; I've only had a couple of plugs get too dirty in years. That's where "experience" had led me astray.

PILOTS OR NO PILOTS? I've often heard people remark that a pilot needs to be in every model, and that it looks incomplete without it. This usually comes from "scale nuts", but I recently read it again from a magazine columnist, and have often heard the same remark from back and forth type flyers.

Everybody is entitled to their opinion, and mine is that most models look phony with a stiff little plastic looking pilot inside. Just a very few well executed pilot models even come close to looking realistic and seldom does their skin color look like anything other than paint. It isn't easy to make a pilot model come close to matching the detail of the rest of the airplane. Everybody realizes that the craft is a model and that the real pilot is not inside, so why not let it go at that?

THROTTLE BACK! An electric column writer reminds us that when a crash occurs with an electric ship, the throttle should be immediately shut off. A few ESC's recognize a stalled motor and shut down, but most do not. Even in a little nose-over those amps are still flowing, and the motor is still under torque whether it's stalled or still turning and sucking up dirt. Something is about to be cooked and a fire may start. It's easy to think about this intellectually, but sometimes easy to forget in real time while flying, so his reminder is a good one.

Come to think about it, that's a good mental drill to go through when flying, even with a fueled engine. How many times have you watched someone else flying a ship obviously in trouble, and headed for the ground while you mumble to yourself, or maybe even scream out loud: "**Shut the engine off!**"?

STEVE ROSELLE comments on an item in a recent newsletter: Steve is an electric guy, who incidentally has volunteered to be the RC Contest Director for the '09 SAM Champs in Nevada.

"Bob I'm reading further in your issue. Good point about false cutoffs in Metal Hydride batteries. I've found for both NiCad and NiMh packs that 'copping a feel' of the pack will tell the tale. A fully peak charged Ni pack will be warm to the touch -IE: warmer than when starting the charge." Steve

AND BILL COPELAND also sends a comment about allergic reaction to our adhesives:

"Bob: In newsletter #227 on page three you mention allergic reaction to "epoxy". It is unfortunately true that epoxy resin will trigger an allergic reaction in many users (ignoring pre-pregs). The best protection practices are warranted. As a long time builder of full scale composite airplanes it is my conclusion that substitutes that avoid any allergic reaction include Poly Ester and Vinyl Ester resins. Neither has displayed any toxic reaction that has been reported to the "homebuilder" community. Both substitutes are easy to work with. I have found that Vinyl Ester produces a much stiffer lamination than Poly Ester. Both substitutes "cure to work" times in an hour or less - particularly if exposed to the sun - we used to say: "parts in about an hour" - where epoxy generally requires a significantly longer curing time." Bill C.

Ed: I don't know what "pre-pregs" is or are (perhaps a form of typo?). Maybe "pre-preps" was intended. But if polyester is the stuff I remember, allergies probably don't occur because the stuff stinks so bad people go to greater lengths not to breathe any of the fumes. Since it's gotten colder for working epoxy outside, I've re-discovered hot melt glue for a lot of small jobs that

would otherwise called for epoxy. While it takes about three minutes to heat the glue gun, the “cure to work” time as Bill calls it is faster than waiting for five minute epoxy to set.

HEY, WE'RE ON A ROLL with actual stuff submitted by people other than your editor. It makes me feel like a real Editor and not just a newsletter writer. Here's a submission by Dick Fischer:

“I read in the paper recently about two different studies, one by Harvard University and the other by the American Medical Association.

The Harvard study found the average American walks about 900 miles a year. The AMA study found Americans, on average, drink 22 gallons of alcohol a year.

If my arithmetic is correct, Americans get an average of about 41 miles to the gallon. Kind of makes you proud to be an American.”



OK, BUT WHICH WAY DO I LAUNCH IT?

The **59th** Annual

Southwest Regionals Model Airplane Championships

will be held on 17, 18, 19 January, 2009 at Eloy, Arizona

UPDATE: 16 OCT 08

3 contests at the same field, same weekend:

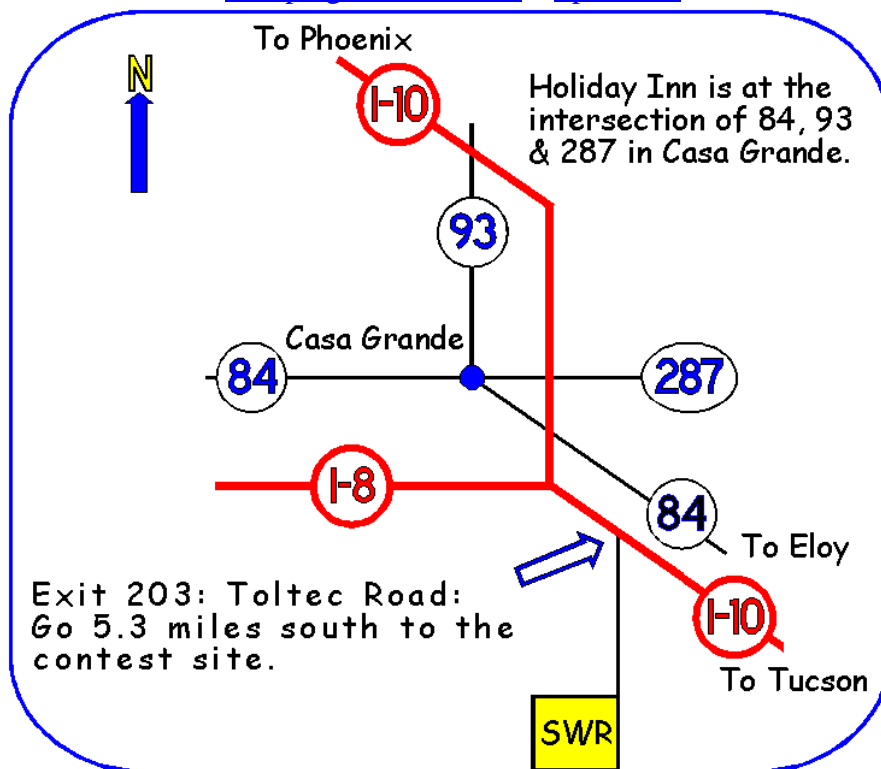
AMA/NFFS/SAM Free Flight - The Randy Archer Invitational FAI Free Flight - SAM RC Old Timers

There will be a Swap Meet at the field at the AMA officials area on Saturday afternoon at 3pm. You may set up at 2:30. There are no charges for sellers or buyers. Sellers will need to provide their own tables.

[AMA \[etc.\] Free Flight](#) [FAI Free Flight](#) [SAM RC Old Timers](#)

[Contest Site](#)

[Camping and Facilities](#) [Sponsors:](#)



Contest entrants must be 2009 AMA members (i.e. display license, cancelled check, or a CD's receipt). Licenses may be purchased at the field. There are no admission charges for spectators.

SAM RC Old Timers

Contest Director: Bob Angus
6640 N. Columbus
Tucson, AZ 85718
520-299-9034

Saturday Jan. 17 Events	Sunday Jan. 18 Events	Monday Jan. 19 Events
Pure Antique	Antique	Electric LMR
B Glow	Ohlsson Sideport	1/2A Tex. Scale
Electric Texaco	C Glow LER	Brown Jr. LER
C Ignition LER	Texaco	A Glow
1/2A Texaco	Unlimited Class LMR Electric*	A Ign LER
B Ignition LER	Speed 400 LMR Special Event**	Spirit of SAM
Wakefield Class LMR Electric*		

ED note: Not mentioned above is an event that's usually carried out low key on the RC side of the field. On Saturday evening RC contestants are often treated to a really great outdoor cookout provided by our hosts. A big bonfire is prepared and there's often musical entertainment, maybe a sing along, plus some very good semi-pro guitar playing, and maybe a yarn or two. The food and drink are outstanding. I hesitate to mention this because the initiating hosts got burnout years ago but it was picked up by others, who may someday suffer the same fate. So don't expect it but if it happens, it's worth the trip even if you only spectate and don't fly. They start gathering (below) in 2007. That was the cold year as you can see from the coats.



SAM 26 Membership Roster - As of June 4, 2008 62 members
(Doesn't include exchange newsletters)

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SAM 26 roster - P2

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SAM 26 roster P4

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For those missing a phone number, we either didn't have it, or weren't sure you wanted it listed. Please send additions or changes to the Editor. For Email privacy (spam etc), we don't publish Email addresses. But the Editor has "E" addresses for over half the members, should you need to contact someone via Email. The SAM 26 membership is widely scattered, so we have only one class of membership, that of full member. As a courtesy, we recognize members as "associates" when we know their home or primary membership is with another chapter. Dues are the same for all, and are intended to just about pay for newsletter production and mailing.

We exchange newsletters with selected other clubs and the AMA National Newsletter. We happily swipe interesting items from any place for re-print and we encourage other newsletters to re-use anything useful from ours. We ask only that source credit be given, and we try to reciprocate. And while the occurrence unfortunately is a rarity, we're happy to receive reader input of the same general style we usually print. Keep it concise as print space is always at a premium.

BOB SUNDBERG is hereby welcomed as our newest member, joining us from Santa Barbara. We're always glad to see a newcomer, but especially one living close to home base, so he can join us at the Drum Canyon Farm flying field. Bob is considered to be a rubber guru among other things, so we're hoping he can help us improve our scores in the Jimmy Allen events.

THE JIMMY ALLEN postal scores on the next page show that we'd like to see some improvement next time. But we did OK considering there were only four fliers meaning only one set of throw away scores. And three of the crew are still fairly new to modern rubber flying techniques. We made the pen & ink change to Dick Fischer's name to point out that the official release went out with the wrong first name. Hey, **Van Wilson** and **Lady Beth** have been building some rubber ships up in Alaska lately. Maybe they could join us in next year's JA postal.

THE JAHRMAN 12 AIRFOIL, known for short as the JA 12, is little known among aerodynamisticians (is that really a word?). The explanation of it's origin came across the internet recently. It seems a model designer was asked about the source and origin of a particular airfoil he often used. He explained that the Jahrman 12 was simply the outline of the sole of a Jahrman brand shoe, size 12.



2008 Jimmie Allen Championship Contest

Gentlemen, here are the results of the 2008 Jimmie Allen Contest. Thank you for your participation. SAM 27 (12 pilots flew) has won the task of running the 2009 contest. We will do so and look forward to competing with you again next year. This is a very enjoyable event and we ask you to promote it to your fellow clubs. Regards, Jerry Rocha, CD.

SAM 27, Napa, CA

Place	Contest Director	Contestant	Design Flown	3 Flight Total
1	Jerry Rocha 3583 Ruston Lane Napa, CA 94558	John Pratt Jerry Rocha David Krinard	Skokie B-A Cabin B-A Cabin	360 360 345
Team Total				1065

Cactus Squadron (FAC), Mesa, AZ

Place	Contest Director	Contestant	Design Flown	3 Flight Total
2	Joe McGuire 6001 E. Southern Ave., #72 Mesa, AZ 85206	Joe McGuire Neal Hudson Jim Seamster	BA Cabin BA Parasol BA Cabin	360 360 301
Team Total				1021

Thermaleers, St. Louis, MO

Place	Contest Director	Contestant	Design Flown	3 Flight Total
3	Harold Schwan 105 Shady Valley Dr. Chesterfield, MO 63017	Hal Schwan Conrad Ruppert Earl Brockmeier	Sky Raider Sky Raider Skokie	300 273 202
Team Total				775

SAM 26, Santa Maria, CA

Place	Contest Director	Contestant	Design Flown	3 Flight Total
4	Hardy Robinson 456 Trimeria Ave. Santa Maria, CA 93458	Jim Elliott Hardy Robinson Robert Fischer <i>PICK</i>	? ? ?	263 234 215
Team Total				712

SAM 56, Goessel, KS

Place	Contest Director	Contestant	Design Flown	3 Flight Total
5	Jim Lehrman P.O. Box 161 Goessel, KS 67053	Jack Phelps Jeff Englert Ed Salguero	BA Cabin JA Special Thunderbolt	263 172 163
Team Total				598

Old Time Eagles, Airmont, NY

Place	Contest Director	Contestant	Design Flown	3 Flight Total
6	Dick Eimert 8 Overbrook Dr. Airmont, NY 10952	Bob McCloskey Domenic Algieri Ken Angle	BA Cabin BA Cabin BA Cabin	164.06 144.26 54.49
Team Total				362.91

NEEDLE VALVE EXTENSION: Many modern glow engines have a hole drilled down through the needle valve to allow an extension to be fitted. Usually there's also a setscrew to hold said extension. You can bend a small wire into an L shape for the extension, but another handy item for this assignment is a small allen wrench. I for one have a batch of small allens in my wheel collar drawer, since a wrench is enclosed with every set of wheel collars. These are light and strong and the setscrew can engage one of the flats nicely for a no-slip grip.

THE FUTABA FP7UA transmitter, or for short, the 7U is the one I've mentioned as having the much desired slide or analog trims, but is also a computer radio which has a module available to convert it to 2.4 GHz (Tower Hobbies item #FUTL8951). I finally sprung for a module for the one I inherited some time ago. Since I recommended this combination, I'll comment on the pluses and minuses I've found, especially the minuses.

First, the transmitter is heavier and bulkier than the light weight new Futaba 6EX version of the 2.4 GHz. The bulk comes from the plug in module, which places the built in antenna a little farther aft, increasing the transmitter's thickness a bit. The extra weight comes from what appears to be all round more solid quality compared to the 6EX. Some people traded off their 6EX radios because the light little plastic thing just doesn't feel like the quality they're used to handling. But there's been no particular complaint that those lightweights aren't doing the job.

If you have an early model (R606FS) receiver as first furnished with the 6EX radio sets, that receiver doesn't play with the 7U transmitter and its module. Futaba has since corrected that and now furnishes a model 617 receiver which is compatible with both transmitters.

The 7U has 4 model memories which is less than later computer radios. But that should be adequate, especially since you don't necessarily need a separate model number for every ship if you've set them up alike. The advertisements indicate you can just pop modules in and out and switch back and forth between 2.4 GHz and FM or PCM receivers. But it's not necessarily that simple. Futaba "sort of" recommends that you remove the 72 MHz antenna to prevent "possible" interference. (I hate "sort of" recommendations). To remove the antenna on the 7U, it's necessary to remove the case back, which isn't exactly a pop in and pop out operation.

The 7U is a full featured computer radio which means it has lots more bells and whistles than any one person will ever need or use. So the programming is not real simple and the manual is not well written. The manual is available for download from the Futaba web site.

I've prepared simple one page instructions for a couple other computer radios that I use. This is because I can't possibly memorize the procedures for more than one, let alone three different computer radios for use in the field. Webmaster Dave Harding put one of these instructions on the SAM website for the 6EX spread spectrum radios. The other is for a less common transmitter the Hitec Flash 5. I can furnish a copy of that if anyone needs it. If I can master the more complex instructions for the 7U, I'll probably write a simplified field programming version for that one. But I doubt I'll be able to keep it to just one page.

How someone who hates computers in all forms ended up with three computer radios is kind of hard to explain. But overall, I like the 7U with its' analog trims. It can be programmed to change the elevator trim at engine shutdown, which the 6EX cannot. A friend expressed reservations that a computer radio with analog trims wouldn't be capable of memorizing the trim settings when switching between different models. But according to the manual, the transmitter can be made to memorize the last trim settings, then allow the trim switches to be returned to neutral when you return to a particular model. The Jan-Feb issue of SAM speaks will also have a write up on the 7U transmitter, some of which we've covered here, some we've not.

THE FINAL WORD: In reaction to the current recession, I've noticed some price cutting that's working in our favor. I deal with Tower Hobbies for most needs. That's because our local hobby shop had very little stock that applied to actual model builders. And it wasn't much of a loss when they recently closed their doors. I let Tower send me Email ads, which only arrive a couple times a month, so that's not too pesky. They always have some discount deal going based on the size of your order. A recent ad was for a \$15 discount on an order of \$50 or more. Radio makers are offering cash or merchandise credit rebates for full radio sets. I'd dropped my subscription to Model Airplane news because I simply felt it wasn't a good buy at about thirty bucks a year. But Tower recently sent a discount rate for MAN at twenty bucks a year and I'll probably re-up.

Robert L. Angel
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