THE COASTAL FLYER

THE NEWSLETTER OF SAM 26, THE CENTRAL COAST CHAPTER OF THE SOCIETY OF ANTIQUE MODELERS. LATE JAN. 2009 - #232

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NEXT CHAPTER MEETING will be at Bob Angels' on February 18.

ELOY! The dates January 17-20 were so closely connected that it would have been possible to attend either the Southwest Regionals at Eloy, or the presidential inauguration, but not both. After much agonizing, I decided on the contest. Later, seeing the TV coverage, I felt I'd done the right thing as the inauguration would have been a real physical ordeal of hours of standing, trying to get food and water, going to the bathroom, etc. Years ago I passed up a very similar celebration at the Woodstock rock festival for the same reasons.

COMPUTER CRASH OF THE MONTH: Business has slowed in this department, as we've explored most of the more common ways to crash aided by a computer radio. Ground rules are strict, in that the method of crashing must not be possible with the "old" non-computer radios. At the field one morning about a month ago, we were rooting for global warming. It had gotten so cold in sunny California that I decided to fly wearing a thin pair of driving gloves.

It was before the 9AM hour we'd agreed upon to keep the neighbors happy about noise, so I was flying my silent little electric foamie. After flying for about five minutes the ship suddenly went into some uncontrollably wild gyrations. I was able to shut down the motor, and through more luck than skill was able to set it down undamaged. Even so, I feel it should be rated as a crash, because nine out of ten times there would have been plenty of damage.

The rudder was found to be locked over to a hard left position at about 45 degrees or more. I first assumed that the rudder servo had failed, or broken loose. That wasn't the case. I fly by grasping the sticks between thumb and forefinger rather than using what to me are twitchy disjointed movements of a thumb on top the sticks. My gloved hand had simply been contacting the rudder trim rocker which ran the rudder hard left. This feat could only be accomplished with a computer radio for two reasons: A) Only a computer TX responds to light pressure on a rocker switch. You can feel the protruding switch on "old" analog trims even through gloves and you'd have to actually slide it sideways which could also be felt. B) There are narrow range limits on the old analog trims but the digital trims just keep moving until they hit the limit of servo travel.

So in cold weather it's best to either tough it out without gloves, or just wait for global warming which is scheduled to arrive at any time.

WELCOME TO James Lollar, Cecil Cutbert and Bob Sundell all of whom joined SAM 26 recently. James was referred by Tandy Walker and is a very active SAM member from Ada Oklahoma. Two-vowel Ada is famous for frequently showing up in cross word puzzles. Cecil is a northern California guy, often seen at Schmidt Ranch as contestant or CD. Bob commutes to the Drum Canyon field from the Santa Barbara/Goleta area and was introduced by Jim Elliott.

REPORT FROM ELOY: The weather was great with mild temperatures and reasonable winds. I saw just one dust devil all weekend and it was over toward the free flight area. The turnout was light, with just about 18 registered RC competitors. But since the site lends itself so well for free flight, there were probably three or four times that number on the free flight side. The site competes with Taft for quality of the dust, and probably surpasses Taft in fineness of dust.

The Saturday night campfire and cookout featured the usual great steak, brisket and trimmings, as put together by Dick Griswold and wife Ann. Gerald and Sandra Martin made it from Herford Texas this year, along with Key Crawford, but neither Gerald nor Al Casey brought their guitars. Gerald's activities have been slowed by serious lung problems, probably from his crop dusting years, so he doesn't compete in RC. He did drop over and join the free flighters for a rubber powered event. And he still has some great stories to tell.

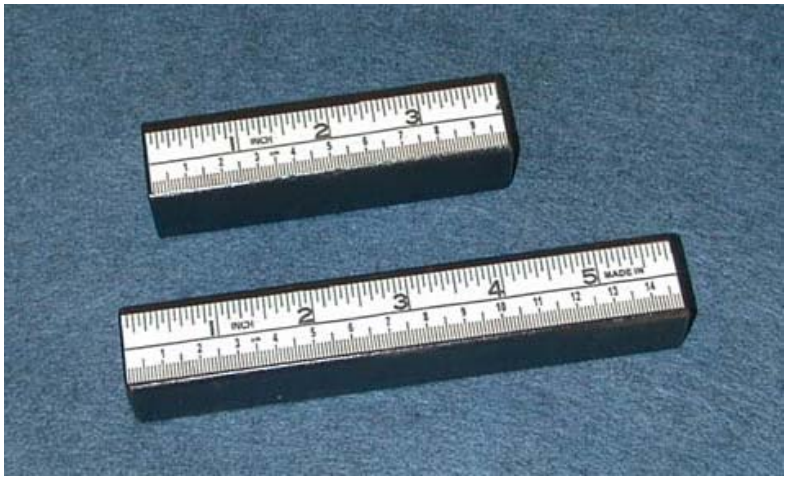
The small number of competitors doesn't tell the complete tale as many more folks show up just to socialize, spectate, and pick up building and flying ideas. Trophies were Bob Holmans' nice mugs made with the new sublimation technique which allows a picture to be on each mug plus custom lettering for each event and place.

For those who've never been to Eloy, here's a view of the wide open spaces as shot from Eut Tileston's camera plane. That's the free flight area to the left. The RC area is just to the right and below the picture with the vehicles lined up against the roadway shown by the dark stripe. The rugged looking little hill on the skyline at the right is Pichaco Peak

Holding Blocks

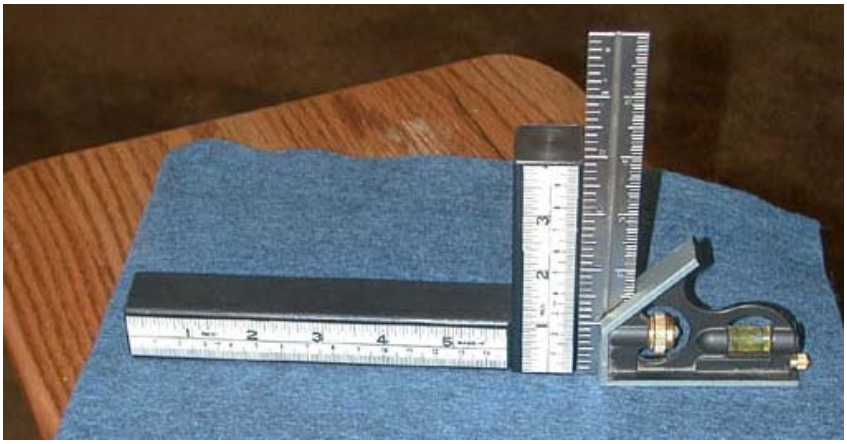
By Keith Smith, Pacific Sailplanes, CA, USA

Over the years I've be trying to use fewer modeling pins. It all started when I began working with composite structures. I still use pins, but not nearly as much as I did years ago. Pins don't work very well when it comes to working with composite materials. I then began trying other means such as tape and weights. Now I prefer to use weights as much as possible whenever I do any model building. I recently completed a set of 26 block weights that I call Combo Blocks. I now build nearly all my models with the aid of some form of hold-down blocks. You can hold or load a structure in an even, uniform manner. It is much like torqueing down uniformly an engine head to its engine block, allowing the head to seat properly. You can use the blocks as spacers, clamping jigs, holding fixtures, placing ribs, fuselage bulkheads, and elevating surfaces. The list of what can be done with blocks is endless. They really work great for holding down spars, aligning leading and trailing edges.



The steel bars can be purchased from your local industrial metal supplier. I'm located in Southern California, where my material cost me about $ 25.00 a bar. If necessary you can have your supplier cut your bars into 4 foot lengths which might make it a little easier for you to transport them, but you may be giving up a few blocks, if you cut the bars in this way. I suggest getting someone interested in doing it with you, and calculate carefully how many blocks, and the size of blocks you want. I elected 4 and 6 inch blocks, so my blocks would have a span greater than a typical wing rib bay. A power cut-off saw is ideal, a power chop saw will do the trick also, but the block ends may not come out as square as you would like. Be sure to check the bars for trueness.

I bought three sticks of straight cold rolled steel in 8 Ft .lengths that were a solid 1x1 steel bars. The blocks ended up weighing 1 and 1.5 Lbs. I did square the block ends. I also lightly sanded the sides using a belt sander, cleaned them, and applied a light coat of flat black paint to all four sides. They again were lightly sanded and cleaned, then I made and bonded my thin tape measures on two opposite sides. Now the blocks can measure, so they can be used as a straight edge when trimming small parts. On the two opposite sides of the measuring tapes I bonded #320 sand paper. Once the blocks were completed, I applied a final light coat of clear enamel to all the blocks. The sand paper keeps the blocks from sliding about, once they've been placed into position, and since the ends are square I now can use them as squares! I now have 26 new Combo Blocks. My new blocks will be used as a building aid, and they'll help me in the completion of a Playboy wing.



I think once you tried using similar building blocks, you will like them. They do work well on small models. I've built a 1/2A Stardust's wing and tail using the block hold down method instead of pinning the flying surfaces down to a flat building table. I will also use them in the building of Holman's kits Fokker DVIII.

The rulers were purposely placed slightly up for the blocks edges, mainly because of the radius that's on the steel blocks, and please note the ruler isn't to be used as accurately as a set of caliper, but the blocks have proven to work-out quite nicely for a quick cutting aid when cutting light material. Having the ruler up for the edge also helps prevent from nicking the ruler with a scalpel. Note that the rulers are nothing more than a bonded piece of Avery paper. I also use the blocks for laying-out my fiberglass cloth by placing the blocks on a brushed down piece of fiberglass, then using my rotary cutter, I can very quickly cut the glass material without getting any snags. That's one of the many uses I have found for the Combo Blocks. I use the Combo Blocks along with some of my small lead shot bags. In most cases I prefer to use the Combo Blocks over weighted bags, but there are times the weighted bags do work better. They also work nicely for holding down a set of rolled out plans, or even Monokote. There are times when only straight pins, and designed clamps work best in holding something down to an exact location.

Everyone will find certain specific applications for which the blocks will work best. The blocks were originally used strictly for weighs, but other applications, were found, something else than being used strictly as weights. As an example they can hold down balsa sheeting when you're planking a wing or a boat hull.

THE 27TH ANNUAL SAM 26 SPRING SEASON OPENER AT TAFT 2009

Sat. Mar. 28, 2009:
Texaco
1/2A Texaco
Combined Antique
LER class A ign.
LER class B glow
LER Class C ign
Electric Texaco
OT R/C Glider

Sun. Mar. 29, 2009:
LER class A glow
LER class B ign.
LER class C glow
1/2A Scale
Ohlsson Sideport
Brown Jr. LER
Electric LMR
Speed 400

SCHEDULE: Registration opens 8:00 A.M. each day. Pilots meet 8:30, with flying immediately after. Last flight airborne by 4 P.M. Sat., 3 P.M. Sunday. .

TROPHIES for first place for all events + other awards through third.
We also present perpetual trophies for the following events: The Don Barrick Memorial trophy goes to the winner in class C Ignition, one of Don's favorite events. The Ron Doig Memorial trophy is for 1/2A Texaco, one of Ron's favorite events. The "big" Texaco trophy donated by Charlie Applebaum/ Templeton Texaco. And the Sweepstakes trophy for points gathered in all events flown.
ENTRY FEES: $6/event, $36 maximum when paid upon initial entry.
Noon break Saturday to fly O.T. gliders. On Sunday, we'll decide by popular vote whether to do Brown Jr. as a mass launch "shootout", or 2 regular flights "per the book".
SWAP MEET: We'll incorporate the SW Regionals idea for a Saturday afternoon low key swap meet. Just bring a table and any excess goodies you'd like to trade or sell off. We'll also try to have at least one spare table available. This might be a reasonable thing to do at every meet.
SATURDAY NIGHT BANQUET, at the Ranch House Restaurant, (or whatever its' new name is) by the Caprice Motel, 200 Kern St. 7:00 P.M. Saturday's awards will be presented.

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SUPPLEMENTARY INFORMATION FOR SAM 26 SPRING ANNUAL

This is the only spring RC meet at Taft this year - so be there!

THE NEW SPEED 400 EVENT replaces the SOS Electric event again this year. The SOS event has been declining, while the S-400 is coming on strong. The exact rules seem to keep migrating for the S-400, so we may take a vote on an item or two at the field.

ELECTRIC LMR AND TEXACO FLIERS may use whatever battery pack is in vogue at the moment for SAM. We can't keep up with the changes, so if you're also unsure, please contact Steve Roselle for further information, as he follows it closely.

SPECIAL EVENTS will be flown as described in the SAM rule book. But for O.T. glider, we'll have three 10 minute maxes with no penalty for flying over 10 minutes (non-precision). This helps prevent damage during precision timed landings. A heavy duty and a light hi-start will be provided by contest management. Or a flier may use his own launch device, if it's made available to all.

FOR THE O&R SIDEPORT EVENT a 45 second engine run will be allowed for all engines.

FLYOFFS: When contestants are ready, a five minute launch window begins. You may make unlimited launches or attempts during the window, as long as you are in the air before the 5 minutes is up. The CD will make an arbitrary but reasonable decision as to how long to wait for a contestant who is not prepared to fly on time. That will probably consist of a 5 minute delay before the 5 minute launch window begins.

ENGINES AND EQUIPMENT: Please respect the rules for unmodified engines for the Brown Jr., Ohlsson, and 1/2A events. Your ball bearing O&R front end can be used in LER, but not in the O&R Special events. Be your own policeman, it promotes good will.

RADIOS: Anyone possessing frequency "quick change", (dial-a-crash) transmitters, please report to the C.D. for special counseling before flying, and before any frequency change. Per FCC rules, old wide band transmitters have not been legal since early 1998. Anyone flying on HAM frequencies is required to have a valid HAM license in their immediate possession. It’s FCC legal to make field changes of receiver crystals, but not transmitter crystals.

2.4 GHz RADIO users will be asked to use frequency pins and return them after each flight to maintain the habit for the safety of all.

TAFT MOTELS listed in general order of contestant preference:

Caprice Motel Phone 661-765-2161. AAA rates. 222 Kern St.

Holland Inn. 661-765-5267. 6th. & Warren. This is the renovated former Westside Inn

Topper Motel. 661-765-4145. 101 E. Kern St.

Taft Motel. 661-765-4174. 130 Kern St. Older Motel, renovated 1999.

Motel 8, in Maricopa, 6 miles south of Taft. 661-760-8291.

Buttonwillow, a few miles N.E. also has 4 acceptable Motels.

TROUBLESHOOTING 1B: We learned to find and replace a fouled spark plug in troubleshooting course1A. In 1B we'll now take up finding and fixing the cause of fouled plugs and erratic running. This is a follow on lesson, because just replacing the plug didn't cure the problem.

I was getting an erratic spark and sometimes no spark at all. I first made continuity tests; including a check that the10K Ohm resistor in the hi-tension lead was still a nominal 10K. It was. After looking for loose wires and solder joints and finding none I turned attention back to the hi-tension resistor. I've had these resistors fail before. And although I'd never experienced it, I'd also heard that they can break down internally, yet still show normal resistance under the light current the Ohm meter produces. This episode indicates that's true.

By using a jumper wire around the resistor, I found spark performance restored. Since I'd installed a 2.4GHz receiver I decided that I didn't need a 10K value resistor anyway. On another ship I'd tested various resistors and found that I could safely use just a 1K resistor in that particular installation with the spread spectrum radio. I didn't want to go through that test again, so I just made up a new lead with a 4.7K resistor, which should probably be sufficient. An engine running ground range check proved that to be the case.

The failed 10K resistor that was removed appeared to be a ½ Watt rating. The 4.7K replacement I chose was rated at 1 Watt. While those small resistors make neater looking packages they just don't have the physical or electrical stamina of the larger ones, and are therefore more likely to fail.

QUESTIION: Resistors come in1K and 10K values, but when I decided to halve the 10K value, the closest I could come was a 4.7K. That value was perfectly workable, but it somehow disturbs ones' sense of symmetry, geometry, and arithmetical continuity. Why not a 5.0K? Is a 4.7K some kind of oddball metric conversion? Is something subversive going on?

Here's what you're up against when Bob Hawkins shows up at a contest.

These photos are courtesy of Doug Klassen who lives conveniently in Casa Grande, practically up the street from Eloy. Doug does some pretty professional photographic work. Clockwise from bottom, Fred Foster from Sedona Az. Tweaks while his wife holds. Rick Holman gets ready while his daughters' boyfriend Phillip prepares to release. A lineup of Orwicks at the Saturday on field swap meet. An unknown ship in the air. Your Editor gets lots of help when the ignition system chose the Antique flyoff warmup session to fail. Characters left to right are Mrs's Tallent and Hawkins in the background, Key Crawford, Rick Holman holding, Bob Holman standing, unidentified, Bob Hawkins bending over in blue hat, Bob Angel in tan hat, Bob Meyering, Phillip, Contest Director Bob Angus. All that help didn't bring a dead ignition system back to life.

Southwest Regionals 2009

Event	Contestant	Time
A Ign LER	Bob Hawkins	420
B Ign LER	Bob Hawkins	960
	Don Bishop	951
C Ign LER	Bob Hawkins	14:16*
	Bob Angel	11:29*
	Don Bishop	7:45*
A Glow LER	Rick Holman	8:46*
	Bob Hawkins	7:35*
B Glow LER	Bob Hawkins	11:17*
	Bob Angel	11:14*
	Rick Holman	0*
	Don Bishop	0*
C Glow LER	Bob Hawkins	1080
	Rick Holman	1070
	Dave Lewis	862
Antique	Bob Hawkins	4:01*
	Bob Angel	0*
	Dave Lewis	
Pure Antique	Bob Hawkins	1200
Ohlsson Sideport	Key Crawford	5:12*
	Bob Hawkins	0*
	Dave Lewis	
Brown Jr. LER	Bob Hawkins	14:11
	Bob Angel	13:41
	Luther Peters	7:34
Texaco	Dave Lewis	17:10
1/2 A Texaco	Eut Tileston	1474
	Bob Angel	1179
	Fred Foster	1019
1/2 A Texaco Scale	Luther Peters	935
	Eut Tileston	606
Spirit of SAM	John Richards	26:33
	Phil Pearce	17:50
	Dave Harding	1:01
Wakefield Electric LMR	Phil Pearce	600
	Dave Harding	582

MURPHY MUST BE PSYCHIC!
"It ran fine at home" is a well known saying at contests. After dozens of successful flights at the home field, Murphy of Murphys law can tell the difference between contest flights and no sweat flights at home fields.

How else do we explain Don Bishops exhaust deflector coming off in an un-fixable fashion after dozens of flights at the home field?

And how does Murphy know the difference between an ordinary flight and a flyoff? Four out of 5 of the most active fliers had their engines give problems in the flyoffs.

Note the B glow event, where Holman and Bishop, after making their qualifying maxes, didn't make it off the ground in the flyoff.

Then in the C ignition flyoff, Bishop's engine quit early on the way up'

Then Angels' ignition system went dead in the warmup for the Antique flyoff

Then Hawkins engine wouldn't shut off and overran for no score in the Ohlsson event, leaving an easy win for Key Crawford.

Just like the Shadow, Murphy knows!

Southwest Regionals 2009

Event	Contestant	Time
	John Richards	578
Electric LMR	Dave Harding	1200
	John Richards	1161
	Phil Pearce	1146
Unlimited Electric	Phil Pearce	806
	Dave Harding	768
	John Richards	494
Electric Texaco	Phil Pearce	32:48
	Dave Harding	31:55
	John Richards	20:29
Speed 400 LMR	Dave Harding	1614
	Steve Roselle	1476
	Phil Pearce	1403
*** Denotes Flyoff**		

Steve Roselle sends this proposal for a new SAM event called 4 Stroke LER. He plans to mak test run at the SAM 31 event at Schmidt Ranch May 30 & 31.

a Fun Fly event for SAM flyers who normally don't fly at contests.
'Professional' contestants may be barred at the whim of the originator.

Any SAM legal gas model is allowed.

Standard L.E.R. rules apply—with following exceptions.

Only 4 stroke engines allowed Glow plug only - No Diesels or Sparkers - any number of cylinders!

Engine run times are based on total displacement - as follows:

0.00 to 0.30 in3 – 60 seconds

0.31 to 0.60 in3 – 50 seconds

0.61 to 1.20 in3 – 40 seconds

Maximum scored flight time is 7 minutes. Score is sum of best 2 of 4 flights

Fly either day - or both! Best set of scores prevails.

DUES! Treasurer Jim Bierbauer reports that several members haven't yet re-upped for 2009. Come on guys, you know who you are, let's get 'er done. Send $15 made out to SAM 26 to Treasurer Bierbauer whose address is on the front page masthead.

Thanks to Keith Smith for a submission that fits the agenda and is neatly packaged on a page with no blanks to be filled in. Something a newsletter longs for. Those blocks Keith made are similar to items called "123 blocks" or something like that; that was discussed on SAM Talk recently. They are commercially available at 2 for $10 from tool suppliers.

As is often the case, we're running late again, as I'm still catching up from Eloy.

Robert L. Angel
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