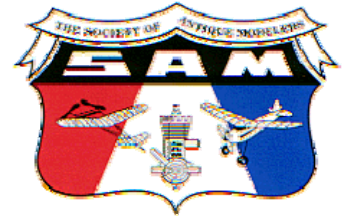


**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS. JANUARY 2010 #243**



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THE NEXT CHAPTER MEETING will be hosted by Jim Bierbauer on February 17, which is Ash Wednesday for those who observe that event.

THE AMA EXPOSITION at Ontario was reported to have progressively less interest for our little niche of the modeling hobby. Attendees say it has transmogrified into a toy fair for ready to fly ships and electric motors and related equipment. No balsa wood sales whatever and few if any kits. I believe they said there was a brief one day swap meet. There were some interesting 3D indoor flying demonstrations which probably lured some impulse buyers into jumping into the sport – least for a short while.

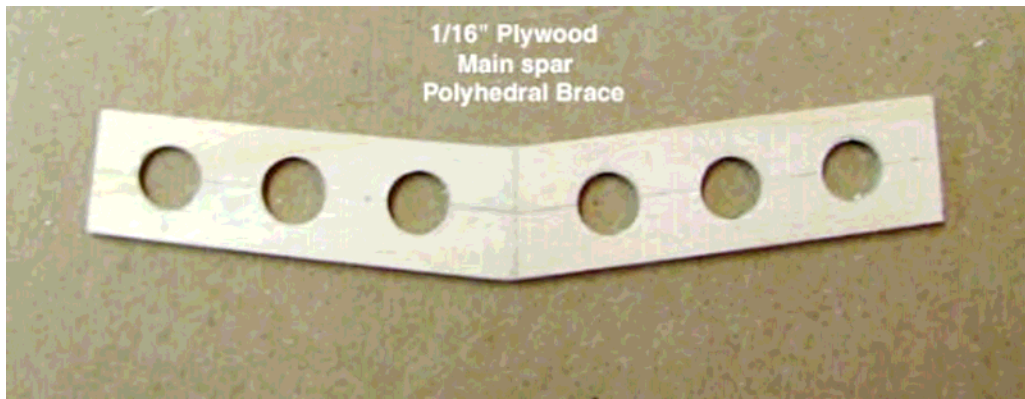
SAM'S FUTURE: There have been discussions lately on SAM Talk that SAM is dying out, but our secretary Tommy Gray says the membership statistics don't verify that. I guess some of the free flight purists see the changeover to RC as dying out. But as Tommy indicates, it just reflects the reality that overpopulation is wiping out the few remaining fields big enough for the wandering free flight ships. Here's Tommy's note:

FYI: If you will look at the long list of new members SAM has had to join in the last few weeks posted in the latest SAM Speaks, you will see names of folks who are 40 and under. These ages are starting to join in greater number as SAM is expanding its RC side. Just because FF is getting harder to find a field for, doesn't mean "Poor Old SAM is on the way out". RC guys are joining in greater numbers and with a younger demographic. I get so tired of this crap being posted, it is usually folks who are affiliated with other organizations who start it I see the numbers daily and if SAM is dying someone please tell me where it is happening, because the membership numbers sure don't reflect it.

Thanks!

Tommy Gray

FOUR YEAR RULES CYCLE: I'm receiving minimal response to the inquiry as to whether we wanted to let that sneaky little by-laws change from 5 to 4 years stand. I believe it would be easy to reverse this un-needed mistake before the next cycle, but I guess there's not enough enthusiasm to worry about it. Each time the voted in rule changes get interpreted and edited into the book, (apparently by just one person), errors and changes crop up that were never voted in. So far there have been 4 known small errors identified in the first printing of the 2010 issue.

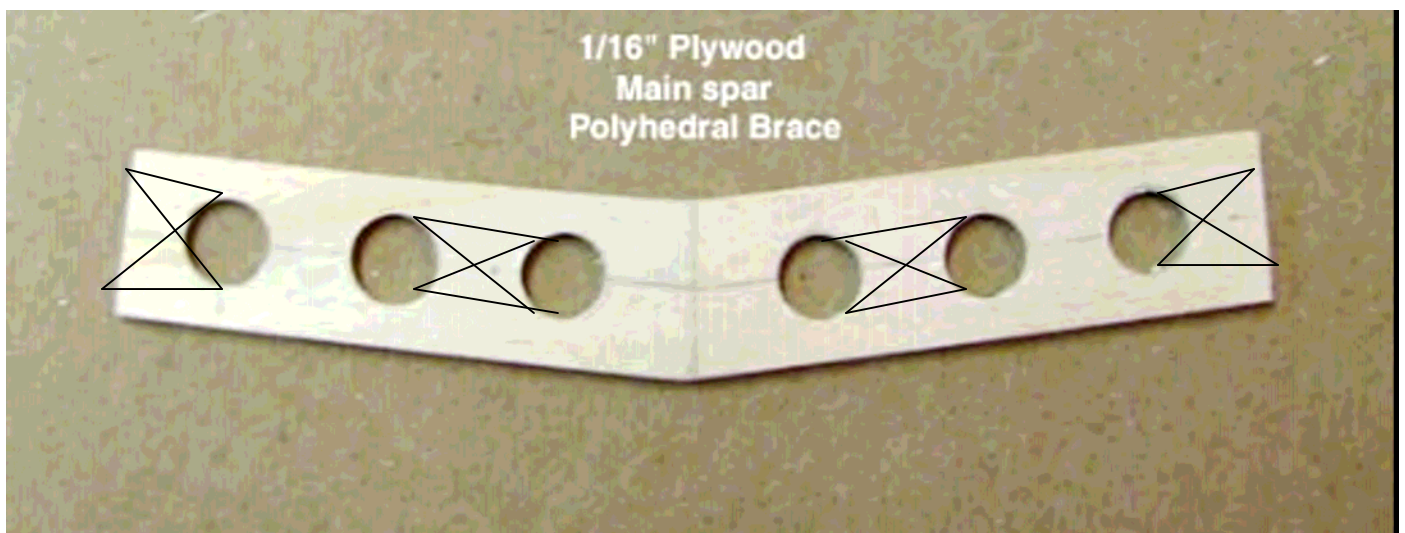


TANDY WALKER has been posting some interesting step by step building processes and excellent photos as he builds his ships. The plywood wing spar center brace above is one of many such photos accompanying each build. He's drilled the brace for lightness as per the generally accepted practices.

Tandy has to be the most meticulous builder I've come across with woodwork that rivals machine shop metalwork precision. He spends more time in building jigs and fixtures for exact alignment than most of us do for complete aircraft construction.

I've gotten some good construction hints from Tandy's postings, and once in a while an idea for improvement pops up when viewing the pictures. In this case it looks to me like a tad more weight reduction could be achieved with further cutouts as shown below. Pardon the rough sketch, but I did it with Microsoft "word", which seems quicker, but it obviously isn't a drawing program.

If the X'ed out areas were removed, I don't believe there would be any overall loss of strength. The main strength added by the brace is provided through doubling the top and bottom spars longitudinally. The amount of fold-up crush resistance needed between the two spars seems minimal. That's my shirt tail assessment. Do any of you structural engineer types care to comment?



TROUBLESHOOTING CLASS: Nothing gathers a crowd of experts faster than a balky engine. On the day in question, Jim Bierbauer's four stroke engine would start, but wouldn't hold a steady needle valve adjustment and would suddenly quit with kind of a sharp crack and a sort of backfire. It did this repeatedly. Among the crowd of experts, my own contribution was that the engine was probably running too lean, causing a backfire. And since richening the needle didn't stop it, there was probably some fuel delivery restriction between tank and carburetor.

Other of us experts shared various opinions, generally of the same nature, but with some also assuming a bum glow plug. All of us were wrong. The problem finally solved itself, but here's the run up to the solution: Due to the engines past tendency to backfire and throw the prop, usually losing parts, Jim had installed a friction jam nut over the regular prop nut. He was using a wood prop and had left it in place between flying sessions.

The "aha" moment came during the running session when the prop finally slipped enough to reveal that it just wasn't tight enough. Jim had tightened it securely when he'd installed it the previous week, but a wood prop will compress over time. The lock nut had stopped the engine from completely throwing the prop, but it also held it firmly enough so we couldn't recognize it was loose. It didn't slip during starting, but would finally slip while running. That was just enough to cause a misfire and stop the engine.

So the moral is: Always loosen a wood prop before storing between flying sessions. The plastic props are OK to leave tightened. What usually happens when the prop has compressed is that it obviously pops loose at the first attempt to start. Jim's problem could probably be repeated, but it would take some effort and luck to duplicate just the right amount of compression to give the results we saw. On its firing stroke a four stroke engine "hits" harder than an equivalent sized two stroke, so its prop needs to be just a little tighter.



Here's Jim Bierbauer's four stroke powered Dallaire.

The Dallaire design was fairly popular a few years back, but its numbers just seemed to decline as other designs such as the Lanzo Bomber began showing up.

But make no mistake – it's a quite competitive ship and particularly well suited to Texaco.

It may look a little "klunky" at first glance but that high aspect ratio wing serves it quite well.

MICAFILM DISSAPPEARING? It's been hard to find Micafilm for sometime now, but according to Ralph Cooke they may be discontinuing it altogether. If you use it and can get a supply, better hoard up a batch. Here's Ralph:

“Here's bad news for Micafilm users. It looks like Coverite has pulled the plug on Micafilm. I've noticed that both Tower and Omni have listed Micafilm as discontinued. I emailed Coverite but have received no reply. Anyone looking for Micafilm might check out Fibafilm, a Solarfilm product imported from the UK I believe. BP Hobbies has it in a number of colors, and it seems to be the same as the more modern version of Micafilm. Solorfilm puts out an adhesive they call "Balsa Loc" but it's water based and I am not very impressed by it. I find that Sig's "Stix-It" works just fine under Fibafilm.

I'd guess Coverite will discontinue Balsarite also, time will tell. I have gone to SIG's Stix-It, so as long as Sig still makes Stix-It I'm OK. I have a large supply of Balsarite for Fabric in pints and 8 oz containers, but am afraid to use it due to the brown color that shows up within a year of application. I've been able to use Balsarite under solid colors and then use solvent to take off any excess Balsarite from the outer surface of the covering. I assume the Balsarite turns brown under the covering, but it's not visible.” Ralph

Ed. note: I can verify Ralph's observation about Balsarite. It sure made an ugly mess of my Kloud King. You don't want to use it under anything that isn't opaque. RLA



Check out the clever spring landing gear on Tom Pratt's Miss America. That's just a tension coil spring running up inside the fuselage. As the main gear legs splay outward, the spring works against the action to limit wheel spread and bounce. As long as you have all those draggy wires, you might as well have them do something useful.

UNWRITTEN RULES: At a recent Taft contest, Rick Holman had a sudden control problem on one of his ships which was gyrating wildly and appeared headed for a crash. I happened to be standing nearby and he asked me to check and correct his transmitter trims while he fought to regain control. He said he was aware that my touching the controls would void the flight score, but that was the least of his problems. He did get the ship under control for a safe landing, and to fly another day. And, I don't recall, but under our "best two of four" flight rules, he may even have fared OK and gone on to do well in the event.

A bystander or helper touching any transmitter control has long been a disqualifier for a competition flight in most or all RC events. I first heard of it while flying AMA Sailplane events. But there's an odd thing about that particular rule. It isn't written in the SAM rules. And it isn't written in the AMA "General" section for RC flying because there is no "General" section for all RC flying, such as exists for free flight and control line. I've only seen the rule written into the RC pattern and scale flying sections. So it's just a "tradition".

The probable reason for that long standing omission is that AMA rules are even more burdensome to change (if you can imagine) than our SAM rules. There are other long standing omissions or shortcomings in the AMA rules that probably sit unchanged just due to that burdensome process. One such unrealistic rule is the requirement for CL precision aerobatics ships to turn "square" corners at a radius of 1.5 meters, or 4.9feet. Over forty years ago, I recall reading a research paper on the event, complaining that tests and measurements showed the 1.5m requirement was nowhere close to being achievable by a typical CL aerobatics ship.

Another unworkable and possibly dangerous AMA rule concerns the cancellation of events for weather. While it's only a strong suggestion, they "arbitrarily" list 40 MPH winds as being a reason to cancel. Most sane contestants do not fly in winds of 10 MPH or more, and in most cases things would become unsafe at an actual measured 20 MPH.

And along a similar line, I recall reading somewhere that FF models should be launched a minimum of something like 100' or maybe less from spectators, cars etc. That distance is just a single half loop or "figure 9" away from planting an errant FF ship into a non-combatant zone. I don't find any recommended launch distance in the FF general rules, but it should probably exist. That's enough grumbling for now.



Here's one of the first reasonably successful four stroke engines.

It's a "Leja" and it has more collector value than useful value, so you'll probably never see one on the flying field.

But it does look like a runner that just might power a Texaco ship on a small fuel allotment.

I've never seen one, so am not sure if that Gits cap covers a fuel tank or an oil reservoir.

PENETRATING OILS: Van Wilson forwarded this interesting item.

April 2007 "Machinist's Workshop" magazine comparison test.

They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil Average load

None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix....	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone.

Note the "home brew" was better than any commercial product in this one particular test.

Our local machinist group mixed up a batch and we all now use it with equally good results.

Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.



Apologies to the owner, but I've lost track of the source as this came from the internet.

ANOTHER SOUTHWEST REGIONALS is now history. I'd hoped to be able to include the RC results in this issue, but it may be a while in coming. Several members of SAM 26 showed up, with Don Bishop and me representing our Central Coast headquarters area. Dave Lewis was there, having pretty much recovered from his surgery late last year.

Mornings were chilly and breezy, so the flying didn't get underway Saturday and Sunday until about 10:00 A.M., as things warmed up and the winds calmed. Attendance was fair with twenty something RC fliers, and more spectators. But the number of entries in each event wasn't too high. Maybe our late start and the morning socializing cut into our flying time. I know I had three possible events to fly Saturday, but just got lazy and passed on flying the final one. Two events seems a good days work, especially when there are fly-offs.

We'd been warned to leave the field if it started to seriously rain, because the surface gets too slippery for driving. Probable rain was predicted for Monday morning, so most of us staying on the field got everything prepared to bail out if necessary. About 5 AM Monday morning it did start to sprinkle, so the Holmans, and ourselves were probably the first off the field, moving our rigs into town to finish sleeping and wait and see if things dried out later in the morning.

After more AM rain, it did dry enough to be a nice flying day, but spirits had been dampened to the point where there was mostly just an equipment packing operation going on. But Jack Hiner had driven over from Illinois, so he wasn't about quit early and flew an electric powered ship. There were also flights made from the FF side of the field. But part of the decision to leave early had to do with the bad rain and wind storms awaiting us Californians, with more to come. Marjorie and I did hit heavy rain but lucked out; missing some of the wind that could have blown our rig off the road.

A highlight was the Sunday evening campfire and cookout, hosted primarily by West Coast SAM VP Dick Griswold and his wife Ann. If you weren't there here's what you missed.



THE KERSWAP is the model of the year for the 2010 Fall SAM Champs in Muncie. I imagine not too many of our west coast members (me included) will be attending. But for those who do attend, as well as our eastern members, there is a very good treatise on building the Kerswap. It was featured in the SAM 27 Oct.-Dec. newsletter. It's a 4 pager, so it's outside our space budget. But SAM 27 is now a quarterly, so they have more pages per issue to work with.

It's obviously a simple build, but I could send the instructions for anyone who plans to build one and would like them. Incidentally, the article from which this was extracted and further updated was in the November 1985 issue of Model Builder.

The Kerswap can be built for any or all of the OT events, but it's a 1942 design and not eligible for the Antique events. There will apparently be an overall championship award for the ship based on points gathered in each event. So if you're going after that one, you'd need to build more than one. SAM 27 has ordered something like 20 or more Kerswap kits from Bob Holman. You don't suppose that many of them are going to the 'Champs?

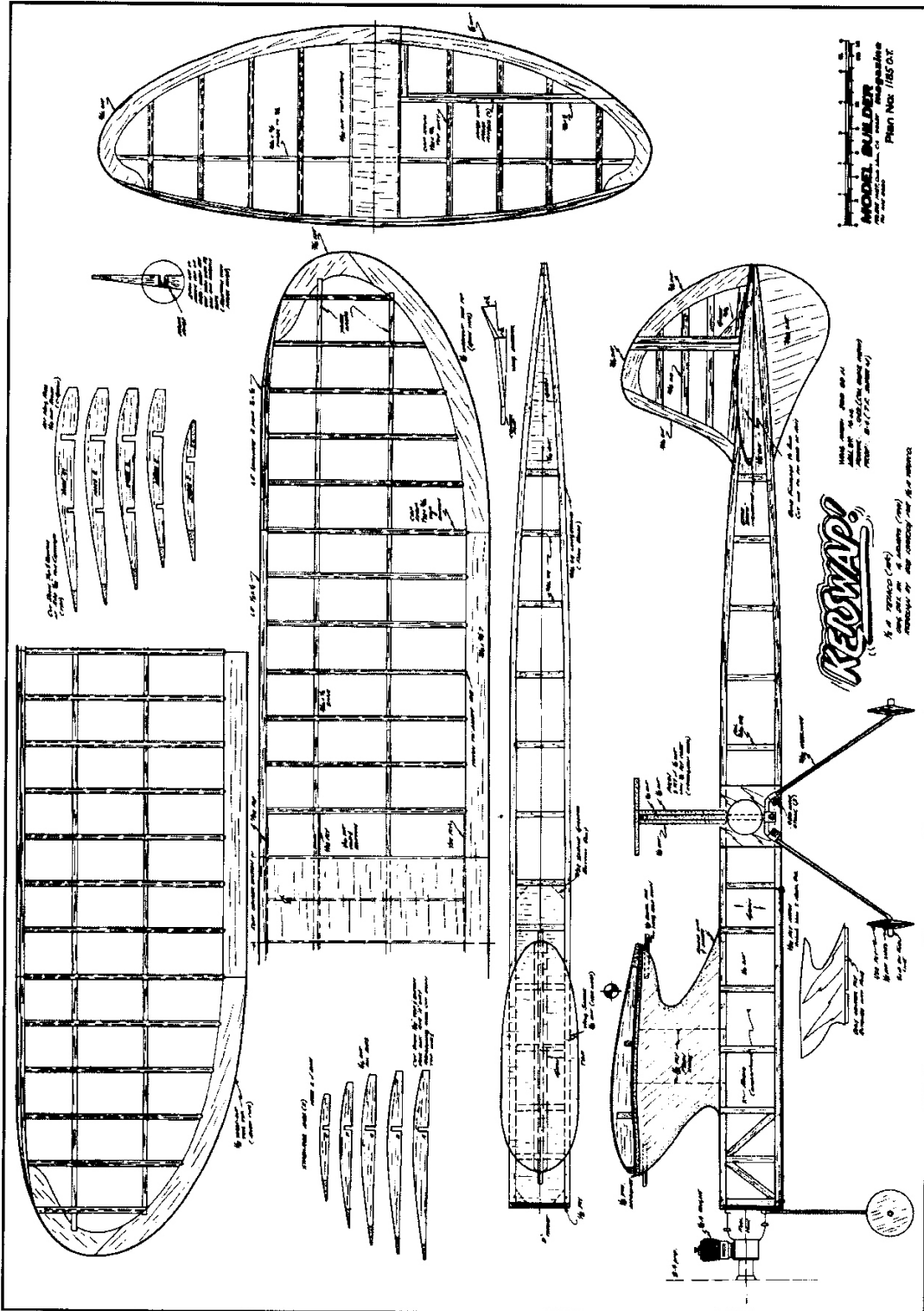


A drone diesel similar to this one just might show up at the SAM Champs powering a Kerswap by Jack Hiner.

Jack specializes in diesel and electric power.

The Drone was produced by Harold Debolt, who mixed his fuels on the spot, according to atmospheric conditions when flying. This was a necessity due to the engine having no adjustable compression.

Later on, both glow heads and adjustable compression heads became available.



DUES TIME! Treasurer Jin Bierbauer reports that dues for 2010 are trickling in at the usual slow rate. Guys, you know who you are, so let's get more businesslike and get this done for the new year. And if you don't know who you are, Jim can tell you. Come on let's ante up that measly \$15 with a check made to SAM 26 and mailed to Jim at his address listed on the front masthead.

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