THE NEWSLETTER OF SAM 26, THE CENTRAL COAST CHAPTER OF THE SOCIETY OF ANTIQUE MODELERS. FEBRUARY 2010 #244

DICK FISCHER-PRESIDENT
215 ARABIAN WAY
ARROYO GRANDE, CA 93420
805-489-4078

JIM BIERBAUER-SEC/TREASURER
519 W. TAYLOR ST. #381
SANTA MARIA, CA 93454
805-928-0918

BOB ANGEL-EDITOR
1001 PATTERSON RD.
SANTA MARIA, CA 93455
805-937-5145

THE NEXT CHAPTER MEETING will be hosted by Jim Bierbauer on Wed. February 17.

THE SPRING ANNUAL season opener is the next upcoming event at Taft on March 27/28. Mark your calendars and save the flyer inside.

ERRATA: We have two fine examples of brain fade on the editors' part this month. From the last issue, it was Leon Shulman, not Hal Debolt who produced the Drone diesel engine. I think I recall Debolt using the engine in one or more of his published control line designs. But then I could be wrong about that too. Fortunately, Larry Davidson watches over me and politely straightens me out when this happens. But now I'm worried that Larry and the two others who responded might be the only ones reading the newsletter.

Then there was the item two issues ago about the availability of a much less expensive 2.4 GHz setup for Futaba radios using frequency modules. That offering is from Dymond, not Hi-Tec, and is probably a Chinese import. You can buy about three extra receivers from Dymond for the price of one Futaba receiver from Tower Hobbies. BUT: I recently saw complaints on the internet that Dymond was not the best about customer relations when something goes wrong with an order. So I'll do my usual act of waiting to see someone else take the plunge first. And we'd appreciate a report in anyone has tried this equipment.

COMPUTER TX SHORTCUTS: Through one 2.4 KHz purchase, plus one horse trade and one gift, I ended up with three computerized transmitters. That's to convince others that I didn't acquire them all through deliberate free choice, since I still hate computers.

The instructions for these things aren't intended for real people to read and comprehend. Instead, they were written to impress you with the high technical skills required by the job of computer designer/programmer. And it was never intended that anyone who could decipher anything usable from these instructions, should be able to transfer anything usable between one transmitter to another.

So to try and outwit those foreigners who prepared the 120 plus collective pages of instructions, I boiled down the most likely parts needed by a SAM flyer into a single 2 sided sheet of paper for each transmitter. Earlier, I did this for the popular Futaba 6EX model and the Hitec Flash 5. The hairiest set of instructions was for the older Futaba 7U, which I finally got enough of a handle on to make a usable instruction. I carry these in my tool box to the field. On request, I'll print and share any of these simplified instructions for anyone struggling to "unconfused" any of those named transmitters.

THE 28TH ANNUAL SAM 26 SPRING SEASON OPENER AT TAFT 2010

Sat. Mar. 27, 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. 28, 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 meeting 8:30, with flying immediately after. Last flight airborne by 4 P.M. Sat., 3 P.M. Sunday.
THE 2010 RULE BOOK has been published and is in effect, so become familiar with it.
TROPHIES for first place for all events + Certificates 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.
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.

Contest Director:
Hardy Robinson
1456 W. Trimera Ave.
Santa Maria, CA 93458
805-739-0329

Assistant C.D.
Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455
805-937-5145

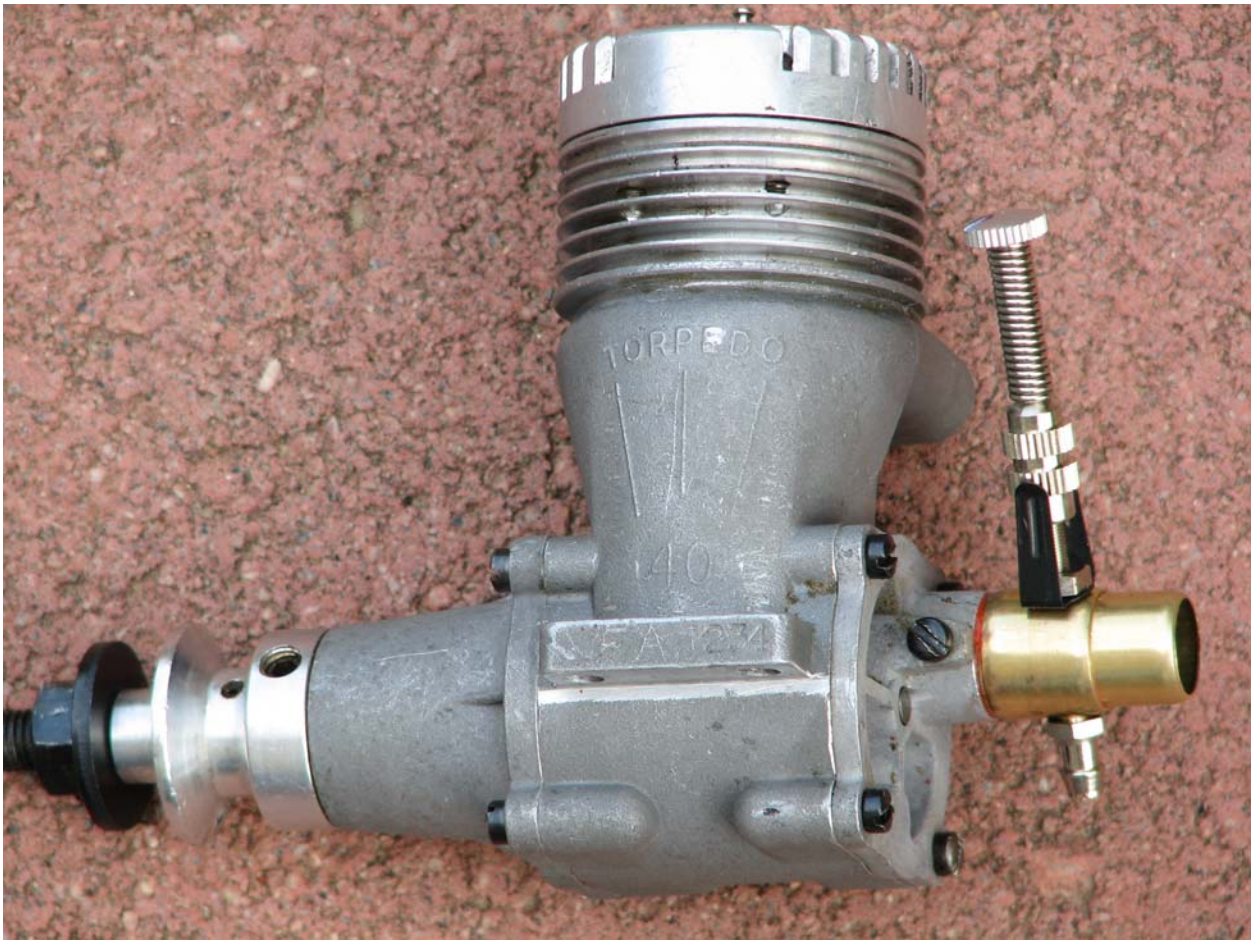
RC TO FF: Someone often picks up an RC engine that they'd like to convert to a control line/free flight type for better power and operating simplicity in a SAM ship. And quite often that someone asks where can they buy an intake tube or have one made by a machinist. Here's a simple do it yourself method that works:

Many RC carburetor intakes match the outer diameter of K&S brass tubing. So all that's necessary is to get a piece of K&S, cut it to a desirable length, drill it out for a spray bar, and fit it to the engine. While pipe sizes are normally quoted as ID measurements, remember that tubing is sized according to outside diameter when you're buying.

I recently picked up the well used Torpedo 40 RRV cross flow RC engine pictured. It's a little battered and abused cosmetically, but has good bearings and compression. I removed the RC carburetor and found the intake matched K&S 7/16" tubing. Just the thin wall tubing would have worked OK, but I chose to beef it up by sweating a shorter ring of ½" tubing over the outside.

K&S handily makes all their tubing so that each size fits snugly inside the next larger size. It probably wasn't necessary, but I used a tiny ring of silicone red gasket sealant which is visible right where the ½" tubing meets the engine's intake.

That's an OS 15/25 needle valve assembly. The smaller brass tube is the "working" one, the larger one doesn't enter the engines' intake. The result is larger ID intake tube with less restriction, which will produce a tad more power and a simpler single needle adjustment.



South West Regional's
2010 RC RESULTS

Event	Place	Name	Aircraft	Area	Engine	Time
B Ignition LER	1	Bob Hawkins	Bomber	490	McCoy .29	795
	2	Rick Holman	Bomber	620	McCoy .29	322
C Ignition LER	1	Rick Holman	Bomber	1232	McCoy .60	10:38*
	2	Bob Hawkins	Bomber	1260	McCoy .60	10:28*
	3	Bob Angel	Bomber	1206	McCoy .60	9:24*
B Glow LER	1	Bob Hawkins	Bomber	830	Nelson .29	10:01*
	2	Peder Smauelsen	Foote West'nr	5.25 sqft	K&B .29	8:34*
	3	Rick Holman	Stardust	465	Nova Rossi	7:58*
	4	Bob Angel	Stardust	660	Torp .29	7:02*
C Glow LER	1	Bob Hawkins	Bomber		Nelson .40	12:21*
	2	Rick Holman	Bomber		Dub-Jet .40	12:09*
	3	Dave Lewis	Bomber		ST .40	8:16*
Pure Antique	1	Bob Hawkins	Bomber	1260	McCoy .60	13:48*
	2	Rick Holman	Bomber	1232	McCoy .60	11:18*
	3	Phillip Stephens	Bomber	1207	McCoy .60	2:50*
Antique	1	Rick Holman	Bomber	1232	McCoy .60	17:54*
	2	Peder Samuelsen	Anderson Pylon			LOF*
	3	Phillip Stephens	Bomber		McCoy .60	
Ohlsson Sideport	1	Bob Hawkins	Bomber			12:44*
	2	Bob Angel	Clipper Mk-1			11:13*
	3	Rick Holman	RC-1			5:12*
	4	Dave Lewis	Bomber			
	5	CW Patterson	Bomber			
1/2 A Texaco	1	Bob Hawkins	Bomber			24:13
	2	Phillip Stephens	Bomber	299		20:53
	3	Eut Tileston	J2 Cub	241		15:06
Texaco	1	Dave Lewis	Bomber	1350		10:58
	2	Peder Samuelsen	Bomber	8.75 sqft	OS .61	LOF

Electric Texaco	1	Jack Hiner	Airborn		68:40
	2	Dave Harding	Stardust Spl		43:49
	3	Phil Pearce	Bomber		42:32
	4	John Richards	Playboy		36:27
	5	Luther Peters	Stardust		35:42
	6	Peder Samuelsen	Foote West'nr		16:06
	7	Dale Tower			10:12
Electric Wakefield	1	Dave Harding	Jack North		
	2	John Richards	Gull		
	3	Robin Bithell	1939 Korda		
Speed 400	1	Dave Harding	Stardust Spcl		30:00
	2	Jack Hiner	Airborn	315	29:58
	3	Luther Peters	Stardust		23:08
	4	Phil Pearce	Dallaire Sport	300	22:55
	5	Phillip Stephens	Bomber	299	18:09
	6	Mike Myers	Coronet	300	17:15
	7	Eut Tileston	Playboy		8:08
Unlimited LMR	1	Dave Harding	Jack North		13:37

HERE ARE THE RESULTS we didn't have on hand for the last issue**.** So we faked it and gave a quick description of the weather and a few other non essentials. But here's the lowdown on who flew what and with what success. There was better attendance than what the above represents. The morning winds kept flying to a late start each day Saturday and Sunday, while the rain shower Monday pretty much wiped out interest on Monday. The word was that you can get stuck on the field for the duration when it rains.

My own results didn't bring about much in the way of bragging rights. But had there not been divine interference, I was all prepared to win the Brown Jr. LER event on Monday. And I would have too, because you'll notice no one flew the Monday event.

Here's why there were fewer flights made than you'd expect from the number of people in the turnout.

It was easier to stand around with hands in pockets than to get down and dirty.

The kibitzers watch the Holman crew prep Ricks Bomber.

TECHNICAL TYPE STUFF GATHERED FROM HERE AND THERE:

This came from **Gerald Martin** who's back East in Texas. I want to Brag on this oil which my Son Lance found for me at an Amarillo gun shop. It's **Hoppe's Bench Rest 9**. I have pretty well gone through my engine collection and it's been some time from first to last. Some of the little engines that were stuck fast not only freed up in a couple of weeks, they are staying free. Having been run on glow fuel (castor) or just stuck from being NIB, they all have responded well to the oil, the best I've tried. GM

DEANS ULTRA electric connectors: These are good solid connectors, but they aren't too easy to connect and disconnect, especially in tight places. The hint is to put a very thin coating of Vaseline on the conductors for ease of use. A toothpick works fine for application, but wipe away any excess afterward to keep from accumulating grit. I've used silicon dielectric grease with comparable results. But Vaseline might be slicker, cheaper and probably already on hand.

. Neither Vaseline nor silicon grease showed any conductivity on my Ohm meter. After wondering how an apparent non-conductor aids conduction, I read up as best I could on dielectrics. Dielectric suppresses static sparking on mating conductors, but apparently allows plenty of metal to metal contact as applied in a thin layer. It also suppresses corrosion as it's been doing for ages on auto battery terminals.

TO DETERMINE which is the rough side of **POYSPAN** covering material: Many polyspan users keep a small piece of Velcro (the hook side) on hand. Rub the Velcro over the polyspan. The Velcro slides smoothly over the smooth side, but is tacky on the rough side.

CERROBEND from Van Wilson**:** Guys, I just stumbled on this info, which I'd never heard of before. What brought it up was a stuck glow head in a Cox engine. One that had no tool flats to hold the head with the Cox wrench.

It melts below the boiling point of water, 153 degrees F. You melt it, insert the part, let it cool, unscrew the part, put the part and Cerro bend back into hot water to melt it again and remove it. It comes off cleanly. I've used this on many a stuck part, and use it to fixture difficult to hold parts for machining on occasion. Cerro bend can be found at most machine tool on-line sellers, and you'll find it on eBay. The folks at MicroMark sell it, too, but at a premium. Van **ED NOTE**: I bought the same or similar material years ago from Brownells gunsmith suppliers. I think it may have had a different name, so was possibly a slight variation in alloy.

THIS BIT OF HUMOR came from Gerald Maritin's old guitar pickin', simgin', drinkin', and John Wayne impressionist buddy Al Casey. If you're thinking of **GOING DIESEL**, you might want to reconsider.

"I swear an oath that the following is a true story: I tried a diesel just one time as a 14-year old kid. It was an OK Cub .049 and, when I could twiddle everything jes' right, it ran well on the bench and felt much more powerful than the equivalent glo-motor. Soooo, I built a cute little profile 1/2A U-Control biplane for it from full size plans in Model Airplane News and mounted the diesel. It was summer (and you know what that means here.., HOT) but I ventured out into the backyard anyway and proceeded to try to test-run the engine in the new plane. I filled the little 1/2 oz or so tank with McCoy diesel fuel, loosened the compression screw up a tad, turned the needle out a bit and started cranking: Flip---flip---flip---flip.... Nothing, nary a pop. So I tried screwing in the compression screw as I cranked until, you guessed it, it compression locked and my index finger slid the length of the 6/4 TopFlite nylon prop's sharp TE, slicing the finger open like a gutted fish. Owwwwwwch!!!!!!!

I went in the house, doctored my finger and applied a band aid, then went back outside to try some more with the second finger, you know - the one you salute stupid drivers with. Avoiding the compression screw, I fiddled and fiddled with the needle valve but only once or twice got even the slightest pop for my troubles. Out of desperation, I tried again to sneak up on just the right compression setting while flipping

the prop madly. Once again, the ornery damned diesel compression locked, slicing the bejesus outa my stupid motorist finger. Yeeeccchhhhh!!

Back in the house, more mercurochrome (remember that stuff?) another band aid and I was back outside trying again, by now frustrated beyond distraction. Again, I loosened the compression screw a bit and flipped my heart out but no joy. That consarned engine defied me to make it run. One more time I tried sneaking up on the ideal compression setting while awkwardly flipping away with the third (ring) finger. Now, as you can imagine, flipping with the ring finger is a real exercise in futility. I could just barely keep the first and second fingers out of the way while clumsily trying to flip the engine over with enough authority to coax it to fire. Again, nothing! **Arrggghhh!!**

What's left of my patience hanging by the slenderest of threads, my hair soaking wet with sweat, the same sweat that was running profusely down my forehead and into my eyes, damned near stinging me into blindness, I once more tried fiddling with the compression screw while flipping as fast as I could with that totally non-dextrous third finger and you'll never guess what happened next. Ok, so you guessed it, the damned thing compression locked once more, damned near amputating my third finger.

Gaaccckkk!!! *&^*%$#! The air turned a gorgeous shade of blue as I leaped to my feet, cussin' like a lumberjack, hurling every unflattering epithet I could think of at the poor little engine that had so vexed me. I had totally lost it! Sweat streaming from every pore, greasy band aids on two fingers and blood spurting from the third one, teeth gritted into a hideous, sadistic grin, I stomped that poor little airplane, engine and all as deep into the grass as I possibly could, slammed my way back into the house, re-doctored and bandaged my three maimed fingers and tried to cool off, physically AND emotionally.

When sanity at last returned, I felt bad for totally trashing a nice little airplane that was guiltless in the whole sorid affair. Outside again I examined the remains and concluded that absolutely nothing was reusable. Even the little 1/2 oz. Perfect tank was squashed flatter'n piss on a plate! I felt horrible, even guilty as the little airplane's only sin was to have had that cussed diesel from Hell attached to its nose. The damn thing had come out really nice I thought, and that just made it worse.

Wracked with guilt, I went back in the house and started then and there cutting out pieces to build a duplicate of that cute 2-wingy-thingy, hampered by the near total loss of use of the digits on my right hand. But I persevered over the next wee or two and this one came out even better'n the first one. But THIS TIME I installed a known quantity, a friendly and reliable little OK Cub .049B GLO engine on the little stunter and had a ball with it. What happened to the diesel I can't remember; it might still be buried in the backyard of the old house we lived in back then (1954). Some archeologist a thousand years from now will probably dig it up and pronounce it priceless treasure. I just hope he doesn't figger' out what it is and try to start it.., King Tut's curse has nothing on that piece of crap!!

In retrospect, I; m sure my major problem was the fuel; either it wasn't fresh or the hot outside temps rapidly evaporated the ether out of it. Next was my lack of experience with diesels. I had met the enemy and he was ME! Why I didn't find and use a stick to flip the damn thing still puzzles me, especially after deli-slicing the first finger. Only guessing but I'm thinking the reason was that I didn't wanna' break that expensive (maybe 15 whole cents) nylon prop by having it kick back into the stick. MUCH better that I incapacitate 60% of the fingers on my right hand and sacrifice the use of that hand for a week or more cuz' that'll heal. Oh yeah, that was heads up thinking alright!!!

Anyway, ever since that experience, I've had a thorough dislike, bordering on total hatred, for the entire diesel genre and would never, EVER even consider trying another diesel model engine. I'm quite satisfied, content and, dare I say it, even knowledgeable, of the glow engines made possible by Mr. Arden's wonderful invention, thang-queue verry much.

Regarding the John Wayne commerative knife, It's a helluva thing to ask after relating the above story, but where did you see the ads on this item? I might like to get one if not too expensive. I've learned not to run with scissors now and think I can trust myself with sharp objects (though sometimes I wonder).

Adios, pard'..., Al

WE TEST LARRY'S IGNITION SYSTEM: by Bob Angel

The latest ignition offering from Larry Davidson is designated as SSIGNCO, which despite using up much of the alphabet, that acronym is still shorter than saying "Solid State IGNition system with Cut Off". He's delivered several already and I have one on hand. I haven't decided where to install it yet. That's because I hesitate to disturb a working system in a plane, so I'll either wait until something I'm using breaks down, or until I get a new ship built. Those who know me would give best odds of the first choice happening first.

But I've done a thorough bench test from which I can predict results as well or better than by a flight test. The only thing this wouldn't predict is the possibility of RF interference in a particular aircraft installation. Still, RFI can crop up in any aircraft installation that contains a lurking gremlin, and would have to be corrected on an individual basis.

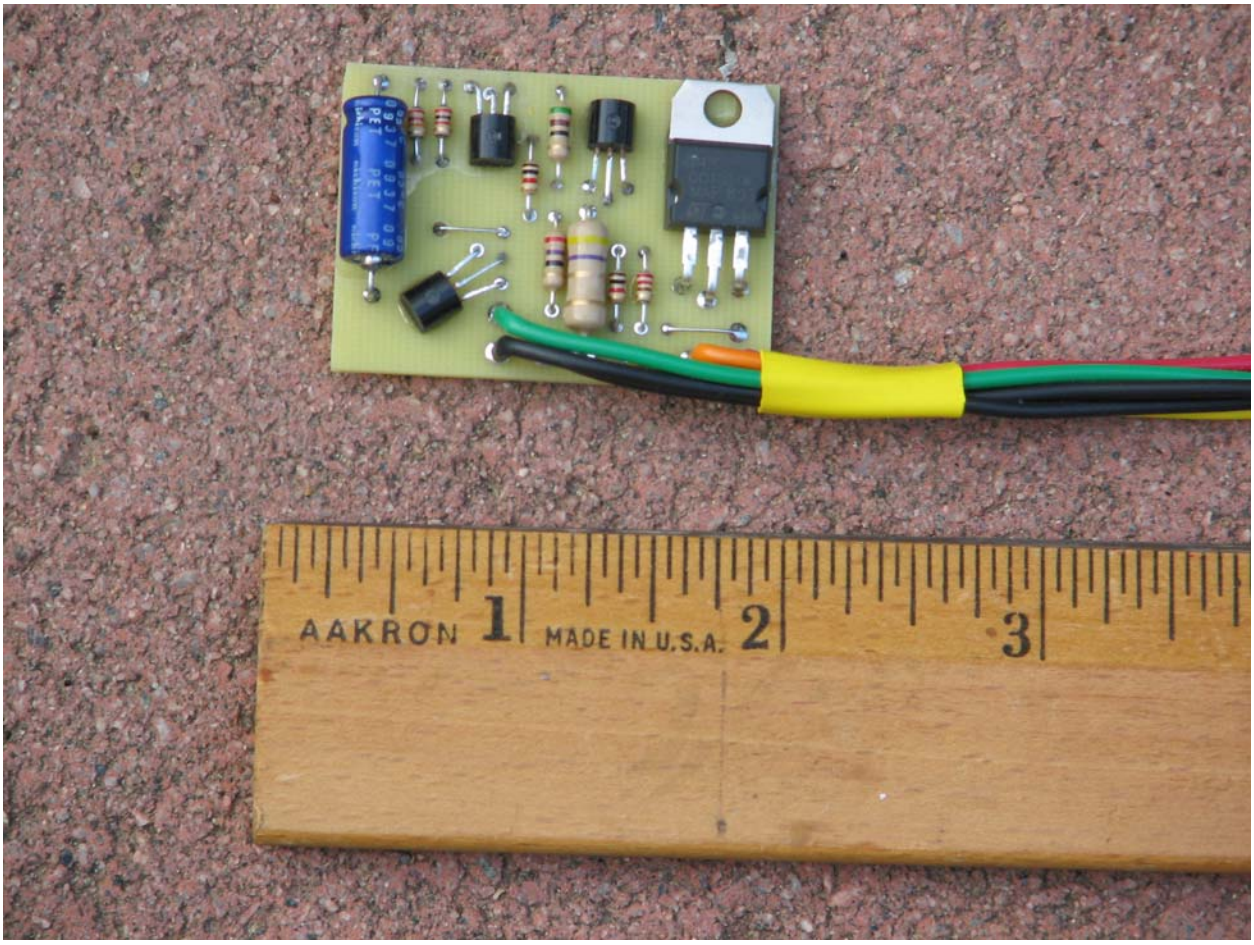
The unit is a combination transistorized spark trigger with an automatic shutdown feature. It turns itself off after a couple of seconds if the engine is stopped with the breaker points in the closed position. Stopping in that position can result in coil damage from overheating if the circuit isn't switched off fairly soon. It can also exhaust a battery which can damage certain batteries. A switch must be wired in to one of the battery leads. For FF this would usually be a timer switch and for CL, just a toggle or slide switch. But for RC, it means a servo and micro switch or possibly a separate electronic switch activated from the receiver.

As you can see in the picture, the unit is compact and neatly laid out on a thin circuit board that's actually lighter than the installed attachment wires. But we'll probably be shortening those wires anyway for the final installation. Hookup is very simple since the 6 wires are all color coded to the hookup instruction drawing. There's duplication in that there are two black wires. But the black and green wires going to the battery are slightly longer than the other four. And there'd be no problem anyway if the two black ground wires were switched, because they're a common connection on the circuit board.

I hooked the unit up to a coil, a 3.6V battery and my mechanical point simulator, which duplicates points operating at about 10,000 rpm. No radio was used yet. The unit provided a steady spark and switched on and off crisply. I then wanted to check for the two second delay and switch off when the points are closed. There's no LED on the circuit board to let you know if the unit is hot or not. And since the sparking stops with points closed, there's no visible clue that the unit has shut down. So to see if the shutoff was working, I hooked an ammeter in series with a battery wire. Sure enough, when I shorted across the points to ground, the current flow stopped after approximately two seconds.

So for RC, what happens when we introduce an electronic On/Off switch triggered by a radio? I hooked up one of Marv Stern's Ignition switch units to an old Futaba AM radio on channel 32, and wired that unit in parallel into an ignition battery lead as a switch. I plugged a servo into the RX also, so that if any interference showed up, the servo should jitter. By now there were so many loose wires on the work bench; it looked like a magnified ball of steel wool. The wires themselves could easily have caused interference. But everything worked perfectly with a steadily buzzing spark which could be switched on and off with the transmitter throttle stick. The servo stayed steady, and the spark was controllable even when I brought the two electronic circuit boards within an inch of each other.

I've found in the past that some transistors get quite hot when used in a spark trigger switch. That can lead to transistor burnout and was most noticeable with the simple single transistor units. This led me to always use a heat sink on the transistor when making up do-it-yourself units. Since Larry's unit doesn't have a heat sink, I checked for heating with a fingertip carefully applied to each component. Everything stayed pretty close to room temperature during use, so there should be no problem there.



This new unit should serve its' purpose well and save some coils. Larry's newer coils are inexpensive and lightweight, but by nature that makes them a little less robust, so this new addition is a good insurance policy. The units are best suited for free flight and control line use as is. But for a future RC project, maybe a MKII version could be developed that incorporates an electronic on/off radio switch to eliminate the need for a separate switch to control shut off by radio command.

The new unit is priced at $40 + $6.50 S&H for any size order.

The new lightweight coils are priced at $25

For a complete two page list of Larry's available products, contact him as below.

Larry Davidson
66 Casa Mia Circle
Moneta, VA 24121-5307 (540)-721-4563 or samchamp@jetbroadband.com

I WONDERED WHY the baseball seemed to be getting larger.
Then it hit me.

THE LAST WORD: Extracting dues each year is a little like extracting teeth. A few folks put off going to the dentist until the last minute. Most clubs seem to have the same problem. Some of the high bucks back and forth flying clubs begin assessing a $5 penalty per month for those who pay up late. The only penalty we impose is that you'll miss this exciting newsletter in next month's mail unless you're paid up for 2010. And your name will be removed from the prestigious roster of fewer than 100 people on planet earth to be listed as members of this exclusive group.

SO FOR THE FEW OF YOU STILL UNPAID FOR THE YEAR, WE NEED YOU AND HOPE YOU NEED US, SO PLEASE SEND A MEASLY 15 BUCKS PAYABLE TO SAM 26.

Please mail to Jim Bierbauer, Treasurer
519 W Taylor, #381
Santa Maria, CA 93420
An if you're unsure whether you're current, just ask Jim at 805-928-0918

Robert L. Angel
1001 Patterson Rd.
Santa Maria, Ca 93455