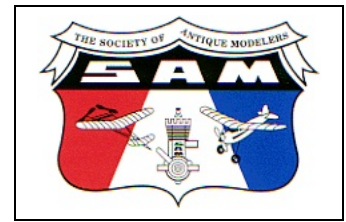


**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUÉ MODELERS. EARLY APRIL 2010 #245**



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THE NEXT CHAPTER MEETING is set for Bob Angel's on April 21. But the venue could change, so keep in touch and stay alert!

Hardy Robinson was a little worried about being able to get over to Taft to CD the spring contest because he'd been called down to the Santa Barbara hospital for a checkup and conference the day before the event. But they've given him a clean bill of health from his cancer surgery, and he showed up feeling good and says he enjoyed the weekend at Taft very much. We were all happy to see him arrive that Saturday morning.

COMPUTERS are taking over the world whether we like it or not. Around the first of March, AMA sent out its first internet issue of a new "AMA Today" newsletter. They plan to discontinue the contest calendar in its present form in the back of Model Aviation and replace it with an electronic version. So without a computer you're out of luck. They said the event calendar is on line "after thorough testing". So I looked it up on line and got an on-line apology because it wasn't working.

Gordon Buford, the talented "Aussie" designer/producer of several competitive model engines passed away on 11 March as a result of a fall. Those who knew him say he was a class act and a real character. His "Taipan" series of engines were probably the best known. And those who flew his engines were very enthusiastic about the quality. I won a fine example (serial #268) of one of his Glow Chief engines at the SAM Champs a couple years back, and considered it nice enough to put in my only display case rather than in a box.

NEW CONSTRUCTION AID: Precision laser cut 1/8" plywood **building triangles** are being offered by Bob Holman. They have a small snap-in interlocking cross piece for the base, which allows them to be free standing while you square up your fuselage sides. Or you can pin the base to your building board. They are simple little 5-1/2" tall gadgets and are priced accordingly at a package of 10 for \$5 plus \$2 mailing from Bob Holman plans.

RISING LATE: Some of us sleep later than others, and I figure the closer it is to high noon, the easier it is to get up. Consider this: The little old moon's gravity can pull an entire ocean to one side causing the tides. So think what the much larger mass of the sun can do when straight overhead to help lift your little old body out of bed. OK, I guess I should sober up before finishing the rest of the newsletter.

THE TAFT SPRING OPENER is now history for the 28th time. Weather was kind to us again as it usually is at Taft. Temperatures were in the 70's with just enough breeze to keep us from overheating, while establishing a takeoff and landing direction. The air was often buoyant but the thermals were milder than usual. Recent rains had the dust tamed down.

Nineteen fliers registered and flew, which isn't a large turnout but up a bit from last year. And SAM's amiable Western VP Dick Griswold showed up with wife Ann as special guests. Generous Dick even asked if he could spring for wine for the crowd at the banquet. (As if he'd have to ask). And another Dick and Ann (Dick Hatch) came up from San Diego to check out how a SAM contest was conducted. Dick H. flies some SAM type ships but has yet to compete.

Jay Higgs and Steve Hulse, part of the Bakersfield team, showed up with newly finished ships to do more than just spectate this time. They'd been preparing since last year. Steve had an immaculate Enya powered Bomber with some impressive custom machined hardware (wheels, intake, exhaust stack, motor mount) that he'd produced himself.. He had to be talked into flying it for the first time Friday before the contest. It did fine but needed some fine trimming, so he only flew it one more time in the contest. Jay accounted well for himself for a first timer by taking home a couple first place cups in electric events. **Steve's 1st flight is pictured below.**

There were the usual couple of crashes, supplemented by some miscellaneous mishaps and off field excursions, but no life threatening injuries. There were only two fly-offs, both on Saturday, which let everybody get a start for home fairly early. Someday, I think it would be nice to tighten down run times so that maxes' were a rarity and a cause to crack open a root beer in celebration. Those who like fly-offs could then have them at high noon as planned "shootout" events. Of course you may need to have directed a contest or two to appreciate this view.



The most active guy on the field once more was Rick Holman, who flew higher, longer and more often than the rest to take home the overall sweepstakes trophy. Rick also scooped up the Don Barrick Memorial trophy for C ignition. Ed Hamler won up the Templeton Texaco perpetual trophy, and Jake Chichilitti won the Ron Doig Memorial 1/2A Texaco trophy.

Our OT glider event allows “sorta” OT gliders as started some time ago out West by Ed Hamler at a Crash n’ Bash. That’s any all balsa rudder-elevator controlled ship. That practice has continued at most California contests. We usually fly at noon in rounds, so that everyone gets a chance at more or less similar air.



ABOVE: Phillip Stephens retrieves Bob Holman’s Nemith Tri Wing after its’ successful inaugural flight. It wasn’t a part of the official competition, but was flown for the first time as sort of a novelty. Bob built the structure, Phillip completed and covered it and Bob’s Son Rick was the test pilot. A Torpedo 29 on spark ignition powers it.

It exhibited enough “Dutch roll” going up under power to make the Dutch proud. Dutch roll is the term used for a sort of pendulum motion exhibited by a few OT designs. Wing tips are the most inefficient part of any wing. So with six wing tips, the ship will probably never be highly competitive in glide. But it could be a good candidate for a “Miss Seldom Seen” event. Only one other is known to have been built and flown so far and that was in Great Britain as a free flight.

RESULTS- 28TH SAM 26 SPRING ANNUAL-2010

SATURDAY MARCH 27 SHOWN FIRST

ANTIQUE	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1. Rick Holman	Bomber	1220	McCoy 60	10:00	10:00			16:02 Flyoff
2 Bob Angel	Bomber	1206	McCoy 60	10:00	10:00			14:48 Flyoff
3. Ed Hamler	Airborn	810	Spitfire	10:00	9:50	10:00		13.06 Flyoff
4. Dave Lewis	Anderson Pylon	1488	S.T. 65	10:00	LOF	5:31		15:31
5. Phillip Stephens	Bomber	1206	McCoy 60	2:50	6:22			9:12
6. Bob Meyering	Bomber	1206	McCoy 60	1:21				1:21
TEXACO								
1. Ed Hamler	Airborn	810	Spitfire	46:05				46:05
2. Jim Bierbauer	Bomber	1206	OS 48 FS	1:27	7:34	8:48		8;48
3. Dave Lewis	Bomber	1350	OS FS 60	4:45	7:49			7:49
4. Dale Tower	Bomber	?	OS 60 FS	LOF				LOF
5. Ralph Cooke	Airborn	490	Veco 19	Att.				Att.
6 Dick Fischer	Flamingo	1460	Brown Jr.	DNF				DNF
A IGNITION								
1. Jake Chichilitti	Playboy Jr.	354	?	7:00	5:46	6:09	4:20	13:09
2. Steve Remington	Playboy	481	O&R 19 S	2:08	1:33	1:24	2:49	4:57
3. Rick Holman	Airborn	430	McCoy 19	1:52	1:35			3:27
4. Ned Nevels	Playboy Jr.	356	Elfin Ds'1					DNF
B GLOW								
1. Rick Holman	Stardust Sp'1	465	NovaRossi	8:00	8:00			16:00
2. Don Bishop	Bomber	656	OS 29	8:00	8:00			DNFO
3. Dave Lewis	Bomber	680	S.T. 29	2:37	4:14	4:47		9:01
4. Ralph Cooke	Mercury	720	Fox 29	over-	run			0
5. Bob Angel	Stardust Sp'1	660	Torp 29	DNF				DNF
C IGNITION								
1. Rick Holman	Bomber	1220	McCoy 60	9:00	9:00			11:50 Flyoff
2. Dick Fischer	Bomber	1206	McCoy 60	9.00	9:00			10:22 Flyoff
3. Ed Hamler	Airborn	810	Spitfire	9:00	9:00			9:22 Flyoff
4. Bob Angel	Bomber	1206	McCoy 60	9:00	9:00			7:16 Flyoff
5. Don Bishop	Bomber	908	McCoy 60	9:00	8:43	0:17		17:43
6. Bob Meyering	Bomber	1206	McCoy 60	9:00	6:14	7:07	4:24	16:07
7. Phillip Stephens	Bomber	1220	McCoy 60	2:05	1:52	9:00	2:07	11:07
8. Steve Remington	Playboy	?	O&R 60 S	2:08	5:15			7:23
1/2A TEXACO								
1. Jake Chichilitti	Baby Playboy	?	Cox	15:00	5:46	11:27		26:27
2. Phillip Stephens	Anderson Pylon	?	Cox	12:45	5:12	7:17		20:02
3. Bob Meyering	?	?	Cox	7:15	5:30			12:45
4. Jim Elliott	Atomizer	?	Cox	3:29	5:12	3:21		8:41

SAM 26 SPRING ANNUAL-CONT'D

ELECTRIC TEX.	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1. Wes Funk	Cabin Playboy	600+	S 400	24:07	11:36			24:07
2. Jay Higgs	Strato Streak	546	S 400	LOF	6:03			6:03
ELECTRIC LMR								
1. Jay Higgs	Strato Streak	218	S 400	5:00	4:46	2:31		9:46
O/T GLIDER								
1. Bob Angel	Nameless Waif	120"	Hi-start	10:00	1:18	1:24		12:42
2. Bob Meyering	Riser		Hi-start	2:03	1:33	0:46		4:22
3. Jim Bierbauer	Floater		Hi-start	1:23	0:47	1:06		3:17
4. Phillip Stephens	Bert & Ron ?		Hi-start	0:20				0:20
	SUNDAY'S		EVENTS					
A GLOW								
1. Rick Holman	Stardust Spl.	465	Novarossi	7:00	7:00			14:00
2. Dave Lewis	Bomber	450	S.T. 19	7:00	5:53	7:00		14:00 DNF
B IGNITION								
1. Rick Holman	Bomber	490	McCoy 29	6:56	5:33			12:29
2. Ed Hamler	Playboy Cabin	510	Torp. 29	DNF				DNF
C GLOW								
1. Rick Holman	Playboy	900	Jett 40	9:00	9:00			18:00
2. Dave Lewis	Bomber	900	K&B 40 R	over	4:45	9:00	9:00	18:00 DNF
3. Ralph Cooke	Super Quaker	817	3:53	3:00	LOF			6:53
4. Steve Hulse	Bomber	790	Enya 35	6:38				6:38
BROWN JR.								
1. Phillip Stephens	Folly	680	Brown Jr.	5:46	13:06			13:06
2. Bob Angel	Kloud Queen	830	Brown D	3:06	6:21	10:11		10:11
3. Jake Chichilitti	Buccaneer St'd	?	Brown	5:34	5:59	6:14		6:14
4. Dick Fischer	Flamingo	1160	Brown D	3:43	2:59	2:35		3:43
O&R SIDEPORT								
1. Bob Angel	Comet Clipper I	678	O&R 60	7:00	5:55	7:00		14:00
2. Rick Holman	RC-1	1004	O&R 60	5:51	6:58			12:49
3. Dale Tower	Bomber	1186	O&R 60	4:39	6:01			10:40
SPEED 400								
1. Jay Higgs	Strato Streak	?	S 400	10:04	10:22	14:40		25:02
2. Phillip Stephens	Bomber	288	S 400	7:23	8:07	11:09		19:16
3. Bob Meyering	Bomber	288	S 400	9:22	5:52			15:14
4. Ned Nevels	Airborn	292	S 400	6:55	0	7:30		14:25
5. Mike Myers	Coronet	300	S400	8:50				8:50

PREVENTIVE MAINTAINANCE FOR SWITCHES: I don't like to take things apart when they're working OK. (If it ain't broke, don't fix it!) That especially applies to engines and to screws that might have been installed with thread locker where checking tightness could crack the bond loose. But it also leads to a kind of laziness that can cause problems. I've mentioned that wood props crush a little and should be loosened between flying sessions. That also happens more easily to those radio switch plates that are often just attached to balsa. I didn't learn my lesson the first time, so it 's happened to me twice.

This last time at Taft it wasn't too much of a problem. I landed and found just a square hole where the slide switch should be. The two tiny screws and the outer switch plate had rattled off and were gone. The switch was inside and by removing the wing could be turned off. But you can't find replacements for those tiny screws, so a whole new switch harness is necessary. For an excuse, I offer that most of my ships are equipped with round plug-in jack switches similar to transmitter charging jacks. Removing the plug turns the RX on, and those bezel nuts don't loosen as easily as conventional switches.

But the first time that happened to me was at a contest where I performed an unintended stunt show during the power climb. I received an overall score of 7.6 for aerobatics from the kibitzers. I did get the engine shut down and made a normal landing. What happened was that the switch plate had loosened but was still in place. With just enough slop in the fit, the switch was rattling back and forth, shutting itself off and on again momentarily. You'd think I'd have learned from that. I think that too. **So check those switch plate screws occasionally.**



Here's a different engine for those who'd like to compete with the McCoy 60's. It's a factory made Super Tigre 60 spark ignition model.

But you'll probably never see at the field because of its rarity. Super Tigre does things a little bit differently, including the spelling of the name.

That timer looks as if it might be interchangeable with one from a McCoy or Hornet if you were lucky enough to even find one with a missing timer.



Here's a simple little three question quiz: 1) Where was this picture taken? 2) Who is that flying? 3) What is he flying? Answers are on the back page.

TEXACO SUPER CYKE SECRETS: Dick Fischer says he's willing to share some of the secrets to his Super Cyclone Special Texaco engine. Texaco is a fuel management event. One trick many of the guys use in equipping their engine is to make a smaller venturi or even install a Cox TD 049 intake assembly. This slows the engine speed while increasing fuel draw, insuring a good fuel/air mix and slower fuel consumption. So years ago Dick lathe turned a small ID insert for his Cyke. The first one didn't seem to do the job he wanted, so he made one with an even smaller ID.

In fact he ended up making a series of smaller and smaller intake venturies none of which was doing what he expected. Suddenly the "aha" light bulb appeared over his head. His Cyke was one of the later models with the four sub piston induction holes in the case. The engine was taking in most of its air through those holes, not the venturi. So he plugged those holes with silicone sealant and finally got the desired result. He didn't expect the silicone to last very long, but it was replaceable. To his surprise, it lasted for years, until he recently cleaned the engine with Dawn Power dissolver when the silicone let go. But it's replaceable.

A final improvement was made when he installed an after market high compression head. The engine ran stronger and just as long or longer. But surprisingly it also ran cooler. We believe that may be because the after market head has fewer but thicker fins. It's just possible that the Cykes thin fins might impede air flow because of their close spacing. I've never heard of anyone trying to scientifically study cooling fins for optimum spacing or thickness. Have you?

E BAY SALES PROBLEMS: Futaba R617FS receivers have been selling like hot cakes. They are the “standard” and most popular of Futabas 2.4 GHz receivers. Other makes of 2.4 receivers are priced much lower; as little as under \$30. But so far Futaba has held prices so that about \$100 from Tower is the going rate. E bay auctions save a few bucks from that, so I tried that route. But never again; I’ll stick with Tower. Right now there are scads of outfits selling those RX’s on Ebay at prices going from about \$75 to well over the \$100 Tower charges. Apparently many are very sloppy business men, or outright scammers.

I was a slow learner and after getting burned twice, I still shifted to a third Ebay seller and got stung again. The first two simply didn’t get the merchandise to me. They claimed to have sent the items, but the tracking numbers they gave me proved they didn’t. The third sent a reject that wasn’t even in the factory box and had one antenna short. I didn’t lose any money, but I did lose a lot of temper, and wasted time dealing with these jerks. They claimed to be processing a credit to my Visa, but it wasn’t happening and I had to get Visa to issue the credit, which the scammers didn’t protest. That’s the one good thing about dealing through a credit card.

In all three cases the items were apparently drop shipped from a location other than the alleged sales location. They may be operating “at home” businesses with a hobby shop sounding name. I suspect these folks maintain fairly low complaint ratings on Ebay, because if you rate them poorly, they can in turn reply with their own version and give you a poor rating as a buyer.

ON BEING THRIFTY: Continuing on the subject of cost savings: Most SAM guys grew up in less prosperous times and are by nature conservative. Some call them “cheap”, but I’ll admit I’m one of them. I buy large economy re-fills for plane cleaning products like 409, CYA kicker, etc. Another item is mouthwash. You can get big economy sizes of drug store brands of that blue colored mouthwash and store it under the bathroom sink. I won’t bore you with the details of how this caught my attention, but have you ever noticed that the economy size refill for Windex is almost that same blue color.



What we have here is a “Riser Rider”. The photo is from the 2007 SAM Champs concours display. It looks to me like it could be a sleeper and a real contender in competition. It qualifies as Antique, so it could fly in several classes. It’s a Roy Marquardt design, obviously very clean. Original size was 78” span and 919 square inches per the SAM approved designs list... Sorry, but I don’t have the builders nor the photographers names as this came over the internet so me time ago.

Italics are PRELIMINARY Dates. Subject to Change!

2010 SAM WEST COAST Event Schedule *Revised 12 Dec, 2009 - Steve*

APR 10 12 Sat NCFFC Sierra Champs FF/RC Wegaell fld
APR 17 18
APR 24 25
MAY 1 2 NCFFC Nor Cal FF only Wageall fld.
MAY 8 9 Sunday 5/09 (Mother's Day)
MAY 15 16
MAY 22 23 *SAM 21 RANCH ROMP Schmidt Ranch*
MAY 29 30 Monday 5/31 Memorial Day weekend
JUNE 5 6 Sat NCFFC Western States Champs FF/RC Wageall fld.
JUNE 12 13
JUNE 19 20 Sunday 6/20 (Father's Day)
JUNE 26 27
JULY 3 4 SUN 7/4 Independence Day
JULY 10 11
JULY 17 18
JULY 24 25 *SAM 30 Annual - Schmidt Ranch*
JULY 31 Aug 1
AUG 1 3
AUG 8 9
AUG 15 16 *Saturday 8/15 SAM 74 Collecto, Middletown, CA*
AUG 22 23 *Harry Leacock 707-994-8862*
AUG 29 30
SEPT 4 5 Monday 9/6 Labor Day
SEPT 11 12 Sept 13th-17th SAM CHAMPS at Muncie, In.
SEPT 18 19 \ Sun 9/12 NCFFC SGMA Combo FF/RC Wageall fld
SEPT 25 26
OCT 2 3 1-3 SAM 27 CRASH & BASH Schmidt Ranch
OCT 9 10
OCT 16 17 *SAM 21 S400 & !/2A TEXACO contest. DWARFs*
OCT 23 24 SAM 26 JOHN POND COMMEMORATIVE Taft, Ca
OCT 30 31 Sat SGMA Sweeper FF/RC Wageall fld.
NOV 6 8
NOV 13 15 *SAM 21 Collecto Nordahl Hall, Saratoga, Ca*
NOV 20 22
NOV 27 29 Thursday 11/25 Thanksgiving Day
DEC 4 5
DEC 11 12
DEC 18 19
DEC 25 26 Thursday 12/25 Christmas Day

The above is an abbreviated version of Steve Roselles West coast contest schedule. I removed the events that have already transpired earlier in the year.

LIFE WAS SIMPLER IN 1933. American airlines tickets could be bought at the post office, or at Western Union. And I'll bet you spent less time researching because everybody paid the same price for a ticket.

FROM THE INTERNET: You only need two tools – WD 40 and duct tape. If it doesn't move and should, use WD 40. If it moves and shouldn't, use duct tape.

The above is good for a chuckle, but it's actually bum advice on both counts. Duct tape has very poor adhesive qualities over a very short term. Don't use it for packaging tape, as it'll fall off before the box gets there. And it's no good for heater ducts or outside in the sun. It doesn't last. And WD 40 loosens things initially but quickly turns to gum in locks, clocks, etc,

THE LAST WORD: First, if you see a Bomb Technician running, follow him.

A SAM Talk discussion arose as to the best way to remove the residue from labels and stickers. All sorts of products were offered up, but most were just various petroleum derivatives. Gasoline is about the best for this job. If you use gas 'n oil fuel you already have your product in the shop. I keep a small squirt bottle of Coleman and one of pure methanol on the workbench. Between the two they are solvents for cleaning up most things you'll encounter. When rubbing alcohol is recommended, pure methanol doesn't have water added and usually does the job better.

So use your heat gun to initially loosen and peel that stupid warning label from your new propeller, then follow with gasoline and a rag to remove the remaining goo.

Quiz Answers: 1) most of you will recognize the famous kitty litter plant at Taft. 2) The trademark red suspenders identify Don Bishop. 3) Here's where it gets fuzzy: If it's Don he has to be flying either a Bomber or playboy, with odds on the bomber.

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