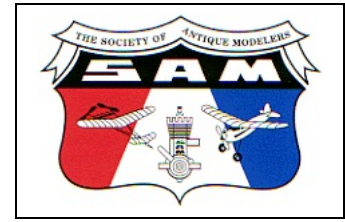


**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF ANTIQUE
MODELERS.**

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NEXT CHAPTER MEETING will be at Bob Angel's on June 15. A lunar eclipse will also occur on that night.

JOSE TELLEZ passed away in early May from complications of pneumonia; so we lose another of the good guys. Jose was the very model of a soft spoken courteous gentleman. We'd missed him at the last couple of Taft events, and hadn't had recent contact. But Bob Facto, who was a close friend and flying buddy and passed the word along.



Here's Jose launching his 1/2A at one of our John Pond Commemorative contests at Taft.

Jose and Bob Facto regularly flew at a military installation in southern California, before Bob moved to Oregon.

Jose did well in the aerospace business, and he was also a skilled full scale sailplane enthusiast, pilot, and instructor.

WE WELCOME KEN LOW back to the chapter. Ken hasn't done much flying since moving to Oregon, but decided he'd at least like to keep in touch with the local gang and our activities via the newsletter. Maybe that will light his fire to do some flying. He was recently down at Santa Barbara, settling his father Ross' estate and passed along some of his dad's modeling supplies.

THE SCHMIDT RANCH contest was on the schedule for Don Bishop and me from the local group. But Don had to have surgery for a skin cancer, and the anesthesia or the antibiotics caused him some complications. I chickened out because of the rotten weather we were having. I understand they had wind at the event, but apparently not as bad as the small gale we had for several days at home.

SAM Chapter122 of the Slovak republic is thriving!



Here's a really clean machine taken at the SAM 122 meet. That inverted fin/rudder seems a good idea for RC as it would help turn the ship by rolling it into the turn.

The conventional top mounted rudder tends to slightly roll the ship away from the turn. That rudder also does double duty as a tail skid, but needs to be made strong for slightly out of shape landings. Anyone recognize the design? It's probably European.



And here's most of the SAM 122 event turnout.

Europe itself may be older, but you'll notice these guys don't look a bit older or uglier than most of us.

Generally the quality of the finishes and trim schemes put some of ours (mine at least) to shame.

These photos were plucked from the SAM Talk web site, probably taken by Lubomir Hrnecar, and was forwarded by Mark Venter of New Zealand.



Loren Schmidt Memorial Contest
AMA Sanctioned Contest

July 23rd and 24th 2011

At

**Schmidt Ranch, 11948 Franklin Road
Elk Grove, Ca 95758**

**Come one come all to the only Sam 30 Contest of the year
RC events all flown by Sam rules and flight times**

Fly off's will be held - No shoot outs

**Pilots meeting will be at 8:30 each morning and flying will end
at 4 PM Saturday and 3 PM Sunday**

Entry fee is \$7.00 per event - \$42.00 maximum when paid upon initial entry

PRIZES, SWEEPSTAKES TROPHY - ALL EVENTS COUNT

***Big Raffle, lots of prizes, Tickets \$1 each, 6 for \$5
And 12 for \$10***

All contest events can be flown either day, Saturday or Sunday

A Glo/Ign Combined

B Glo/Ign Combined

C Glo/Ign Combined

Texaco Glo/Ign Combined

1/2 A Texaco

1/2 A Scale

Brown Jr LER

Ohlsson Sideport

Antique Combined

Fox A Coy

Speed 400 LMR

Electric LMR

Electric Texaco

Spirit of Sam Concourse

Contest Directors - Warren Pickering and Floyd Higgins

For information, Call Cec Outbirth, 916-645-8513

Pancake breakfast, Saturday and Sunday (you fix pancakes), Lunch \$5 each day

Camping okay, some electrical, Come early, bring your cord

It may be Hot so drink plenty of water

some white space left at the bottom of the SAM 30 flyer. We can't let that go to waste, so here's a tip from Bill Schmidt via Wichita's SAM 56 newsletter.

Attaching 1/2A engines is always a chore as they use 3-48 screw sizes in the attach holes. 3-48 is an off size in most hardware stores so you will find those screw holes drilled out. Save your engines! Use 3-48 screws – McMaster-Carr has them. Have 8 sizes (lengths (3/16 through 1 inch) a complete set of 18 –8 stainless steel socket cap screws can be had for a total of \$45. More than you will need in a lifetime. Find them at <http://www.mcmaster.com/#>. (Ed note: or microfasteners.com also has them)

RESULTS OF SAM 21 ANNUAL CONTEST AT SCHMIDT RANCH ON MAY 21/22, 2011

FLIER	MODEL	ENG/ AREA	FLITE 1	FLITE 2	FLITE 3	FLITE 4	TOTAL
ANTIQUÉ COMBINED							
Dave Lewis	Bomber	OS 60H/1380	5:28	max	9:05	--	19:05
Bob English	Buzzard Bomb.	K&B 29/850	6:04	4:46	3:40	--	10:50
Jerry Oldershaw	Quaker Flash	Torp 29/ ?	2:32	3:19	2:29	--	5:51
OHLSSON SIDEPORT							
Jake Chichilitti	RC-1	O&R 60/1010	max	4:42	max	--	14:00
Dave Lewis	Clipper Mk I	O&R 60/678	4:44	1:58	--	--	6:42
David Saso	Viking	O&R 23/ ?	1:42	2:23	2:17	--	4:40
½ A TEXACO/SCALE COMBINED							
Cecil Cuthbirth	Playboy	Cox/288	8:08	12:07	--		20:15
Jake Chichilitti	Baby Playboy	Cox/296	9:14	7:10	:10		16:24
Stan Lane	And. Pylon	Cox/ ?	3:09	3:14	5:01		8:15
ELECTRIC TEXACO							
Ed Hamler	Airborn	Neu /900	13:08	--			13:08
BROWN JR LER							
Gary Leopold	Polly	Brown/ ?	5:14	2:57	--		8:11
100 PLUS TEXACO (Special Event)							
Bob Von Konsky	KG	Enya 53 4-5	crash	--	--		
SPEED 400 LMR							
Steve Roselle	Dallaire	S-400/300	15:00	8:16	13:31		28:31
Ed Hamler	Kerswap	S-400/288	10:13	7:09	--		17:22
FOUR STROKE LER (Special Event)							
Dave Lewis	Bomber	OS 60 4S/1208	5:21	--	--	--	5:21
CLASS A LER --GLOW & IGNITION COMBINED							
Dave Lewis	Bomber	ST 19/431	6:10	5:37	max	--	13:10
Jake Chichilitti	Playboy Jr	Elfin 19/358	3:10	5:20	max	4:09	12:20
Stan Lane	And. Pylon	Elfin/450	4:12	2:43	max	--	11:12
Frank Womack	Interceptor	ST 19/ ?	2:52	3:25	--	--	6:17
Warren Pickering	Airborn	diesel 1.5	2:15	1:59	--	--	4:14

ELECTRIC LMR

Ed Hamler	Airborn	Neu/900	7:32	--	--	--	7:32
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CLASS B LER – GLOW & IGNITION COMBINED

Dave Lewis	Bomber	K&B 3.5/460	0	max	6:02	max	16:00
Bill Copeland	Bomber	OS 25 S/ ?	5:12	7:14	4:48	--	12:26
Ned Nevells	Korda Diamond	Forster 29/440	6:17	2:53	LOF	--	9:10
Jerry Oldershaw	Quaker Flash	Torp 29/ ?	3:17	4:18	2:32	--	7:35

CLASS C LER – GLOW & IGNITION COMBINED

Stan Lane	And.Pylon	McCoy 60/1200	3:09	7:25	max	max	18:00
Dave Lewis	Bomber	OS 60 H/1380	2:51	3:31	8:38	--	12:09
Jerry Oldershaw	Quaker Flash	Torp 32/ ?	2:43	3:05	3:07	--	6:12

TEXACO – GLOW & IGNITION COMBINED

Stan Lane	Record Breaker	O&R 60/ ?	7:26	10:50	--		10:50
Dave Lewis	Bomber	OS 60 4S/1208	7:13	5:16	5:21		7:13

OLD TIME GLIDER

Not flown

CONCOURS

Bob English	Buzzard Bombshell
Jake Chichilitti	Miss Tiny
Eut Tileston	Rearwin

SAM 21 would like to thank the people who worked to put on this event and a special thanks to the contestants who used up their gasoline to drive to the contest. And a special thanks to our host lady, Miriam Schmidt, for the use of her place which just gets better all the time.

Combining glow and ignition in the LER classes made it a little more competitive. This seemed to be true also in the Texaco and Antique classes.

Both days were windy but Saturday the wind calmed down a bit mid-morning, Several planes were damaged by the wind blowing them over. Most of the smaller planes were hand launched which worked out well in the wind. The worst crash was Bob Von Konsky who lost radio control of his very impressive KG.

16 contestants signed the AMA sign-up sheet. The overall champion was Dave Lewis



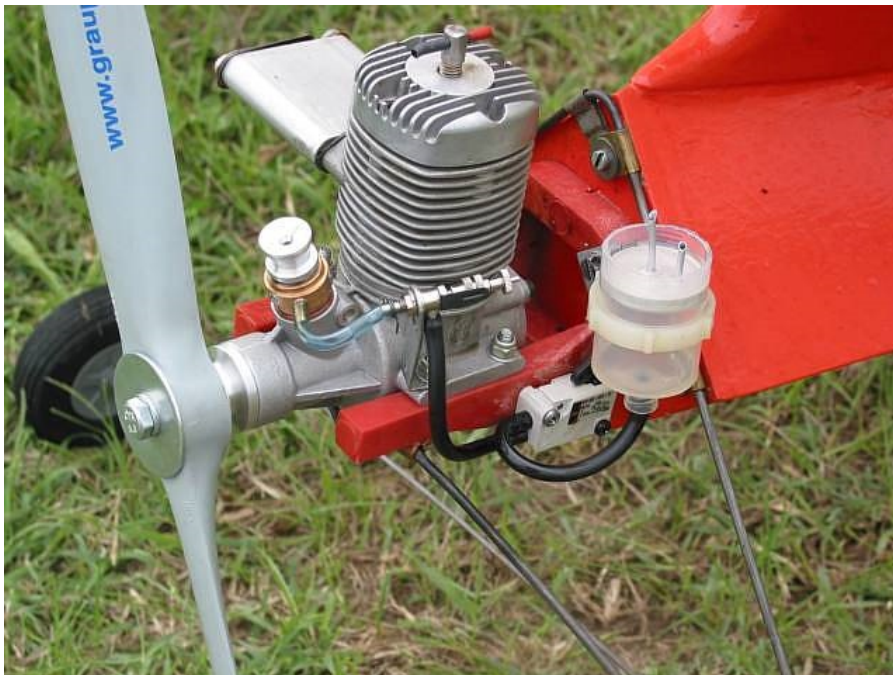
YARD DECORATIONS.

Here's how Jim Hainen sometimes creates interest in his neighborhood.

You'd need to stay close by the display if you wanted to recruit passers by. Some would want to join up, some would want to recite their stories and others would want to make off with part of the display.

I wonder if all those models are the result of a busy winter building project. If so, it looks like a big batch of AMA numbers needs to be applied to complete the project.

PULL-PULL GUIDE: I've never warmed up to pull-pull control setups, but for those who like them, I saw a neat setup. The outer tip of an old fishing rod was installed as the line exit at the rear of a ship. Those ferrules are hardened material which will never wear through during the life of a model. One or two ferrules might be required, depending on how you route the control lines.



TEXACO SETUP. This photo of a European diesel setup for Texaco was sent, I believe, by Bob Slater.

The tank drains from the bottom to use every drop of fuel. The remote needle valve looks to be precisely adjustable, and the restricted venturi gives strong fuel draw while limiting RPM and fuel usage.

SOME GOOD QUESTIONS and answers sometimes show up on the internet, and since a lonesome Editor seldom sees them except on the internet, we'll repeat some of them.

Q. I've just switched the cylinder head on my Anderson Spitfire to an R/JL High Compression head and now find that when the ignition is turned off the engine diesels for a second or two before shutting down, The fuel is 3/1 alcohol/castor mix. Do you think that switching to high octane gas would cure the problem?

A. Often, just switching to a cold plug (Champion VR series) will cure the problem. I've also had good results by filing back the side electrode on a Rimfire plug. They come with a side electrode that projects all the way across the center electrode. Trimming it back removes the excess material which is acting as a glow plug. You'll also get a cleaner spark when its cut back exactly to the center of the center electrode, keeping it nice and square. This way you can continue using the better running alkyl fuel which fits in with the idea of a high compression head. But if you did switch to gas, high octane isn't necessary. Camp fuel is generally better all the way around.

Some RC fliers also use a fuel shutoff for a positive stop. Free flighter's aren't allowed this luxury per their unique competition rules. But if you shutoff fuel, you must also shutoff ignition to prevent frying a coil. One of the new electronic switching units will do the job automatically. They are available from Larry Davidson as his #SSIGNCO unit. And Marvin Stern's unit uses a slightly different design for wire attachment.

FIBREGLASS: This didn't come as a question, just as a piece of useful information.

Jim Wood on the Comet forum posted this site: www.raka.com For fiberglass cloth go to: http://www.raka.com/fiberglass_cloth_sub.html These are the best prices I have seen on fiber glass cloth. Rex Hinson on the Comet forum posted a valuable tip for sizing the cloth:

I have been putting sizing on light weight F-Glass for a number of years. I just spread a whole yard (or smaller piece) down on the floor on top of a spread of newspapers. (A weight on each corner), I spray it with a light coat of the cheapest store brand of clear lacquer I can find. Two light sprays is enough. When dry, I pick it up, roll it and put it with my tissue supply. When I need a piece for a model, I cut the appropriate size, lay it on the model, and then brush on a light coat of thinner. The cloth just seems to melt on the model. Rex Hinson

BALSA PROPS for rubber models can be reinforced with fiberglass **per Karl Gies:**

I use 3/4 Oz. Fiberglass cloth from Hobbico. I like Z-Poxy better than dope as it makes a stronger prop at almost no weight penalty. I "size" my cloth with plain shellac spray. This cloth is almost impossible to work with unless you size it. Cut the cloth slightly oversize. Z-Poxy has excellent instructions on how to do the entire process. After applying the Z-Poxy I let it set for about ten minutes before putting the cloth on. I do the prop 1/2 at a time - do both sides of one blade. After pressing the cloth on I go around with a sharp piece of a double edged razor blade that I have broken in half and then break one half at an angle to have a sharp point. Slit the cloth all the way at around at intervals to relieve the tension that is caused by the curves and undercamber if any. This also lets it fit better on curves and particularly at the prop hub. I start the cloth at the prop hub right in the center and sometimes have to poke a wire through the shaft hole. I let this dry for awhile and then go over it again wetting my finger to smooth out any bad spots and making sure that the cloth on one side adheres to the cloth on the other side. After doing the sanding I give the prop a couple of thinned down coats of 50/50 nitrate dope. I paint my props using Michaels Design Master Floral Spray and then mist on two or three coats of Krylon clear as a fixative. I can't believe how much stronger and more rigid this makes a prop.

DIESEL FUEL STORAGE WARNING: Apparently some folks store diesel fuel in a refrigerator or freezer, mostly to reduce ether loss. I doubt Mama would allow this to happen in the kitchen, so this probably takes place in garages or workrooms of well equipped modelers who also like to keep a cold beer close by. The warning is that some ether could leak and become an explosive mixture that fires off when the door is opened and the light switch is activated. Several cubic feet of explosive mixture would probably put you through the garage wall and into the house next door.

But looking on the bright side; with any luck, there might not be enough evidence left for the insurance company to void your homeowner's policy, so something would still be left for your heirs. Fortunately, it takes a concentration of ether well beyond just the initial strong odor to ignite. Still a can could rust through, or some other odd ball thing could happen, which should make one think seriously about other storage facilities, such as an outside shed.



TANDY WALKER'S neat electric Cloudster project above brought forth his **floral paint** question.

Here's my Cloudster 900 with clear doped white silk over Polyspan Lite. I want to do some color trimming and I was thinking about using floral paint I have heard about. As I understand it, floral paint is water based and has to be sprayed on. If you have had any experience with floral paint, please tell me where to buy it and how to apply it. Tandy

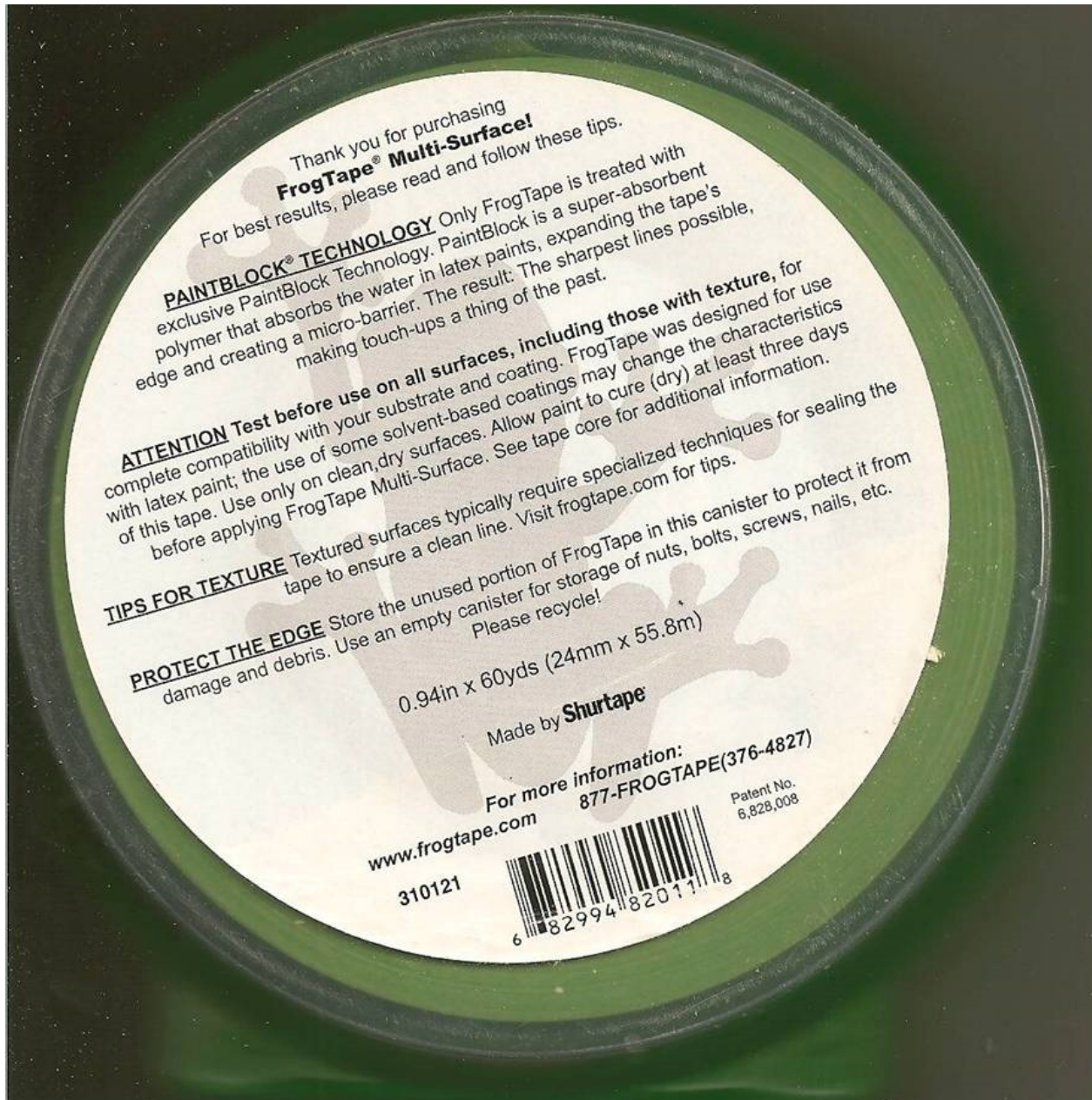
And the answer came from Mike Meyers:

Tandy you are looking for "Design Master Floral Spray". I buy mine at the local "Michael's Hobby and Craft". There are two different kinds of Design Master; one is water based, the other solvent based and both come in an aerosol spray can. Just spray it on. You're going to wind up with multiple light coats (let it dry between coats) to get the color density you want. Once you're there, go ahead and seal it with a coat of clear. I'd spray the clear over it rather than try to brush over it.

If you're concerned about it, make a test panel first and work on your trim paint/ paint mask scheme (this stuff is very thin and if you let it puddle up it may leak under the mask edge). You can then try sealing it.

MASKING then became a possible problem, so Hank Sperzel added the following recommendation:

Mike and all, I found a tape for masking called "FROGTAPE". After I put it in place I wipe the edge of the tape with a damp rag to activate it. Do a test strip to make sure it will work for you.



GEORGE TALLENT has been diagnosed with inoperable cancer and the prognosis does not sound promising. For anyone not familiar, George, is the Arizona citizen who has been the only person capable of disassembling an O&R engine, resealing that leaky cylinder to crankcase gasket and re-assembling the engine.

While we obviously hope George makes a recovery, it doesn't sound like it would be a good idea to send any engines for re-work at this time.

HARDWARE OR SOFTWARE? Here's the official definition as submitted by Dick Fischer.
If you can kick it, it's hardware.
If you can only cuss at it, it's software.

IT'S LABOR DAY as I write this. That's a good time to pay homage to members of our armed services, both living and dead. It's also a good time to complete a newsletter, which is running a bit late, which in turn, is not an unusual situation. Still there's another day left in the month, so I can still call it the May edition of our pretty much monthly newsletter.

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