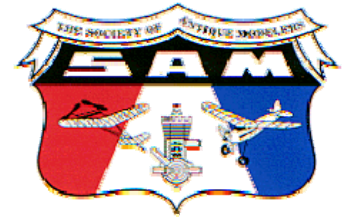


**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF ANTIQUE
MODELERS. NOVEMBER 2011 #260**



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NEXT CHAPTER MEETING will be our Christmas dinner meeting. Oops - pardon me, that's our *Holiday* dinner for the politically correct. Jim Bierbauer has made the arrangements once more. It'll be at the Radison at the Santa Maria airport, Sunday December 18. Meet in the lobby lounge and arrive by 6 PM so we can get in on the early bird specials. If you'll be attending, please give Jim your headcount. You folks from outside the local area would certainly be welcome also.

ELECTIONS are supposed to be held at our October meeting. This is normally a low key affair in which everybody knows their job and everybody keeps their appointed seats. But once every few years, we play musical chairs after someone gets stressed out from the incessant demands of office. I was at the meeting, but don't remember if the elections took place or not. This year it was so low key that I might have slept through it. Nor did a couple of others remember. Anyway, unless you hear differently in the near future, I won't even have to bother changing the above masthead.

DUES TIME: Since we're in a club management mode, annual dues can be sent to the Treasurer this very day, even though you won't technically be in arrears until January 2, 2012. Why not beat the year's end rush by writing out a check right now. We've decided we can still keep the modest dues structure at \$15 for the coming year. Please make the check to SAM 26 and send to Treasurer Jim Bierbauer at the address above. There, wasn't that easy.

CONTEST SEASON ends locally with the just completed John Pond Commemorative. The first big deal of 2012 will be the Southwest Regionals at Eloy Arizona **January 14-16, 2012**. After that we'll open the California RC season at Taft with our spring annual on **March 24&25 2012**.



SPACE: You want space? Well here it is at Eloy Arizona. Those dots are actual people on the actual RC flight line. Do you see the curvature of the earth?

But it isn't as lonely as it looks. Just behind the camera is a long line of vehicles, lots more people, and a beehive of activity

HITEC TRANSMITTER PROBLEM: Stephen Boucher sent this warning and solution. "If you open the case on your Eclipse 7 Transmitter you will find that the printed circuit board that has the metal multipoint connector that contacts to your module is "glued" to the rear cover with silicone glue. This glue can come loose allowing the contacts on the PC board to make intermittent contact with the module. THIS IS NOT GOOD! You can solve this problem by drilling thru the PC board in two places and installing two small screws to hold the PC board and its contacts firmly in place on the rear cover. Don't ask me how I found this out. Steve.

NEW FF FLYING SITE: Grant Carson forwarded this message across SAM Talk.

Just a heads up to let you know we have been successful in the development and final approvals for a new FREE FLIGHT flying site in Buckeye Arizona. Some of you may have read my somewhat recent article in the FAC Newsletter where I laid down a plan to grow the FAC (*That's Flying Aces Club-ed.*) in the West. Following that model, we recently met with the Mayor and Vice Mayor of the Town of Buckeye Arizona. We gave them an overview of Free Flight modeling and described our need for a flying site, as we were establishing a new FAC Squadron in the Town of Buckeye.

The Mayor identified several properties and made personal contacts with several farming companies. We received an invitation to make similar presentations and did so with these farm companies. One of the companies is owned by a farmer who pilots a 185 tail dragger and has his own landing strip and hanger on his property. He has given us full access to 350 acres of the most beautiful alfalfa you have ever seen...its like landing on feathers..!!

We are in the process of teaching a building and flying class in the local active adult community. The graduates of that class will form our new FAC Squadron and learn to trim on this new field. We hope this new field can be utilized for potential events in the near future. Per Jerry Murphy's campaign statement. (Jerry is running for President of NFFS) ...this model has added a new flying site. I feel this model will work elsewhere..... How about YOU..??? Thermals

Editor's note: I'm not sure who wrote the original info, and also not sure whether the future holds any promise for other types of flying. But there's no point in pressing the matter until they get their feet on the ground. Years ago the small airport at Buckeye was the regular flying site for the Southwest Regionals. Besides FF and old timers, they also flew control line from one of the paved strips.



Ned Nevels took this photo of a Comet Clipper MK I climb out at the SAM Champs. Your Editor flies one that's not quite so colorfully decorated. But it is a surprisingly good flyer in its original size with an O&R 60 or Brown Jr. for power.



The Strato Streak was the featured model of the year for RC. Van Wilson took this shot at the concours. This one is electric powered.

A couple of offbeat questions:

1) An engine often “front fires” (as opposed to backfires) and bangs unmercifully on the back of my flippin’ finger – right through the glove. Engines also occasionally throw the prop, losing washers and the prop nut in the process. Would the prop be less likely or more likely to loosen if the crankshaft and nut were left handed?

2) Have any free flighters ever used a horse for retrieval instead of a motor bike? The horse could find his own way around ditches, holes, or other obstacles, leaving the rider free to watch the airplane more closely. I don’t have the answers, I just raise the questions. RLA



MAKE UP YOUR OWN CAPTION FOR THIS ONE!

For you electric fliers, Jack Hiner sent this Speed 400 information over SAM Talk.

The newer version Speed 400 6 volt motors I got recently from Graupner USA have a red stripe on the motor can near the red dot on the rear of the motor marking the positive lead. This red stripe about a half inch long a 1/16 inch thick rubs off easily. These motors can't stand a higher current but can use more prop than earlier motors.

With a two cell Thunder Power 1350 MAH 25C Li-Po here are the results taken after about 5 seconds.

Red stripe GWS 6/3 prop 9 amps and 13,800 RPM

APC 6/4 prop 10.9 amps & 12,300 RPM

No stripe GWS 6/3 prop 10.4 amps & 15,000 RPM

APC 6/4 prop 13.9 amps and 13,100 RPM

The GWS prop is more flexible and flattens out when running. Also protects motor shaft in bad landing. The APC prop is stiffer and you will get a higher launch.

I'd use the GWS props with the older motors and no stripe. The red stripe motors with the APC prop. You want to draw about 10 amps with both motors for longer motor life. Best to check amps and RPM. When the motor's amps and RPM start dropping off the magnets are weakened due to over heating and time to change motors. Make sure you have proper motor cooling needed with the three minute motor run. Jack.

**RESULTS-JOHN POND COMMEMORATIVE OT/RC CONTEST -XXXVI
SATURDAY OCTOBER 29, 2011 SHOWN FIRST**

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
A IGNITION								
1. Ed Hamler	Playboy Jr.	358	Elfin	2:41	7:00	7:00		14:00
2. Rick Holman	Lancer 49	?	McCoy 19	2:09	2:18	7:00	6:12	13:12
3. Dave Warner	Airborn	490	Arden 19	3:17	2:35	0:37	2:13	5:52
B GLOW								
1. Rick Holman	Stardust	465	Nova Rossi	8:00	8:00			9:05 F*
2. Don Bishop	Bomber	670	K&B 4.9	8:00	6:24	8:00		8:05 F*
3. Dave Warner	Bomber	658	OS 29	4:03	3:10	8:00	8:00	4:29 F*
4. Phillip Stephens	Airborn	?	?	8:00	6:25	4:29	5:43	14:25
5. Ned Nevels	Bomber	788	S Tigre 29	5:49	8:00	4:10	LOF	13:49
6. Bob Angel	Stardust	660	Torp cross flow	2:33	7:50			10:23
7. Ralph Cooke	Airborn	810	Saito 40 open r	1:41	5:13	3:09		8:22
8. Dave Lewis	Bomber	475	K&B 3.5	LOF				0
C IGNITION								
1. Ed Hamler	Westerner	1024	McCoy 60	6:58	9:00	7:04	9:00	15:21 F*
2. Rick Holman	Bomber	1220	McCoy 60	9:00	9:00			12:25 F*
3. Phillip Stephens	Bomber	1220	McCoy 60	8:10	8:18	9:00	9:00	9:38 F*
4. Bob Angel	Bomber	1206	McCoy 60	7:44	9:00	0 WL*	9:00	9:07 F*
5. Dave Warner	Bomber	900	Anderson	9:00	9:00			3:52 F*
TEXACO								
1. Dave Warner	Bomber	900	HP 21 FS	0	8:44	19:44		19:44
2. Dave Lewis	Bomber	1208	OS 60 FS	12:32	4:00	5:46		12:32
3. Jim Bierbauer	Dallaire	1600	Four stroke	11:55	2:14	5:26		11:55
4. Ralph Cooke	Airborn	810	Saito 40 open r	7:32	8:24			8:24
E TEXACO								
1. Dave Warner	Airborn	810	?	5:52	14:32			14:32
2. Jay Higgs	Airborn	300	Outrunner	13:48	6:15			13:48
3. Dale Tower	?	?	?	LOF*				0
O&R SIDEPORT								
1. Bob Angel	Clipper MK I	678	O&R 60 SP	7:00	6:02			13:02
2. Dave Lewis	Clipper MK1	678	O&R 60 SP	5:54	4:08	4:07	6:41	12:35
3. Steve Remington	Cloudster	400	O&R 19 SP	1:35				1:35
O.T. GLIDER								
1. Bob Angel	Waif		Hi-Start	10:00	1:29	4:12		15:41
2. Phillip Stephens	R-40		Hi-Start	10:00	1:29	3:33		15:02
3. Ed Hamler	Kane	560	Hi-Start	10:00	2:19	1:36		13:55
4. Jim Bierbauer	Gentle Lady		Hi-Start	4:09	4:15	2:39		11:03
SPEED 400								
1. Phillip Stephens	Bomber	288	S-400	15:00	11:06	9:13		26:06
2. Ed Hamler	Kerswap	288	S-400	9:51	15:00			24:51
3. Dave Warner	Mis America	310	S 400	9:01	9:43	15:00	4:12	24:01
4. Jay Higgs	Buzzard B.	300	S 400	11:22	8:51	5:05	5:45	20:13
5. Dale Tower	?	?	S-400	LOF*				0

F* = Flyoff scores

WL* = Weird Landing penalty. Culprit rolled to stop with right wheel on SAM President's left toe.

LOF* = Landed Off Field. 0 score

SUNDAY'S EVENTS –POND COMMEMORATIVE 2011

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
A GLOW LER								
1. Rick Holman	Stardust	469	Nova Rossi	7:00	5:34	0 OR*	7:00	14:00
2. Dave Lewis	Bomber	900	S. Tigre 15	5:34	6:36	3:06	6:51	13:27
3. Dave Warner	Bomber	?	S Tigre 19	4:13	6:57	4:28	6:14	13:11
B IGNITION								
1. Dave Warner	Airborn	490	Torp 29	5:21	6:41	6:22	7:03	13:44
2. Steve Remington	Anderson	450	O&R 29	3:28	1:04	1:24	3:33	7:01
3. Phillip Stephens	Korda ◊	550	Mc Coy 29	1:59	0 ?			1:59
C GLOW								
1. Dave Warner	Bomber	900	K&B 40	4:33	9:00	8:49	9:00	18:00
2. Ned Nevels	Bomber	788	Bomber	7:28	8:02	2:28	Ouch!	15:30
3. Dave Lewis	Bomber	900	OS 40 H	7:09	6:32	7:50		14:59
4. Ralph Cooke	Airborn	810	Saito 45 FS	2:58	8:22	4:25	3:44	12:47
ANTIQUÉ								
1. Dave Lewis	Bomber	1380	OS 60 H	10:00	10:00		Coin	Toss
2. Phillip Stephens	Bomber	1220	McCoy 60	10:00	10:00		Coin	Toss
3. Bob Angel	Bomber	1206	McCoy 60	10:00	10:00		Didn't	Toss
4. Ralph Cooke	Airborn	810	Saito 45 FS	10:00	1:10	4:58	7:58	
5. Dave Warner	Bomber	900	K&B 40	10:00	5:44	5:56	5:28	15:56
1/2A TEXACO								
1. Phillip Stephens	Bomber	288	Cox	10:18	15:00			25:18
2. Dave Warner	Mis America	310	Cox	LOF*	1:52	6:31		8:23
3. Jim Elliott	Atomizer	?	Cox	2:51	2:20	3:23		6:14
1/2A SCALE								
1. Dick Fischer	Taylorcraft	350	Cox	5:07	16:37			21:44
Elect. LMR								
1. Jay Higgs	Airborn	810	Outrunner	10:00	10:00			20:00
2. Dave Warner	Airborn	810	?	7:18				7:18
BROWN JR. LER								
1. Bob Angel	Kloud Qu'n	830	Brown D	9:35				9:35
2. Phillip Stephens	Folly	?	Brown	5:45	8:27	8:50		8:50

Dave Warner stayed busy both days and easily won the overall John Pond perpetual sweepstakes trophy with 20 points, followed by Phillip Stephens with 14. Runners up were Lewis, Holman, and Angel with 10 points each. The rest of us got a little lazy by day 2 and spent more time socializing. Points were awarded to the first three places in each event. **Dave Warner** also won the Templeton Texaco perpetual trophy.

We thank **Don Bishop** for his services as chief registrar and for helping keep score. And thanks also go to **Dick Fischer** who did much of the work as practice for directing our Spring Annual event in March.

After seeing Bob Holmans' new square trophy cups and coasters, SAM 26 switched by popular vote to those as prizes. They might collect less dust than plaques. The trophies came out nice once again and featured the laser engraved unmistakable image of John Pond.

We basked in a cloudless sky while some poor folks in the Northeast were freezing in snow without power. The modest turnout of 16 fliers matched last year's attendance, and provided a laid back atmosphere. The 20 in attendance at the banquet also matched our best guess that was phoned to the Restaurant a month ago.
 OR* = Over Run ?= Who knows what happened

Bob Angel, Contest Director

How do you tell an RC flier from a FF flier? At a social gathering, let's say at the SAM Champs you meet a new flier. Now most of us have some preconceptions about "the other side" or as a few FF guys put it "the Dark Side" when referring to RC. At any rate, you don't want to make a social blunder immediately, so you try to figure out without asking, which way the person leans.

If Sherlock Holmes were around, he'd probably be able to identify whether the fellow flew FF, RC, or both. He could also probably predict preferences, whether it be rubber, glider, engine powered, engine type or models preferred. We're not Sherlock, but using some of his observation methods, maybe we can come up with the simple answer of FF or RC.

First look carefully at the backs of hands for a subtle difference in sun tan. Since most people are right handed, the RC guy may have a slightly darker right hand from stirring that right stick around while supporting a transmitter from below with the left. And the FF guy may be very slightly bow legged from riding chase bikes. He may also have a slight indent in his neck where the chinstrap tugs against the wind to retain the hat during the ride.

The FF guy is more likely to have a scarred up forefinger from flipping props, while the RC guy, being less pure of heart is content to use a starter.

And during conversation, philosophical differences may emerge. The RC guy is more likely to believe in self determination, while the FF guy is more likely to be a fatalist.



Here are a couple of engines that you're not likely to see in competition airplanes.

The Clipper XX 770 with its swept back twin exhausts is known more for its rarity and good looks than for performance.

Come to think about it, probably few of us have any idea about its performance.



And the condor Kopper King is also a highly desirable collector's item.

That copper cylinder was probably intended to dissipate heat better as well as contribute to a different look.

The enclosed timer is also a bit different. And check out the throttle on the intake. Unfortunately neither of these is in your Editors collection.

CLEANING ENGINES - MURRAY'S MIRACULOUS METHOD - IT'S CHEAP!

By Murray Berman

For those of you who attend meetings, you will recall the method to clean engines and mufflers presented by our former Vice President Frank Panacci. His method was to boil the parts in an electric cooker with antifreeze for about 24 to 48 hours or until the cows come home (he is a farm boy you know).

I have discovered (actually used my acquired knowledge), gained at a 4 year course of chemistry and Pharmacology that took me 7 years) a faster and cheaper system and it works on the KISS principle. I had a motor and muffler that was just ugly with that "deep brown burned-on oil splattered all over it" look. You know the kind.

Disassemble the engine and muffler. Remove any parts that are not aluminum. Go to the store and buy Tri Sodium Phosphate (TSP). It is available at Canadian Tire, Home depot, hardware and probably at groceries stores as a cleaner. Works great to remove paint or soften old paint brushes (as "Dicadoo"). When I used to work for the Toronto Board of Education cleaning toilets etc -- we used it. A handful in a bucket of water cleans off mould from fences and decks. Just dissolve in water, let sit, and then brush away and hose it down.

Anyway, take a pot of boiling water, enough to cover the parts and add some TSP (in French TSP is PTS) which will dissolve in the water, and let it simmer for about 10 minutes or so. Actually when I shut off the heat after about 10 - 15 minutes, some spots were still bubbling where the guck was. If you still see stuff still stuck on then cook it some more. You can use a clean pot of water and another handful of Na₃P₀₄ if you like.

The guck starts to float as black spots in the foam. Now comes the magic! All the parts turn BLACK! Yes ugly black. Fortunately for me (and I hope for you) the black comes off. Wash the parts with some detergent and a brush or one of those 3M scrub pads. All the black comes off - and off your hands too! Examine the part and scrub again or throw it back into the pot and cook again. Fortunately for me, the pot did not turn black, but came out sparkling new aluminum. (My wife was upset - she liked the pot the way it was!) I even used some on the coffee pot that was brown on the inside and boy is the coffee pot ever clean now! Don't let it boil over if your pot is painted on the outside.

Well, that is the whole secret! It worked for me and I just flew the engine. Took about 1/2 hour for the whole cleaning job. Try it on an old muffler first if you have any doubts.



I didn't take photos at the John Pond meet this year, so I dug this out from 2010.

Notice how the vegetation was down at Taft compared to this year. If we have many more meets there, the desert may revert to a lawn where we have to mow a spot to fly.

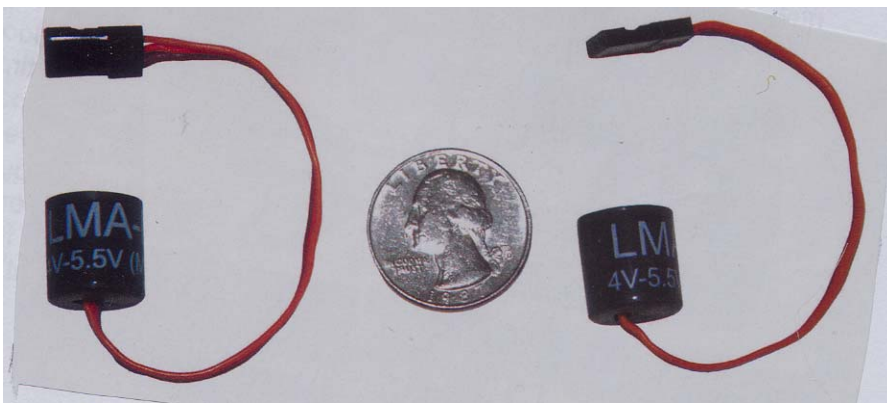
The ladies anchoring the HQ tent are Lisa Meyering and Marjorie Angel.

Lost Model Alarm: Did you catch this item on Pg 15 of the November Model Aviation? The tiny gadget emits an 85dB sound to help find your **RC** model should it go down in bushes, a corn field or anyplace where you can get within a couple hundred feet or less, but can't see it. It sounds ideal for Muncie, but it could also be useful at Taft and other fields where you might otherwise walk right by it when it's behind a bush, in a tree, etc.

It's light enough at 3.5 grams (about 1/8 oz.) and cheap enough at \$7.99. There are 2 models, both powered by a 4 cell receiver battery and drawing almost no current (1 MA) until it's activated.

The model LMA-P is activated Passively after receiving no transmitted signal for 1 minute. The model LMA-A can be Activated by the pilot from any available extra channel. The maker lists only the website to place orders at present. It's www.lostmodelalarm.com.

This little gadget would no doubt be needed more for our light weight high flying models than it would be for the general RC community, so I'll be testing and reporting on them in the near future. Meanwhile, I contacted owner Nik Dobrinski and got permission to list a street address and prices so any of us not on the internet might order directly with a check by mail. Price is \$7.95 for either model, plus \$1.99 for postage, whether just 1 or any number is ordered.



Nik Dobrinski
228 Country Club Dr. #C
Simi Valley, CA 93065



Here's a shot from our local SAM 26 flying site at Drum Canyon Farm.

The takeoff and landing area is behind and left of the camera.

Jim Bierbauer attends to his four stroke powered Bomber with his O&R powered Kloud King waits for its wings.

Moving toward the camera we have Steve Remington's Anderson Pylon and Playboy, both with O&R power, small and large.

Hang on – here’s more about the **lost model alarm**. Just as I was wrapping up the newsletter, my units came in the morning mail. So I rushed out to the shop and did some bench testing.

First I checked weight on a digital scale and found the 3.5 grams to be as advertised. They are amazingly small little cylinders about ½” in diameter and ½” long. The 3-1/2” long connector wire is about all you’d ever need, because the units could fit just about anyplace. The connector wires are color coded like HiTecs’, with yellow being the signal, red (middle wire) positive and brown negative. The brown negative equates to Futabas’ Black. They’ll work fine with any RX using modern universal connectors.

I plugged the LMA-P (passive) unit in first, switched everything on including the stopwatch and waited. At one minute, plus or minus 1 second, the unit started beeping. It beeped at a rate of about 1 second on and one second off. I moved the transmitter stick and it shut off. It had re-set itself, and after another minute of no activity, it started beeping again. Switching the transmitter off (simulating signal loss) started it beeping immediately.

Next I plugged the LMA-A (active) unit in and it began beeping. It switched off and on with stick movement, (on only the channel it was plugged into). But like the passive unit, it also began beeping immediately when the transmitter was turned off. You’d want to plug this active unit into a two position switch channel, such as a retract channel. And you’d need to be alert not to accidentally switch it on while flying, or the extra current, while low at 20 MA, could help deplete a small capacity flight battery during a long Texaco type flight.

You’d probably want to connect the “P” model into your most active channel with a Y connector. The aileron (rudder on an OT model) channel would be a good bet. They don’t seem terribly loud, but the intermittent beep would let you know immediately what you’re hearing.



And here’s our alternate field which we use when the farming activity (hay, cows, chickens, etc; gets too intense on the other side of the highway.

There’s more room over here to stretch a hi-start in any direction.

But we don’t have our handy service tables on this side.

Street Poll taker to passer- by: “Do you think our country is becoming more ignorant and apathetic?”

Joe citizens’ response: “I don’t know and I really don’t care”.

The final word: For safety, they recommend you always stay with charging batteries, but does everyone always hang around watching batteries charge? Still this is particularly recommended for a charging Li-Po, because just like a charging Rhi-No they can be dangerous.

But there's another reason to not go away and forget about a charging Li-PO. The balancer used on Li-Po batteries works by continuously draining a little current off the top of the cell having the highest voltage. When the peak charger cuts off the balancer keeps on working. Left alone long enough it might drain the pack down below the critical level where Li-Po cells are critically damaged.

For safety, I sometimes step out back and plug into the outside outlet if I'm not going to be in close attendance. I've found that after the charge has been concluded for a few minutes with the balancer still working, the cells will take in several more MAH of charge.

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