



**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUE MODELERS. April 2008 #224**



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THE NEXT CHAPTER MEETING will be April 16 at Hardy Robinson's. Income taxes should be in the mail by then. Whew!

INITIAL REPORT is that we made about a hundred bucks after expenses on our spring annual. Not a lot but it beats going in the hole.

THE AMA REMINDS US that as a small tax exempt organization, we need to file federal income tax forms if we have over \$25,000 in gross receipts. I suspect we're quite safe for the immediate future.

THERE WAS A MOMENT OF PANIC when SAM members heard George Tallent was getting married and moving to the Philippines. How do we get those old leaking O&R cylinders re-sealed? It turns out that he intends to just summer in Manila and winter in Eloy. Still George has asked several of us over the last few years if we'd like to buy out and take over his repair business.

AND MAYBE TOO MUCH PANIC over the **Airtronics 2.4GHz** radio recall. Later news says there may have just been a single incident reported from two sources and quickly passed around the internet. Not only good news, but rumors and mistakes can now travel at the speed of light. Airtronics took their time to get it right, and may well have less than average starting problems with 2.4 GHz. We'd still like to have any user reports of Airtronics spread spectrum units in spark ignition ships. They haven't been available very long and none showed up at the Taft contest.

SAFETY AND SPREAD SPECTRUM: Two problems keep recurring, although the first hasn't been a problem locally, or at SAM contests I've attended. Many of the SS fliers don't want to follow any frequency control procedures; because they are smugly flying only SS radios and know they're safe from shoot downs. However they should respect the rest of us who aren't going to scrap all other radios even if we have one or two on SS. Without regular frequency control human error will cause SS fliers to forget that discipline when they pick up one of their regular fixed channels and create a shoot down probability. Another problem we've already seen, also just occurred to Ed Hamler at the Taft contest. After getting used to the short SS antenna, he forgot to extend his antenna on a conventional fixed channel. Fortunately he was able to save the ship.

RESULTS- 26TH SAM 26 SPRING ANNUAL-2008
SATURDAY MARCH 29 SHOWN FIRST

ANTIQUE	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1 Ed Hamler	Airborn	810	Spitfire	10:00	10:00			29:28 Flyoff
2 Don Bishop	Bomber	1206	McCoy 60	10:00	7:11	10:00		28:38 Flyoff
TEXACO								
1 Ed Hamler	Airborn	810	Spitfire	53:52				53:52
2 Dick Fischer	Flamingo	1160	Brown Jr.	33:31				33:31
3 Jim Bierbauer	Dallaire	1540	Saito FS	19:20				19:20
4 Monty Pate	Dallaire	1540	?		11:59	8:32		11:59
5 Dave Lewis	Bomber	1208	PAW Diesel	5:47	6:34			6:34
6 Dick Griswold	RC-1	1010	O&R 60 SP	3:01				3:01
A IGNITION								
1 Ed Hamler	Playboy Jr.	358	Elfin Diesel	6:53	5:06			11:59
2 Walter Angus	Ranger	?	Elfin Diesel	4:53	6:39	3:30	1:50	11:32
3 Bob Angus	Bomber	?	?	4:06	0:19	2:26	7:00	11:06
4 Dave Lewis	Bomber	330	Elfin Diesel	4:20	4:54	4:09		9:14
B GLOW								
1 Don Bishop	Bomber	690	K&B 4.9	7:00	8:00	3:14	8:00	16:00
2 Bob Angel	Stardust Special	660	Torp 29	4:59	8:00	8:00		16:00 DNFO
3 Dave Lewis	Bomber	680	S Tigre 29	5:50	7:43	6:13	8:00	15:43
C IGNITION								
1 Don Bishop	Bomber	1206	McCoy 60	9:00	9:00			18:00
2 Rick Holman	Bomber	1206	McCoy 60	9:00	9:00			18:00 DNFO
3 Ed Hamler	Westerner	1024	McCoy 60	8:55	9:00			17:55
4 Steve Remington	Playboy	800	O&R 60	5:23	4:27	9:00		14:23
5 Bob Angel	RC-1	1010	Anderson	3:18	9:00			12:18
6 Dave Lewis	Anderson Pylon	900	Edco 65	7:17				7:17
7 Walter Angus	Playboy Sr.	800	?	6:27				6:27
1/2A TEXACO								
1 Eut Tileston	J-2 Cub	241	Cox	15:00	15:00			30:00
2 Bob Angel	Playboy Jr.	350	Babe Bee	1:15	15:00	15:00		30:00 DNFO
3 Jose Tellez	Playboy	288	Cox	15:00	9:28			24:28
4 Walter Angus	Rambler	?		3:42	7:52	15:00		22:52
5. Ed Hamler	Airborn	292	Cox	15:00	7:23			22:23
6 Jim Bierbauer	Playboy	350	Cox	3:48	5:03	9:58		15:01
7 Jim Elliott	Atomizer	275	Cox	4:08	5:36	4:16		9:52
8 Monty Pate	Dallaire	312	Cox	8:11				8:11
O/T GLIDER								
1 Bob Angel	Nameless Waif			10:00	4:48			14:48
2 Jim Biuerbauer	Bird of Time			1:38	0:55	0:31		3:04
E TEXACO								
1 Hardy Robinson	Bomber	450	Elect.	39:24				39:24
Speed 400								
1 Bob Meyering	Bomber	?	S 400	15:00	5:30	6:55		21:55
2. Mike Myers	Scientific Coronet	300	S 400	10:07	6:30			16:30
3 Ed Hamler	Airborn	292	S 400	15:00				15:00
4 Eut Tileston	Clipper	?	S 400	4:32				4:32

SAM 26 SPRING ANNUAL-CONT'D. - SUNDAY'S EVENTS

A GLOW	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1 Dave Lewis	Bomber	451	Veco 19	7:00	7:00			14:00
2 Ed Hamler	Airborn	490	K&B 3.25	7:00	6:36			13:36
3 Mike Young	Playboy Jr.	350	Conquest	2:45	3:05			5:50
B IGNITION								
1 Bob Angus	Korda Diamond	?	?	8:00	5:22	8:00		9:32 Flyoff
2 Ed Hamler	Playboy Cabin	510	Torp 29	8:00	4:55	8:00		8:09 Flyoff
3 Walter Angus	Ascender	?	?	0:06	0:07	8:00	4:09	12:09
4 Steve Remington	Playboy	?	O&R 23	3:15	4:33	5:42	3:58	10:15
5 Dave Lewis	Korda Diamond	450	Torp 29	2:26	2:12			4:38
6 Don Bishop	Bomber	582	McCoy 29	2:30				2:30
C GLOW								
1 Ed Hamler	Westerner	900	K&B 40R	5:25	9:00	9:00		18:00
2 Don Bishop	Bomber	900	K&B 6.5	7:31	9:00	9:00		18:00dnfo
3. Dave Lewis	Playboy	800	K&B 35	4:51	5:38	6:20		11:58
4 Mike Young	Bomber	?	K&B 5.8	0:30	6:31	3:38		10:19
1/2A SCALE								
1 Eut Tileston	J-2 Cub	241	Cox	8:20	9:38			17:58
2 Jose Tellez	Cadet	288	Cox	6:54	6:16	8:13		15:07
3 Jim Bierbauer	Puss Moth	?	Cox	0:23				0:23
BROWN LER								
1 Dick Fischer	Flamingo	1160	Brown	0:40	2:40	12:33		12:33
2 Bob Angus	Trenton Terror	?	Brown	4:29	10:44	4:25	10:44	10:44
3 Bob Angel	Kloud King	670	Brown D	0:34	4:07			4:07
ELECT. LMR								
1 Ed Hamler	Airnorn	680	Neu?	7:22	10:00			17:22
2 Hardy Robinson	Bomber	450	Elect.	2:54	8:33			11:27
3 Mike Myers	Leisure Playboy	?	Himaxx	7:08	2:30			9:38
OHLSSON SP								
1 Dick Griswold	RC-1	1010	O&R 60 S	7:00				7:00
PURE ANTIQUE								
Wasn't flown								

The Overall Sweepstakes Trophy went to a very active **Ed Hamler** who amassed a total of 21 points on a three point scale. He also takes home the Templeton Texaco Perpetual Trophy which was donated several years ago by Charlie Applebaum. **Don Bishop** was Sweepstakes runner-up and he also takes possession of the Don Barrick Perpetual trophy for his win in class C ignition. And **Eut Tileston** won the Ron Doig perpetual 1/2A Trophy.

This year's individual event trophies were a new item being introduced by Bob Holman Plans. They are nicely decorated ceramic mugs with individualized logos for each event. They are very professional looking ceramic using a new firing technique that puts a smooth high quality finish on the custom art work. They're also quite practical as they're dishwasher proof and these particular ones were black inside so they will never show coffee stains like my grungy old former favorite. If we keep awarding these for a while, it might increase event participation as we try to accumulate a small set of them.

CONTEST REPORT: Weather was fine if a little cool at times, especially for the Arizona guys, who often refer to themselves as the Arizona Mafia. Actually they're a refined group consisting of Bob Angus, his son Walter and Dick Griswold and his wife Ann. We had 20 registered fliers, which is a slight improvement over the last time.

Thermal activity was interesting. Few really big Taft boomers, but we watched several ships rise up from what we call "hero level" at the local SAM 26 flying field. You're a hero if you can pick up a thermal from about 50' altitude or less. Don Bishop pulled off one of those during the Antique flyoff. He wasn't quite able to get back up to Ed Hamlers' altitude for the win, but the flight had a riveted audience watching for almost half an hour.

Dick Fischers' pink flamingo is a big ship for a Brown junior to haul up, but it looks really graceful doing its thing and managed a win in Brown Junior plus a respectable Texaco flight for 2nd place. If I had time, I'd follow Ed Hamler around sometime to see how he manages to fly 6 events in one day. About the best I can ever manage is four events, usually with several foul ups and various "confusements".

The motorcyclists were on the field in smaller numbers this time and seem to be getting more polite about keeping their dust clouds downwind. Some free flight guys were flying downwind and came over with a message. They said we could ask cyclists to leave the field if they were a bother and the Taft police would back us up. This was supposedly a new policy for organized affairs such as ours. Maybe that was the reason for fewer cyclists and more courtesy. We do spend a few bucks in the little town and money talks.



Don Bishop's MacBomber with Steve Remington timing. The engine is running, but Don has made himself one of the popular mechanical holder-launchers. Photo by Eut

CONTEST - CONTINUED. At the banquet Dave Lewis corralled SAM President Mike Myers and laid on him the fact that two of the 07 SAM Champs event results got messed up somewhere along the way to SAM Speaks. Genial Mike gave Dave some soothing words while letting it all roll off his back.

I hadn't noticed the scrambled 'Champs results for the Ohlsson Sideport and Antique events, but let's just blame it on computers. Dave asked if I still had the timecards and other source data from the event. I'd kept it in the SAM 26 accordion file folder only until the folder was needed for our own contest. Years ago I attended the big Visalia fall soaring festival, which is still the biggest soaring event anywhere with over 120 fliers. One year the CD passed on some possibly sage advice to other CD's. He said "After the awards are made, save the final results sheet, but immediately burn all the timecards and other evidence and forget about it."

The DNFO's on the results sheets stand for Did Not Fly Off. The Holmans' flying weekend was unfortunately interrupted by a medical emergency and Rick generously conceded the potential C ignition flyoff to Don Bishop. Rick Holmans' 17 year old son Ricky (Bob Holmans' Grandson) had a serious seizure of some kind in the motor home and the paramedics took him to the hospital in Bakersfield. Fortunately Ricky was able to be taken home by Sunday night and Bob reports he's back to normal except for a half dozen bad insect bites (probably black widow spider) on his shoulder. The doctors didn't see any connection, but the rest of us suspect the fact that neither bites nor seizure had ever happened before, that it may have been simple cause and effect. A black widow bite is serious and all sorts of allergic or toxic reactions can occur. It was probably a spider, or nest of them that got into the motor home during storage.

And my own DNFO's were the result of a lesser medical problem. I'd picked up a pesky "floater" in my right eye, right in the center of vision. My timer had to bail me out several times by keeping track of my airplanes at high altitude. Since flyoffs often involve longer and higher flights, I just didn't want to risk losing airplanes. The floater should slowly dissolve itself, but it might take months to do so.



Rick Holman stands watch while his Cousin Bob Meyering flies. Bob Holman, Seated, in background times. Notice the lush vegetation of Taft in the springtime.



For those who've never had the pleasure of flying at Taft, here's the famous kitty litter plant about a mile south of the flying area. The cleared portion at lower right is the far edge of the flying field. The steam plume is an indication of the mild north wind condition. Eut Tileston took this photo with his small electric photo plane.

At the risk of making this look more like a medical report than a contest report, there were just a couple of other reportable incidents. Jim Bierbauer had to leave early Sunday to have a small piece of sharp plastic that had found its way into his eye. Jim had toughed it out for more than a day, but it did scratch things up a bit and will be a couple weeks getting back to normal. Aside from all that, there were no hands in props or trips to the emergency room it was a reasonably safe outing with only one band-aid needed for a finger pinched in a folding table.

INCOME TAXES were mentioned earlier. This gets off our main subject, but let's classify it as a joke. Our taxing politicians have always catered to some narrow special interests, but in California (the land of fruits and nuts) we have a very special tax break. On California form 540, line 21, you are given a tax break "If you received settlement payments as a person persecuted by the Turkish Ottoman Empire from 1915 to 1923." This includes monies received "by heirs or your estate on or after January 1, 2005". I suppose the loss in income to the State is negligible, but presumably it could probably be made up in another area as follows: Say you are a homeless person who picks up and returns beverage containers in order to eat. You are required to report the five cents per coke can on line 21, form 540. Refer to Pg 55 of form 540 instructions "Beverage container recycling income".

Dan Carpenter carried a box of engines over and handed them to me as we were getting ready to leave the contest at Taft. For a couple of years or so, Dan has been selling off Don Barricks' models and engines. These were some of the well used ones that hadn't sold and were becoming a storage problem. He said to do with them whatever I could figure out and turn any proceeds into the club treasury. There were nine engines in various states of repair, most with one or more missing or broken parts. But at least a couple look to be runnable as is. All are four strokes, either OS or Saito, except for one big old Enya 60 cross flow. All need some cleanup. My first thought is to go through them with the idea of getting at least some cleaned and tested and put them into a raffle at our fall contest. That gives us time to figure it out. Other suggestions are welcome. Thank you Dan.



Here's Steve Remington running a pre-war Ohlsson 23 that Frank Osborne bought as a young lad. Steve went through the engine and prepped it before bringing it out. He added a couple of small parts, made sure the points were working, etc. It started and ran nice and steady for a sixty-something year old. In fact it started more easily than the newer Ohlsson 23 he runs in his Playboy. The smaller intake tube might help starting because of better fuel draw. This is part of a batch of engines Frank gave us some weeks ago.

ENGINE RUNNING DAY was the occasion for the above picture. The first Saturday of each month is designated as engine running day at our local club field at Drum Canyon Farm. We bring out a test stand, various fuel tanks, and a clip-on ignition system and we usually stand by with a tachometer. We encourage ourselves to bring engines needing testing, plus any unusual or exotic machinery that isn't often seen at the field. Where else would you expect to see a Thor run? Did you ever notice the fascination we have for a running engine, especially on a test stand? Guys will stand and stare at a running engine for minutes at a time.

SPEAKING OF TACHOMETERS: I got disgusted one day when all three of my tachometers failed to work, so I ordered a fourth. I'm usually thrifty enough to salvage and use anything operable, but the tachometer problem has been growing. The oldest and most accurate tach is more of a lab type thing that's sorta large and clumsy for field use. The four Ni-Cds were just down from idleness on that one. The second was the popular GloBee, which I'd set aside as simply worthless from day one. The GloBee is a "computerized" gadget with several useless features requiring too much attention to operate. It also has a big soft press on switch that turns itself on whenever handled, even to put it away. I didn't know all that or I'd have never bought it mail order. But its main problem was that it simply wouldn't read RPM accurately. Actually after returning one, I went through two of these lemons, neither of which ever locked on and gave an accurate RPM reading. Even turning it at all angles to the light a steady or believable reading never emerged. I question that a Thor turning 31,000 RPM is accurate. The third was an old Tower which was simple and worked well, but which suddenly went crazy also. The new (fourth) one is the newer Tower, with which I'm reasonably happy even though it's a touch more clumsy to operate than the old version. But for a low priced tach, It's OK.



Here's the stuff Steve Remington and I have been searching for, ever since Joe Wagner discussed it in his column in Model Aviation. Joe said it did a great job of cleaning up baked on crud on engines. Its intended use is dissolving baked on goop from cooking utensils. Steve and I looked in every grocery, hardware and home supply store in our two cities. We had about decided that the State of California had banned it. But darned if it wasn't right on the shelf at Wal Mart. Maybe it's one of Murphys laws, but have you noticed that whenever you search for something you always find it in the very last place you look.

And it does all Joe said it would do. But Dick Fischer said that he had a really hard case where multiple applications left a little dark stuff still in place. Nothing's perfect. My results were what I'd call outstanding. I first applied it to a muffler that was very cruddy, waited about 20 minutes and watched in amazement as plain old water washed most of

the stuff away without even using the old tooth brush.

I also found another good use. A well used film iron had a couple of black spots baked on. It was something other than the normal film adhesive, because the usual acetone application wouldn't remove it. Being concerned about the Teflon coating, I tested a small spot on the side of the iron. No problem, so I sprayed a little on the spots. It did the job, but left a couple of clean spots surrounded by darker Teflon. So another shot was wiped across the whole surface and now the iron looks like new.



Here's a well used Fox engine in the as-found condition.



And here's the Fox after treatment with the Power Dissolver.

The power dissolver is a jelly-like almost clear liquid that bubbles and foams up when it hits the grime. Fifteen or twenty minutes later most of the goop just rinses right away with running water, then a brush helps clear out the corners.

FUTABA 2.4 GHz TESTING. Before we began flying at the Taft contest, we asked who had untested Futaba 2.4 GHz radios. There were three present. So we lined up the ships and switched on all three transmitters and receivers. There was no interference so we felt we were safe to go. Interference would have shown up only if two of the radios had been improperly coded at the factory. There was no point in testing the several others which had been checked out on one of Futabas' test units. It's possible that one of the three units could still be faulty. But what we did do was show ourselves that of the 2.4 radios present, all were safe to fly at that contest. They should still be tested with the Futaba test kit at one of the hobby shops or trade shows where Futaba offers this service. I suspect the problem wasn't widespread, but we haven't heard of Futaba releasing any data. I believe Tandy Walker may have gotten a "faulty" test with his 2.4GHz 7 channel modular type radio. Apparently it wasn't just the 6 channel sets that were recalled.

EYESIGHT AND FLOATERS: Having just returning from the ophthalmologist, I'll pose as a temporary expert on this subject, since good vision is a prime requirement for our activity. Floaters are dark spots, blobs, or stringy web-like things that can randomly appear inside the eyes. They "float" around with eye movement, hence the name. Other than whatever reduction in sharp vision they cause, they are usually harmless and dissolve over time. But that time can take months or even years. Still, if sudden and severe, they can also be a sign of retinal detachment, which is serious and usually requires surgery. Floaters often occur outside the center of vision, where there are less of a bother. But mine appeared right in the middle of vision in the right eye. There was also some blurring, which the Doc said was some blood inside. After careful examination he couldn't find retinal detachment and concluded that in my case, the small amount of blood was probably just a small vessel near the surface that had leaked a little. After three successive and thorough exams, he turned me loose with just an instruction regarding watching out for any changes, light flashes, etc. After about three weeks, I think I can see slight lightening of the floaters and reduction of the general blurring. So if you get particularly large or dark floaters, or light flashes, it's important to get checked out by an ophthalmologist.

THE FINAL WORD: Guys, those of you who might be running Vivell 35 or Madewell 49, keep the RPM between 8K and 9K. I custom tuned and chromed both of the above and both broke con rods. The .49 was turning over 10K on 11 X 4 APC and the .35 was also turning over 10K. The rods in both are die cast and won't stand high RPM running. Just a word to the wise. Don Blackburn

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