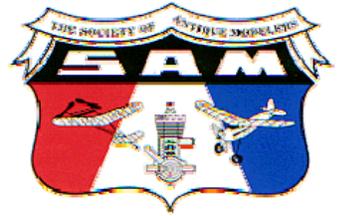




THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS. **LATE JUNE 2008 #226**



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THE NEXT CHAPTER MEETING will be at Bob Angel's on Wednesday August 20. There will be a hard act to follow after the June meeting at Bierbauer's, which was complete with dinner, a first run air race movie, business meeting on the patio with cool refreshments, followed by show and tell, then a choice of chocolate desserts. (I always say "If it ain't chocolate, it ain't dessert").

BOMBERS (flying): Like it or not, the Lanzo Bomber is our most popular and probably the most built OT design. The question arose on SAM Talk recently as to which of the two wing choices is the better flier. Opinions varied. Plans show both a long center section with short tips and a short center with long tips, both with the same planform wingspan and almost the same area. The dihedral on the full size version is 12" at the tips for either wing. During an approximately seven Bomber flyoff at Taft some time ago, I made a rough attempt to test both wing versions. I started by flying my long center section version before looking away, then resumed by trying to fly someone else's short center version. I can't report on how well that other version flew because I didn't seem to have complete control. Just a minute or so later, I found I needed a new Bomber.

BOMBERS (storage): After being totally out of Bombers for a couple of years, I finally finished a short center section version and can report that it flies at least as well and possibly a little bit better. It seems to fly a little more loosely with more sensitivity to thermals in terms of wingtip wiggle. But there's a more practical matter that would change my choice back to the other wing if I ever build another Bomber in that size. I'd ordered our little travel trailer built to a specific floor plan to get the most airplane storage room. There's an overhead bunk up front which spans across from side to side. All wings were stored there with the biggest (the Bombers) on the bottom, with others stacked atop with appropriate padding and snubbing material to keep 'em stacked.

The forward bunk spans 90 1/2" between the walls, probably matching other trailers, motor homes and the like. The long center section Bomber wing just fit in that space with little to spare. However the new long tips version has a shallower dihedral angle, resulting in a (measured) projected span of 93", even though the planform span is the same. Had I de-rusted my trigonometry I could have figured all that out ahead of time, but it didn't happen. So the new wing is now stored in a less desirable location. I'm sure the numbers aren't great, but there may be enough Bomber wings traveling in enough RV's to make this little observation useful to someone somewhere sometime.

SAM 21 CONTEST RESULTS – JUNE 08 AT SCHMIDT RANCH

ANTIQUÉ (combined)		Flt 1	Flt 2	Flt 3	Flt 4	Total
1) Dave Warner	Bomber/??	8:40	4:15	8:30	--	17:10
2) Dave Lewis	Bomber/Como 51	3:43	Max	6:53	--	16:53
<hr/>						
C GLOW LER						
1) Dave Lewis	Playboy/K&B 40RR	4:09	4:49	6:24	--	11:13
2) Michael Warner	Playboy/ ?	1:43	:10	--	--	1:53
<hr/>						
OHLSSON SIDEPORT						
1) Dave Lewis	Clipper/O&R	Max	4:44	--	--	11:44
2) Jake Chichilitti	R/C 1/O&R	3:45	4:17	--	--	8:02
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B IGNITION LER						
1) Wayne Conner	Airborn/Orwick 29	5:32	4:54	Max	--	13:32
<hr/>						
ELECTRIC LMR						
1) David Warner	Playboy	Max	6:06	--	--	16:06
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A IGNITION LER						
1) Gary Leopold	Playboy Jr/Elfin 2.49D	Max	Max	--	--	14:00
2) Wayne Conner	Bomber/Elfin 2.49D	4:09	Max	5:04	--	12:04
3) Dave Lewis	Playboy Jr/Elfin2.49D	:24	Max	3:33	:02	10:33
<hr/>						
A TEXACO						
1) David Warner	F.Westerner /??	1:42	4:16	--	--	5:58
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½ A TEXACO						
1) Eut Tilston	J 2 Cub/Cox	13:06	8:45	--	--	21:51
2) Dave Lewis	Alert/Cox	13:52	7:40	4:00	--	21:32
3) Jake Chichilitti	Baby Playboy/Cox	0	1:48	5:41	--	7:29
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TEXACO (COMBINED)						
1) Dave Lewis	Bomber/OS 604S	24:40	--	--	--	24:40
2) David Warner	Bomber/ (?)	4:46	--	--	--	4:46
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B GLOW LER						
1) David Warner	Bomber/OS 29 (?)	4:26	Max	4:25	5:37	13:37
2) Dave Lewis	Bomber/ST 29	5:52	3:47	--	--	9:39

½ A SCALE							
1)	Cecil Cutbirth	Curtis Robin	6:10	8:54	10:32	--	19:26
2)	Eut Tileston	J 2 Cub	5:07	3:34	--	--	8:41

BROWN JR LER							
1)	Gary Leopold	Polly/Brown	10:43	13:48	--	--	13:48
2)	Cecil Cutbirth	RC-1/Brown	5:24	12:34	1:22	--	12:34

C IGNITION LER							
1)	Wayne Conner	Bomber/Spitfire	Max	Max	--	--	18:00
2)	Gary Leopold	Bomber/Madewell 29	7:25	6:59	--	--	14:24

ELECTRIC TEXACO							
1)	David Warner	Playboy(?)	11:08	--	--	--	11:08
2)	Von Warner	Bomber	4:50	3:38	6:08	--	6:08

A GLOW LER							
1)	Dave Lewis	Bomber/Veco 19	Max	4:25	--	--	11:25
2)	David Warner	F.Westerne/Cox 15	3:03	2:15	Max	--	10:03

FOXACOY							
1)	Bob Covolo	???	2:53	5:23	2:13	5:41	11:04
2)	Dave Lewis	Playboy/Fox 35	1:53	4:55	--	--	6:48
3)	Michael Warner	Playboy	:35	--	--	--	:35

SPEED 400 LMR							
1)	Von Warner	Bomber	10:55	6:17	1:57	--	17:12
2)	David Warner	Miss America	7:42	5:26	--	--	13:08

OLD TIME GLIDER							
1)	Jake Chichilitti	Bird of Time	5:05	3:38	3:23	--	12:06
2)	Von Warner	Spirit	2:56	5:14	:44	--	8:54
3)	Michael Warner	Wanderer	2:01	1:31	1:30	--	5:02

SOS ELECTRIC - NOT FLOWN

There was obviously a lower than usual turnout this time; probably a result of jacked up gas prices and other factors, plus the fact that only those of us left above ground each year can attend. Let's hope the trend improves. RLA

SAM 21RANCH ROMP REPORT

Submitted by: *Gary (Neal?) Leopold*

It was Saturday, May 31, 2008, a cold, very windy morning at Schmidt.s Ranch. CD Ken Kullman and Nina, with the help of Jake Chichilitti (who is learning to be a contest director) were all set up to have the flying begin. There was much conversation as whether to cancel the flying for Saturday because of the wind. Up spoke 6 members

Of the Warner family who had traveled some 6/8 hours from California City, California, and said .we're here to fly!!. All others agreed and off started the contest. The wind was lighter around noon. The day ended with Dave Warner and Dave Lewis neck and neck for the championship. The Schmidt family, Miriam, Tina and Jay, prepared the Saturday and Sunday lunch and Saturday evening dinner, and did a great job of making everyone feel at home. Sunday, June 1, 2008, started out cool but around 10:30 the wind was not so strong, and there was a good lift, so there were a lot of maxes!! There were more fliers on Sunday. The raffle was held at 1:00. First prize, the Brown powered Quaker Flash, went to Wayne Conner; Second prize, the Big Dallaire Sportster, went to Jake Chichilliti; third prize, a Quaker kit, went to Ed Walker. The day ended with the award of the Championship Trophy to Dave Lewis. Later review of the results found that the Daves actually tied for the Championship. Dave L took home the trophy as Dave W had had it for the past year. Stay tuned for more action. Everyone who entered received a blue anodized aluminum trophy, with silk screened logo with date and place of the SAM 21 annual old timer contest. Fliers who placed first or second received engraved plastic stick-ons indicating their winning places in events flown. Thanks to all who attended and to all those who helped make this a great contest.

SAM 21 Ed Note: *A special thanks to Miriam.s daughter **Tina** who ramrodded The proceedings on Saturday in Miriam.s absence and to her son, **Jay**, who Cooked for the Saturday and Sunday lunches.*

BELOW-Jake Chichilliti gets his O&R 60 powered RC-1 underway at Schmidt's. The right end of the big outbuilding in the background is the official lunchroom which houses a good sized mob at mealtime.



PARK FLYER ADVENTURES: SAM contest ships aren't all we fly at the SAM 26 home base flying site. Once in a while a park flyer, a "back and forth" ship or even an electric helicopter may get flown. Dick Fischer has no problem with his little Tiger Moth at the field, but he had an adventure with a high pucker factor when he dared to "try this at home". Keep in mind that the Moth is low power to weight and actually must fly rather than hover or go straight up. Here's Dick's explanation:

After reading all those park flyer magazines Robbie gave me I began to look at my little Tiger Moth electric in a whole new way. So when I came home from the weekly flying session at Buellton yesterday with one battery still fully charged, I decided to run the battery down by flying in my front yard.

The flying area looks fairly open. It's about 3/4 acre, with houses on three sides, 12,000 volt (tall) power lines on one side, and a 60 foot pine tree. The articles in the magazines all talk about flying in your front yard, so I figured I could do it too.

The weeds were a bit tall, so I decided on a hand launch into the wind, toward the neighbor's house. Well, the first thing I realized was that the Tiger Moth doesn't climb as steep as I thought. There was no way I was going to clear the house. So a quick right turn to miss the house and now I'm heading for the 60 foot pine tree. Boy, does that plane go fast in a confined space! Another quick turn and I'm heading toward a pepper tree that I hadn't even considered when I launched.

I don't remember how many twists and turns I made trying to miss all the obstacles. It's all a blur of panic. But finally I was high enough to relax and soar above it all. I did a couple loops and rolls just like I had planned, but then got to thinking about how to land when the battery ran down. One thing for certain, the landing would be like flying into a box canyon. As the battery got lower, there was no way I could make all those crazy turns and climb out again if I missed the first landing approach. So I just kept checking the flight timer, hoping for an inspiration or maybe a miracle before the battery ran down.

Finally, after about 7 minutes, I decided to go for it. The best landing approach seemed to be over the neighbor's house, between his two palm trees (never noticed them before), and then hope to have it on the ground before hitting my living room window. Naturally, this approach was directly down wind.

Well, I got my miracle and the plane skidded to a stop beneath the pepper tree with no damage to tree or plane. The neighbor said he really enjoyed the performance and can't wait to see me do it again. I think he is going to be disappointed, because I learned about Park Flyers from that. Do not try this at home!

Dick



HOW HIGH? You've no doubt seen the ads for the little altimeter (named How High) that can tell you the maximum altitude reached during a flight. It's just a smaller, lighter electronic version of the old Casio altitude watches that were popular a few years ago. I thought it might be useful for SAM type flying to determine relative performance of various components, such as engines, props and even sink rate of various ships. So I sprung for one to the tune of \$42 mailed.

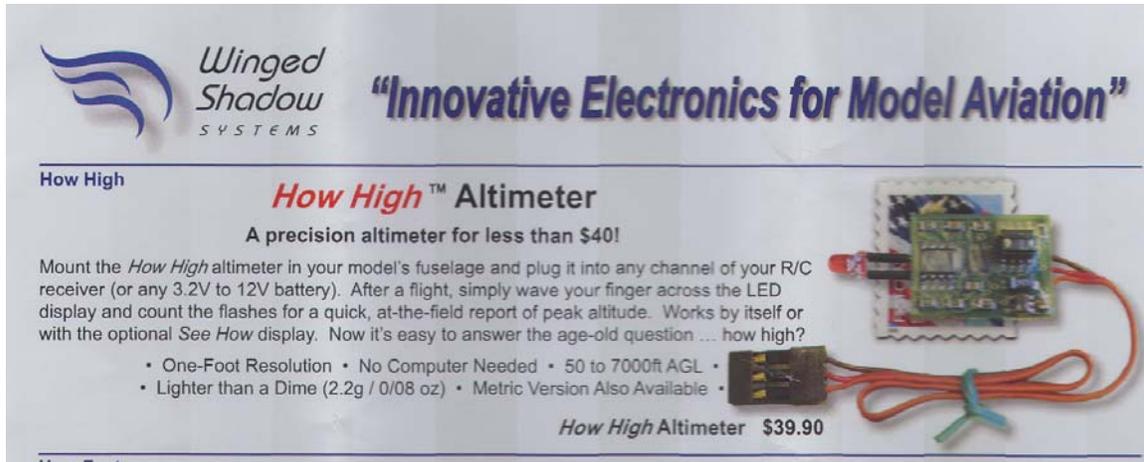
It's hidden away in the picture above, but a little postage stamp sized electronic board with an assortment of components isn't something to get excited over anyway. I'd planned to just strap it under the wing bands and go fly, but was a little disappointed when I read the instructions. They say you need to have it inside the fuselage to keep air pressure currents from affecting accuracy of the pressure sensor. I suppose that would probably have affected the altitude watches the same way, but we never worried about it. I also suppose the inside of a fuselage could collect positive or negative air pressure depending where the various small openings are located.

If you're going to use this in more than one ship, especially say a sealed up pylon ship, you're not likely to open up the fuselage just for one or a few tests. So I decided to encase it in the open cell foam material used for vibration insulation. That way I can just strap it outside temporarily. That might even result in less air pressure variation than being inside a fuselage.

So what you're seeing above is the How High encased with three NI-MH 250 MAH cells attached to a ply mount board. The package weighs about 1-1/2 oz. That's an 11" prop for size comparison. The opening in front is a glued on Plexiglas window to

allow the led to be read after flight. I just plug the connectors together rather than add a switch. Getting the LED to give the readout flashes by wagging a finger in front of it is sort of an art form that requires a short learning curve, but it works. If you miss the count, you can repeat it. Each time battery power is applied the unit zeroes and resets itself to ground level for another flight.

The unit gives the readout by flashing sequential blinks (1 to 9) followed by pauses between digits, but the number zero is represented by two short blinks. Maybe the slight skill involved is the reason they market another auxiliary digital readout device called "See How" for another \$37 mailed.



Winged Shadow SYSTEMS "Innovative Electronics for Model Aviation"

How High **How High™ Altimeter**
A precision altimeter for less than \$40!

Mount the *How High* altimeter in your model's fuselage and plug it into any channel of your R/C receiver (or any 3.2V to 12V battery). After a flight, simply wave your finger across the LED display and count the flashes for a quick, at-the-field report of peak altitude. Works by itself or with the optional *See How* display. Now it's easy to answer the age-old question ... how high?

- One-Foot Resolution • No Computer Needed • 50 to 7000ft AGL •
- Lighter than a Dime (2.2g / 0/08 oz) • Metric Version Also Available •

How High Altimeter \$39.90

The unit has a one foot resolution, but that's not the same as one foot accuracy, which is unknown and could depend on those dynamic air pressures encountered during flight, along with temperature gradients and who knows what else? That's a problem that has also plagued aircraft instrument designers over the years. There's also an alternate unit available which reads in meters instead of feet. All in all it's an interesting and useful little goodie.

SPEAKING OF THINGS METRIC: The picture of the metric crescent wrench in the last issue should have made believers out of you guys who had questioned my offering the things for sale. But even after that, there were a few skeptics left over who questioned the very existence of metric epoxy. For those agnostics, I have laboratory proof that my more expensive 30 minute epoxy is far superior to the offerings of domestic epoxies often advertised as 30 minute epoxy. Those knock off brands aren't metric 30 minute at all, but simply inferior fractional (half-hour) epoxies repackaged under a 30 minute label. A lawsuit is pending against those imposters.

COMPUTER CRASH OF THE MONTH: This month I have no reports of any fresh methods to crash your plane with the aid of a computer radio. But I'll relay a warning from Gerald Martin. Computer chess is no doubt a good way to improve your game, but Gerald claims he caught his computer cheating on the game. He says the computer took his queen with an illegal move. Now if a computer will do that, who's to say it might not just be responsible for engineering that mysterious unexplained model crash?

SAM 30's
Loren Schmidt Memorial Contest



July 26th and 27th 2008

AT
SCHMIDT RANCH, 11948 FRANKLIN ROAD
ELK GROVE, CA 95758

It might be hot, so bring and drink plenty of water!

Come one come all to the only Sam 30 contest of the year
21 RC events all flown by SAM rules and flight times
Fly off's will be held - No shoot out's
Pilots meeting will be at 8 AM and flying will end at 3:30 each day
Entry fee is \$7.00 per event - \$42.00 maximum for the 2 days when all
entered at the same time
Prizes to 3rd Place Sweepstakes Trophy - all events count

***Big Raffle, lots of prizes, and a Rambler airplane
with a Brown Jr Engine - Donated by Dave Lewis***

Saturday July 26

Texaco Combined
½ A Texaco
A LER Glow
B LER Glow
C LER Ignition
Antique (Combined)
Ohlsson 23
Electric LMR
Spirit of SAM Concourse
S400L MR

For Information Call
Frank Womack
530-332-9414

C.D. - Floyd Higgen

Sunday July 27

A LER Ignition
B LER Ignition
C LER Glow
Electric Texaco
½ A Texaco Scale
A Texaco
Ohlsson Sideport
Brown Jr LER
Foxacoy
Brown Jr Texaco

Food

Free pancake breakfast on Saturday and Sunday (you fix hotcakes)
Friday night Dinner (Surprise) 6:30
Saturday and Sunday Lunch for \$5.00 each day
Saturday Banquet will be a surprise - Come join us.

Places to stay

Camping okay - some electrical (come early & bring your own cord)
Super 8 Motel Florin Rd 916-427-7925
Motel 6 2 locations Mack Rd 916-689-6555
Motel 6 Mack Rd 916-689-1411
Gold Rush Inn Mack Rd 916-423-2003
John Jay Inn Massie Ct 916-689-4425

WHAT HAPPENED TO THE POSTAL EVENTS? Especially the several 1/2A Texaco and the Jimmy Allen? They seem to still occur occasionally, but participation is thin and nothing is heard about them until later. Some weeks ago I received this message from Terry Ketten “This year SAM27 will host the 1/2A Texaco postal and I will be taking care of the flight times.” I sent a return E mail asking him for dates and particulars and heard nothing more. There can’t be much participation if the events aren’t publicized, and we have several places to advertise them. Our chapter was starting to get interested in the Jimmy Allen with light interest generated, but when and where will (did?) it happen.



DON BISHOP is a professional fabricator (metalwork etc; not tall tales). This isn’t one of his special tools but he did inspire it. Don made up a neat little thin bladed spade type tool to reach into fuselages to free up velcro’ed components without straining wires, etc. When I spotted the similar tool above, I clamped on to it to use for the same purpose. Marjorie probably doesn’t know it’s a Velcro tool and thinks it’s for icing cakes or something. She also probably thinks it’s still in her kitchen.

THE FUTABA BATTERIES being supplied with the new inexpensive 2.4 GHz transmitters are green 600 MAH NI-CDs made in China. Both Steve Remington and I have noticed that the voltage seems to come down rather quickly, which gave me a little concern about duration, especially for long Texaco flights and multiple soaring flights in the same day. So I cycled the batteries and found their capacity should provide safe voltage for well over two hours, based on Futaba’s published drain rate of 170 MAH for that transmitter. Actually they’d probably make three hours OK, but I wanted more than just “probably”. I had a good 700 MAH yellow Sanyo pack on hand, so I installed that instead. Eventually I’ll go to a higher capacity NI-MH battery, especially as more ships get assigned the one transmitter. I checked the Futaba instruction manual and they do give a good rundown on the safe voltage levels and when you should consider landing and re-charging. There’s also a low battery alarm to land now if you go too long.

IF YOU DON'T USUALLY GET THINGS RIGHT THE FIRST TIME, sky diving probably isn't for you. I've not tried sky diving, but if I did, I thought I'd want to open the chute early and take time to enjoy the view on a leisurely ride down. I've always wondered why those guys liked to do the screaming free falls and lose altitude so quickly. It seems like it would be hard on sinuses and inner ears if nothing else. Last week a guy made his final jump at Lake Elsinore when neither the main or backup chute opened. As I read about that, the reason for free fall finally hit me. If the chute doesn't open, you have less time to worry about it.

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