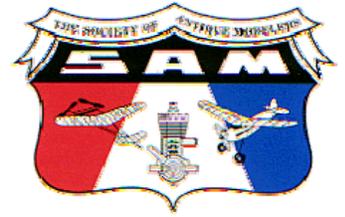




THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUÉ MODELERS. **SEPTEMBER 2008 #228**



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NEXT CHAPTER MEETING will be at Hardy Robinson's on Wednesday October 15.

SAM 26 WELCOMES TOM BOICE, as our first member from Ohio. Since he's less than 50 years old we'll have to consider him a junior member for at least a year. Among other things, he flies a McBomber, which is my new shortcut term for the popular McCoy 60/Bomber combination.

A FEW FREE FLIGHTERS are slowly coming to the realization that having the ability to control their models isn't always a bad thing. Two major newsletters from primarily FF chapters have run editorials this year pointing out that as population spreads across open areas they are going to be out of business unless they do something to confine their ships to the shrinking flying fields. There'd still be motocross tracks where they could ride their chase bikes.

Now if only congress could come to a similar awakening that drilling for oil may not bring gas prices below \$3 ever again, but it could prevent it from being \$10 in about 5 years.

1/2A TEXACO POSTAL: More properly it's the Frank Ehling 1/2A Texaco Postal Challenge. We've decided to dust off our little ships and join in again this time. We use the current SAM 1/2A Texaco rules – best two out of three flights, no attempts. Remember any of you guys in remote locations can join and fly with our chapter as long as we all do it the same day. Let us know of your intent and we'll keep you informed. You can't hurt the scores and you just might help. Only the top 3 scores compete against the rest of the world. It has to happen **between Sept 22nd and October 14**. Hey, October 14 is the same day the movie "Mongol" will be released on DVD. That's the one about Gengis Kahn, and his descendants. I've read a couple of books about those guys and became so inspired I was tempted to buy a sword, rent a horse, and gather up some followers. Oops- sorry for the digression.

OTHER UPCOMING EVENTS: Check the flyers inside for the Crash 'n Bash next weekend, and our own **John Pond Commemorative** at Taft on October 25 and 26. Space was tight on the flyer, but **A NICE RAFFLE** will be held at the Pond meet, consisting of several four stroke engines, plus other items, some of which are being donated by **Ken Kullman**, who has unfortunately had to restrict his flying due to eyesight problems. Ken has been getting us started on raffles by generously donating items for several years now.

SPECTRUM RADIOS have just introduced the **DX5e**, billed as the lowest cost full range transmitter/receiver combination on 2.4GHz at \$100 for the pair. It's sold as a beginners set, and was probably designed to be sold with the various ready to fly combinations that are becoming more popular. But the price is so attractive that lots of interest is being shown in order to get into 2.4MHz where there aren't frequency conflicts. I looked up some specs on Horizon Hobbies web site, and here are my impressions.

The Good: I like the looks and price (\$60) of the receiver. It's not a two piece unit like some others by Spectrum. It has one short antenna and one longer one. After making a couple of installations of 2.4 RX's I think routing to the required 90 degree separation of the two antennas would be easier with the one longer antenna. Actually the antennae are the same length; it's the length of coax between the receiver and the actual short antenna that's a little longer on one. That's about the extent of the pluses.

The not so good: It's a bare bones radio consisting of a TX and RX and that's about it. The only batteries are four AA dry cells for the transmitter, so no charger is supplied. The four cells rather than eight raise an immediate question mark, but the explanation is that due to the lower operating power requirements of 2.4 GHz the four cells are adequate. That may be, but the cells fit a clip-in box which is always prone to failure. They do sell rechargeable batteries and a charger as an extra cost upgrade item, but it appears these cells also may just clip in. If that's the case it would be a good idea to hard wire a 4 cell pack. A Spectrum or JR brand charger would be necessary due to the "backwards" polarity (center negative) and different pin size of their output plug. Or you could make any other brand of charger work by cutting off the output connector and buying and soldering in the right size connector wired for negative center polarity.

The TX uses the cheaper to manufacture digital trims, but it isn't a computerized TX. That combines the worst features of the two. With neither a slide switch nor a screen, you have no reference as to where the trims are set other than by eyeballing the control surfaces. A "one model memory" is advertised. All this means is that you don't have a computer radio to memorize settings for several models. But it does mean you can't cause a computer radios' favorite type crash by having the wrong model programmed into the TX. You must set up each models controls mechanically just as with any other non-computer radio.

The user manual says "During binding, the TX learns what type RX it binds to". So if you have multiple ships and multiple TX's that just might mean you'd have to use all the same model of RX or possibly you'd have to access the receiver and re-bind with each change of RX type. It also mentions that if you accidentally push the trainer button without the RX turned on you will unbind the system.

I have no Spectrum equipment, so I don't plan to switch. But if I were going to Spectrum, I'd consider buying a slightly higher end transmitter, but outfitting a fleet with the little AR500 receivers at \$60 a pop – providing they prove to be as reliable and resistant to ignition noise as are the Futabas and Airtronics.

That's the Battery compartment of that DX5e transmitter on the next page. The TX has a charging port for rechargeable cells, but I guess they'd just snap in also. Spooky.

SANYO BATTERY CODES were revealed in AMA on-line. The first letter is the year, the second is the month of manufacture, beginning with A back in 1996 and A as January. Bringing it up to date, E=Year 2000, F= 2001, etc and M would be 2008. September would be I. So a code of JC would mean the battery was made in 2005, in the month of March.



This view of Spectrums' new 5 channel transmitter shows it's made for economy. The four cells probably work OK, but I hope those battery clips are sturdy or you've got problems.

IT ISN'T NECESSARILY DEMENTIA or even old age when you don't remember the reason you just came into the room from the shop. My theory is that you're just running on autopilot. When you've lived for several decades you've routinely done most daily activities hundreds or even thousands of times. Things such as brushing your teeth or turning off lights before going to bed. You've done them all so often that you tune them out and run on autopilot while thinking about other more important things such as "Why is that danged McCoy stuttering again this time?" or "I wonder what anchovy flavored ice cream would taste like?". Since you're on autopilot walking through the house with those things are on your mind, it's natural that when you arrive in the kitchen you've forgotten the purpose of the journey was to pick up some saran wrap to cover the plans in the shop.

When this happens, there's no point in standing there wasting time trying to recall why you're there. It's quicker and easier to just walk back to the shop and start over where you made the "go" decision. You'll recall the purpose of the trip and this time you'll be exasperated enough to remember it all the way back to the kitchen.

And here's part two of the theory: Your body has some very complex mechanisms to maintain itself in good condition. When it senses you need more exercise, it probably has your brain deliberately drop the reason you went to the kitchen. That's to get you to repeat the trip and keep the blood flowing to the brain better. Think about it, doesn't all this beat admitting to yourself that you're slipping?

QUESTION: What did the sweet little Taliban girl say to her Mother?

ANSWER: Mommy after Abdul blows himself up can I have his room?

THE JIMMY ALLEN POSTAL competition was flown at Taft by a small group from our chapter. All four flew the BA cabin design. Here are the results all in seconds of flight time. The underlined scores were the low throw-away scores which weren't counted.

<u>FLIER</u>	1 st	2 nd	3 rd	4 th	<u>TOTAL</u>	
Jim Elliott:	99	109	55	<u>53</u>	= 263	Total
Hardy Robinson	65	67	112	<u>38</u>	= 234	best three =712
Dick Fischer	85	86	44	<u>42</u>	= 215	
Jim Bierbauer	?	?	?	?	= 109	

The best three out of each person's four flights are taken for scoring, and the best three total scores are used, regardless of the number of flyers. So if we had a huge batch of flyers for the event we might fare better. Don Bishop and I quit flying rubber power years ago when it got more complex than engine power, but we went along to Taft anyway. Both Jim Bierbauer and Dick had technical problems and no one quite made the two minute max. Sorry Jim B. but your scores got misplaced somehow, all but the total. I'll blame Robby for that, as it probably had to do with the fact that they were the throw away scores. The last flights were the lowest in each case as the morning breeze kicked up.



Clockwise: Dick winds, Jim B. launches, Robby test flies, Jim E. retrieves

ENGINE CLEANING: ‘Ol Charlie Reich came up with a product that sounds as if it works similar to the Dawn Power Dissolver we mentioned earlier this year. We had a little trouble finding the Dawn product, but finally located it in good old Walmart. It worked well and was only about \$3.

Here’s Charlie:

mar-hyde s Tal-Strip II Aircraft Coating Remover

This product is available at our local Advance Auto Parts store. It’s located in their auto paint/body repair supply section. The product carries a mar-hyde brand name and called Tal-Strip II Aircraft Coating Remover. The feature I like is it comes in a 15 oz. spray can, which makes it very convenient to use, secondly it only costs about \$5.00. I laid a cruddy old engine on a piece of cardboard out on my driveway, sprayed on a generous coat, let it soak for ten minutes and watched it foam up into a brown mess of dissolved gunk from the engine, then I washed it off with cold water and an old toothbrush. The results were a new looking engine. No muss, no fuss. Tal Strip II is now my product of choice because the spray can makes it convenient to apply, is always immediately ready for use and does have a long shelf life (so far after a year of storage it’s still good). Some model engine cleaners have a rapid deterioration of product after the can is once opened. One caution – be sure and wear rubber gloves when using this stuff as it will burn your skin, also remember, this is a paint remover used to remove epoxy type paints off of full scale aircraft and automobiles, It will also remove any anodized color coating off of a glow engine.

The main component of Tal-Strip II is methylene chloride. As mentioned on the can the primary purpose was intended to strip the finish off of aluminum airplanes. I’ve used this product on many model engines and have never encountered the aluminum turning black. The aluminum components always comes out shiny and clean, looking like new. Of course I don’t leave it on the engine long either. In only a few moments for the liquid spray to foam up into a brown gunky mess. When it quits the foaming process I wash it off under the tap in my shop sink (or a bucket of water) with an old toothbrush. On a very dirty engine I may need a second spot cleaning re-application on an exceptionally caked up area, but this is very seldom the case.

‘Ol Charlie Reich

DEANS CONNECTORS FAIL: Don Bishop and I have both had some failures of deans three pin connectors. Fortunately mine were all in the ignition system, not the radio. The housing is flexible and the female end just gets too loose and sloppy for good pin contact. The failure is intermittent and can usually be found by a little wiggling of the connectors while watching for an electrical reaction. Don sometimes gives them a field fix by just squeezing the female socket with pliers from the side. This springs the contacts back together. Peek inside carefully and you can see how it works.

I prefer to replace the female when this happens. It also helps to make sure you get a good straight shot when plugging or unplugging. And I like to tie them together with a supply of waxed radio dial cord. You can also use dental floss for this. But mainly I’m avoiding using them in new installations. Recently Dick Fischer also had an intermittent failure which was traced to a three pin Deans connector. One newsletter published a nice diagram showing a “standardized” way of wiring ignition systems with Deans for easy replacement of components. I didn’t publish it for the reasons above.

Invitation
33rd Annual SAM 27 Crash & Bash
Schmidt Ranch, Elk Grove, California
September 26, 27, 28, 2008
AMA Sanction #08-1796 with \$1000 Added Purse
CASH PRIZES
All Flying Event Entry Fees will be \$5 each, no maximum.

Schedule of Events I
September 26 Friday 3 PM – 7:30 PM AND
September 27 Saturday 8 AM – 5:30 PM
A, B, C Ignition LER + A, B, C Glow LER + Ohlsson 23
Flying Scale Practice - Saturday 8 AM – 10 AM
Saturday Noon Lunch \$5 – Flyoffs, if necessary, begin at 2 PM

Schedule of Events II
September 27 Saturday 8 AM – 5:30 PM AND
September 28 Sunday 8 AM – 3 PM
½ A Texaco, ½ A Scale, Class A Texaco, TEXACO, Ohlsson Sideport
Brown Junior LER, Electric Texaco, Electric OT LMR, Speed 400 LMR
Judged Scale Flying & Old Time Glider - Sunday Morning Only
Sunday Noon Lunch \$5 – Flyoffs, if necessary, begin at 2 PM

Special Events III
Friday Night Taco Buffet \$5, 6 till 8 PM, RSVP call (916) 684-2265
SAM Champs Commemorative Models - All weekend, score glide time only
Spirit of SAM Concours d'élégance 12 noon Saturday
20th Crash & Bash Anniversary at Schmidt Ranch – 4:30 PM Saturday
SAM Sweethearts Happy Hour - 5 PM Saturday
TEXAS BAR-B-QUE Banquet with Napa Wines \$15 - 6 PM Saturday RSVP
GRAND RAFFLE Drawing at 3 PM Sunday, Tickets 6 for \$5

**All RC events are presented in accordance with the 2006 SAM Rulebook except OT
Glider, Flying Scale, Commemoratives (Fokkers, Dodgers, Trenton Terrors, etc.), and
Speed 400.**

Please note new flexible 2 day schedules for most basic SAM events.

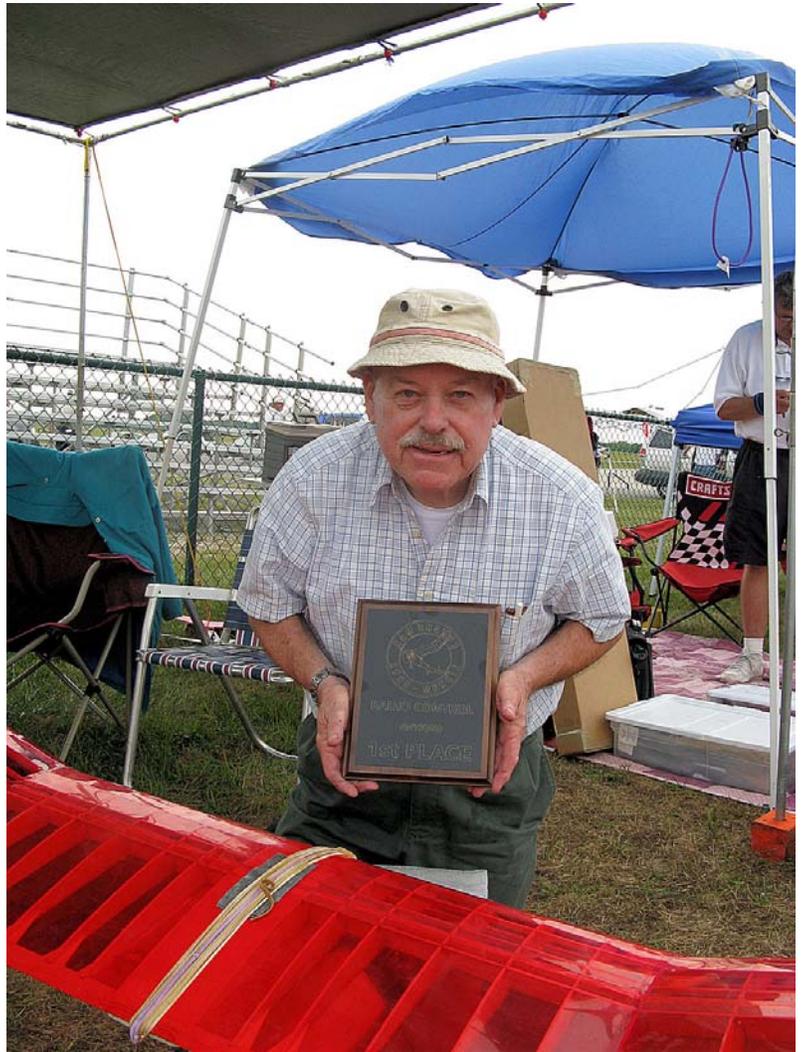
**Directions to Schmidt Ranch : Traveling south on I-5, exit Hood Franklin Road, turn left
(east) over overpass, turn right (south) on Franklin Blvd (J8). Traveling north on I-5, exit
Twin Cities Road, turn right (east), turn left (north) on Franklin Blvd (J8). Camping OK.**

**Nearby Motels: Best Western John Jay Inn, 15 Massie Court, Sacramento (916) 689-4425;
Motel 6, Mack Road at 99 Sacramento (916) 689-9141; Motel 6, 7407 Elsie Ave.
Sacramento (916) 689-6555; Holiday Inn Express, 620 Lincoln Way, Galt (209) 745-9500.**

HERE'S DAVE!

Our own Dave Lewis displays his first place trophy for Antique at the SAM Champs. Looks like a standard Bomber with probably a McCoy 60. If so, that means he was probably competing against several others with the same equipment in a final fly-off. Good job Dave.

We'll proudly claim Dave as a SAM 26 member, but we must confess that his home base is with the SAM 21 group in the San Jose and Bay area of California.



MORE ABOUT BOMBER WING AREAS: We published Ed Hamlers measurements and results for standard sized Lanzo Bomber wing areas last month. He had 1206 square inches for the short center section wing and 1260 Sq.In. for the long center section. His explanation for measurements indicated he knew what he was doing.

Now we have SAM Talk inputs from Tandy Walker and Alfredo Herbon who also sound like they know what they're doing. They match closely with each other, but are different from Ed's. They got 1207 and 1232 respectively. The 1207 is close enough, but the 1260 and 1232 seem too far apart. The 1260 figure is one of the figures I've seen most used. Maybe we'll just have to live with anything between 1200 and 1260 as put down on a scorecard?

Thinking back to the long center section version I flew for several years, I kept a couple of flat strips of lead atop the pylon to bring it up to legal weight. At 1260 Sq. In. that would be 88 oz required, but at 1232 it would only be 86 oz. required. Don't tell me I carried two unneeded extra ounces of lead for all those years! Some would kill to save two ounces.



MORE SAMCHAMPS 08: SAM's Western VP Dick Griswold, assisted by his wife and pit crew Ann does some tuneup on his Ohlsson Sideport. This pair makes a great team and did an outstanding job last year helping run the RC 'Champs in Nevada. Larry Davidson adds another FF grand champ trophy to his collection. Larry is one of the suppliers of our specialty items peculiar to OT flying. Dick and Ann live in Tucson Arizona and Larry is in Moneta Virginia, but both are SAM 26 members.

33rd ANNUAL JOHN POND COMMEMORATIVE

OLD TIME RC CONTEST

Sponsored by SAM 26, the Central Coast Chapter
Taft California, October 25 & 26 2008

SATURDAY: Class A ignition
Class B glow
Class C ignition
Texaco
Electric Texaco
Ohlsson Sideport
O/T Glider
SOS Electric
Speed 400

SUNDAY: Class A glow
Class B ignition
Class C glow
Antique combined
1/2A Texaco
1/2A Scale
Brown Jr. LER
Electric LMR

AWARDS: Through third place in each event, plus the John Pond perpetual Sweepstakes trophy based on all events flown. And the Perpetual Texaco trophy will go to the high time in Texaco.

ENTRY FEES, despite inflation, remain at a mere \$6 per event, with a \$36 maximum if Paid on initial entry.

RULES: SAM and AMA rules for 2008 will be followed with reasonable regularity.

SCHEDULE: Registration opens 8:00 A.M. both days. Pilot briefing 9 A.M. Saturday, 8:30 Sunday, with flying immediately after. Last takeoff 4 P.M. Sat., 3 P.M. Sun.

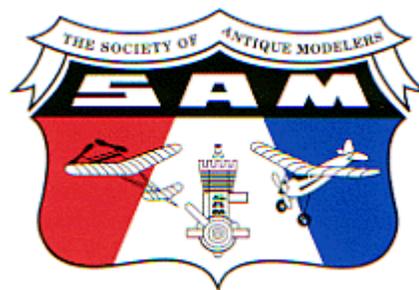
BANQUET: Saturday 7 P.M. at the Ranch House, 200 Kern St. near the Caprice motel. Order off the menu. Saturday's awards will be presented.

CHECK with the C.D. mid week before the contest regarding the event. No problems are anticipated, but it's always a good idea before traveling. And remember if there are weather problems where you live, Taft sits in a unique little weather zone of its own. Over the years we've never lost more than 2 or 3 flying hours to wind, rain etc. on any weekend.

OHLSSON SIDEPORT will use a 45 second run time for all engines as per the SAM Champs.

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THE FINAL WORD: The popularity of 2.4GHz spread spectrum radios has caused some SAM fliers to get into computer radios for the first time. This means they are being exposed to the advantages as well as the problems associated with computer radios. There are several new ways to crash an airplane using a computer radio, and we've covered many of those in our "computer crash of the month". But here's a new way to burn out your spark coil. Due to their dad-blasted electronic trims, computer TX's had to add a "kill button" to the array of switches in order to kill carbureted engines quickly on command. **Do not use this feature** as an ignition shutoff. You can adjust the throttle channel to continue using the throttle lever to cut the engine. If you use the kill button it will, upon release, switch the coil back on. The engine will probably have stopped against compression with the points closed. With no way for the coil to fire, it can overheat and burn out after a short time.

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