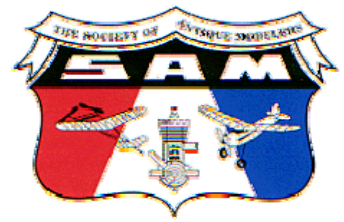


**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF ANTIQUE  
MODELERS.                      NOVEMBER 2010 #251**



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**NEXT CHAPTER MEETING** will be our Christmas dinner at the S.M. Airport's Radisson Hotel, Sunday 12 December, 6 P.M. Jim Bierbauer worked out the details once more and we'll get the early bird special pricing. Jim asks that you let him know your intended headcount (Phone # above). The hotel provided a good prime rib (or other) dinner last year.

**WE LOSE ANOTHER FRIEND:** Gerald Martin passed away quietly in a chair at home on October 18. The friendly Texan loved his lovely wife Sandra, along with full scale airplanes, model airplanes, and entertaining with colorful stories, his guitar, and a mellow singing voice. He founded the Texas Eagles SAM Chapter and was also a long time member of our own SAM 26. He was a crop duster, a skilled pilot (obviously) and a Colonel in the Confederate Air Force. He often flew war planes for movies, such as The Battle of Britain and the TV series Black Sheep Squadron. We'll miss Gerald, especially at the annual Southwest Regionals, where he and friends entertained with guitars and songs around the Saturday night campfire and barbecue. He was 74 years of age and left a number of descendants. Ned Nevels contributed his picture.



**COX PLUG ADAPTERS:** Adapters are available from various sources, which replace the Cox glow head allowing conventional glow plugs to be used. Some people also make adapters from a burned out glow head. Don Bishop did this, but said he could never get equivalent performance to the Cox head from any of the plugs he tried. The most likely reason is that the Cox heads are in the very hot range, and it's somewhere in the difficult to impossible range to find a conventional plug to match.

**I AIN'T GOT IT!** A few weeks ago I was flying a little fun fly electric ship at the Saturday flying session when it twitched violently but momentarily, then regained its composure and was again under control. A short time later it did it again. Then it took a couple more hits as I decided I'd better land now. But before I got it home, it took a bigger hit and spun down to the ground, with some minor damage. It came down near the electric fence that keeps the cows corralled and I figured stray static from that long antenna (fence) was the probable cause.

Well, it was stray static alright, but not from the fence. Within a minute of my coming down we began noticing lightning flashes on the hills to the north probably a couple of miles away. It reminded me of the time at the Colorado SAM Champs when a lightning storm was several miles away. Eut Tileston was in the air and the interference brought him down. So the lesson is: any time you see lightning, no matter how far away, land and stay down until the storm is over.

Incidentally, I'm mostly flying on 2.4GHz, but this ship was on 72 MHz, channel 30. At least two other ships were also in the air at the time but were on 2.4 and were unaffected. That's still more proof that 2.4 MHz is superior in rejecting RFI, or wild sparks of any kind, such as that generated by an ignition system or an electrical storm.

**THE ANDERSON PERFORMANCE SAGA, EPISODE II:** This may become a sort of serial story, as I continue to find problems with my nice looking but low performing #2 Anderson engine. You may remember in the last episode, I found the sleeve was a factory flaw, and had been installed backwards in the cylinder. But, after correcting that problem and doing some breaking in, it still didn't come close to matching the performance of my #1 Anderson.

Making a closer inspection of #2, I found that the ball bearing was getting a little rough, so I replaced it. That only improved things by a couple hundred RPM. Incidentally the Anderson has only one ball bearing at the big end of the crank, with the rest riding in a bronze bushing. The ball bearing happens to be the same size as the McCoy 60 big end bearing, and I happened to have a spare on hand.

So I began a comparison blueprinting session between the two engines. The number 2 engine had a few thousandths more point gap, resulting in a few degrees less dwell. It also had two ounces less point spring tension. But I don't think those two items are significant at the speeds we're running. Plug gap was slightly higher on the #1 engine, which might make a slight difference.

But what I'd judge to be the major difference is the liner's port timing. The #1 engine's exhaust is open for a 150° duration period. According to Harry Higley in his "Handbook for Miniature Engines" that's smack dab in the middle between a sport and a racing engine. Harry quotes 140° for a sport engine and 160° for a racing engine as being typical design. So my #1 seems about right for an engine that doesn't have to be throttled like a sport engine, while pulling more prop load than would a pure speed engine.

By contrast, my #2 engine seems timed too radically at 171° exhaust duration. I'll do more measuring and follow-up as time permits. The radical timing in #2 engine means the ports are cut too high, so the only cure would probably be a new liner. I'm not using the Anderson's in competition, just fun flyers.

**WE WELCOME** two new members this Month. **John Villegas** joined us at our last meeting in Santa Maria. John is a neighbor of Hardy Robinson, who recruited him. He built a few rubber jobs years ago. He's new to the mysteries of RC flying, but has a little bit of stick time logged during the last month.

And **Phillip Stephens** joined us at the John Pond Commemorative. Phillip has only been building and flying for a couple of years or so, but under the tutelage of Rick Holman has come along quickly. He's been flying in our contests and doing well with several wins to his credit.

**POND COMMEMORATIVE XXXV** went very well despite a few obstacles thrown at us before the event. Taft's big centennial "Oildorado Days" celebration took over our first schedule. With some 70,000 people expected, they completely ignored our group (which usually numbers 20 or less) and scheduled things right on top of us. So we had to shift our schedule a couple months before the event and the AMA didn't manage to get the change published in Model Aviation. But so far I haven't heard from anyone who either came early, or missed the show.

As the new date approached, the weather prediction was for wind and rain Saturday with some possibility into the Sunday of our schedule. Fortunately the "regulars" who come to Taft know that Taft is sort of a reverse Bermuda Triangle for inclement weather. We did get both wind and rain, but it all came and went over a 2½ hour period Friday night. The rain settled the dust nicely for the event and the weather was great both days with lots of lift and your choice of flying under blue sky or moving over under puffball cumulus clouds.



**Jake Chichilitti** won the 1/2A scale event flying his new Taylor Cub. Dave Lewis is timing. You are looking North East at Taft.

**RESULTS-JOHN POND COMMEMORATIVE OT/RC CONTEST -XXXV  
SATURDAY OCTOBER 30, 2010 SHOWN FIRST**

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
<b>A IGNITION</b>								
1. Dave Warner	Airborn	490	O&R 19	2:02	1:54	2:14	2:24	4:38
2. Rick Holman	Lancer 49	?	McCoy 19	0	1:27	0:53		2:20
<b>B GLOW</b>								
1. Don Bishop	Bomber	670	Rossi	8:00	8:00			10:25FO
2. Bob Angel	Stardust Spl	660	Torp cross flow	8:00	8:00			9:09FO
3. Rick Holman	Stardust	?	NovaRossi 21	4:53	8:00	6:51	6:02	14:51
4. Dave Lewis	Bomber	490	K&B 3.5	8:00	6:37	6:38		14:38
5. Dave Warner	Stardust	660	Torp cross flow	6:42	5:20			12:02
<b>C IGNITION</b>								
1. Ed Hamler	Airborn	900	Spitfire	8:07	9:00	9:00		13:33FO
2. Don Bishop	Bomber	1100	McCoy 60	9:00	8:28	5:07	9:00	11:17FO
3. Rick Holman	Bomber	1225	McCoy 60	4:25	9:00	1:10	9:00	10:38FO
4. Phillip Stephens	Bomber	1206	McCoy 60	9:00	9:00			10:35FO
5. Dick Fischer	Bomber	1240	McCoy 60	9:00	9:00			DNFO
6. Bob Meyering	Bomber	1206	McCOY 60	9:00	6:30	6:49	5:58	15:49
6. Steve Remington	Playboy Sr.	800	O&R 60 SP	4:30	9:00	6:11	5:47	15:11
7. Bob Angel	Bomber	1206	McCoy 60	7:07	6:42	7:51		14:58
9. Ned Nevels	Airborn	810	Spitfire	4:23	4:17			8:40
<b>TEXACO</b>								
1. Dick Fischer	Flamingo	1160	Super Cyke	9:10	33:21			33:21
2. Dave Warner	Bomber	900	HP 21 FS	5:25	17:16	22:13		22:13
3. Ed Hamler	Airborn	900	Spitfire	14:42	21:11	13:42		21:11
4. Jim Bierbauer	Bomber	1206	Magnum 52 FS	7:14	11:19	18:54		18:54
<b>E TEXACO</b>								
1. Dave Warner	"E" Playboy	570	Electric	13:22	19:51			19:51
2. Wes Funk	P'boy Cabin	582	Speed 400	4:00	12:51			12:51
3. Jay Higgs	Bombshell	300	Outrunner					Disq *
<b>O&amp;R SIDEPORT</b>								
1. Bob Angel	Clipper MK I	678	O&R 60 SP	7:00	6:50	7:00		14:00
2. Jake Chichilitti	RC-1	1010	O&R 60 SP	4:49	6:05	5:52	4:53	11:57
3. Dave Lewis	Clipper	678	O&R 60 SP	2:28	4:50	6:56	4:22	11:46
4. Jim Bierbauer	Kloud King	670	O&R 60 SP	3:49	2:59	4:32	7:00	11:32
5. Phillip Stephens	RC-1	1010	O&R 60 Sp	2:43	3:34			6:17
<b>O.T. GLIDER</b>								
1. Bob Angel	Waif		Hi-Start	10:00	2:55	10:00		22:55
2. Dave Warner	Olympic 100		Hi-Start	3:32	8:09	6:24		18:05
3. Bob Meyering	Goldberg		Hi-Start	9:18	0:57	5:58		16:13
4. Phillip Stephens	Who knows		Hi-Start	0:48	5:02	1:03		6:53
5. Jim Bierbauer	Thermic 100		Hi-Start	0:51				0:51
<b>SPEED 400</b>								
1. Phillip Stephens	Bomber	288	S-400	7:27	15:00	15:00		30:00
2. Bob Meyering	Bomber	288	S-400	9:55	7:17	13:18		23:13
3. Jay Higgs	Strato Str'k	218	S 400	0:03	14:09	8:36		22:45
4. Dave Warner	Mis America	310	S 400	8:49	7:39	5:05		16:28

\* Jay Higgs held the high time in electric Texaco, but disqualified himself after he found his battery didn't fit the rather complex electric rules. He also disqualified his time in E LMR, where he used the same ship. His Speed 400 ship was OK, so that time stands.

## SUNDAY'S EVENTS –POND COMMEMORATIVE 2010

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
<b>A GLOW LER</b>								
1. Dave Warner	Bomber	459	Sup'r Tigre 19	2:48	5:23	3:37	7:00	12:23
<b>B IGNITION</b>								
1. Ned Nevels	Korda Dim'd	440	Forster 29	6:05	5:16	8:00	8:00	16:00
2. Dave Warner	Airborn	490	Torp 29	2:16	2:17	2:28	2:33	5:01
3. Steve Remington	Anderson P.	450	O&R 23 FR	2:09	2:12	1:45	1:47	4:21
<b>C GLOW</b>								
1. Don Bishop	Bomber	900	?	7:16	9:00	7:51	9:00	18:00
2. Dave Warner	Bomber	900	K&B 40 RR	5:39	8:08	8:14	3:16	16:22
3. Dave Lewis	Bomber	900	ST 40 RR	4:43	4:55	5:08	5:38	10:46
4. Rick Holman	?	?	?	7:29	0:00			7:29
<b>ANTIQUÉ</b>								
1. Ed Hamler	Airborn	900	Spitfire	10:00	10:00`			15:57FO
2. Rick Holman	Bomber	1225	McCoy 60	10:00	10:00			13:56FO
3. Dave Warner	Bomber	900	K&B RR 40	6:46	6:41	10:00	10:00	13:24FO
4. Bob Angel	Bomber	1206	McCoy 60	10:00	10:00			6:10 FO
5. Phillip Stephens	Bomber	1206	McCoy 60	10:00	10:00			6:08FO
<b>1/2A TEXACO</b>								
1. Phillip Stephens	Bomber	288	Cox	11:43	15:00			26:43
2. Jake Chichilitti	Baby P'boy	296	Cox	9:16	10:08	9:29		19:35
3. Rick Holman	Airborn	290	Cox	8:54	3:20	5:24		14:23
<b>1/2A SCALE</b>								
1. Jake Chichilitti	Taylor Cub	276	Cox	9:16	10:08	9:27		19:35
2. Dick Fischer	Taylorcraft	350	Cox	8:10	8:08	7:10		16:18
<b>Elect. LMR</b>								
1. Dave Warner	"E" Playboy	570	Electric	6:29	10:00			16:29
2. Jay Higgs	Bombshell	300	Outrunner					Disq.*
<b>BROWN JR. LER</b>								
1. Bob Angel	Kloud Q'n	830	Brown D	9:43				9:43
2. Jake Chichilitti	Buccaneer	653	Brown	7:02	4:56	6:32		7:02
2. Dick Fischer	Flamingo	1160	Brown	2:57	1:30	1:50		1:50

**Dave Warner** was the busiest guy on the field and easily won the overall sweepstakes and the John Pond perpetual trophy by a convincing margin. Runners up were Bob Angel and Don Bishop.

**Dick Fischer** won the Templeton Texaco trophy for the second straight year with his pink Flamingo, powered by his customized "Texaco Special" Super Cyclone.

Considering the predicted weather, we were happy enough to get 16 entrants. As it turned out, the flying weather was near perfect both days. But the on-field campers weathered through a 1½ hour wind storm on Friday night. That was followed by an hour of rain which kept the dust settled for both flying days.

We thank Don Bishop for his services as chief registrar and for helping keep score. Also thanks to Dick Fischer and others who took turns "under the tent". And thanks to Rick Holman for loaning his EZ up awning after our club's was destroyed by that Friday night fast moving storm. Taft is noted for its' lack of serious winds which would prevent flying. But that sudden midnight windstorm made up for years of mild wind. EZ Up awnings are among the best for sturdiness and wind resistance. But ours was totaled, along with that of Ed Hamler. The Bob Holman trophies came out nice once again and featured the laser engraved image of John Pond. Those of us who knew John said you'd not mistake his likeness on the trophy.

Bob Angel, Contest Director

**SOME RANDOM THOUGHTS** about contest procedures, past and future. By Bob Angel

**TROPHIES:** The Holman cups are nice awards, but many of the regular contestants were starting to get overstocked on them, as well as separate place plaques.

At our Pond contest, a commemorative trophy plaque was given each contestant at sign in. There was a 2" high space at the bottom for plastic award stickers through third place. These event stickers were prepared in advance and were placed in small coin envelopes marked for easy identification and handling. By writing each recipient's name on the envelopes ahead of time, the award handouts went smoothly and more quickly at the Saturday night banquet. And at day's end Sunday, when everyone was eager to get on the road, those awards were speeded up also.

**FREQUENCY CONTROL:** Along with our awning, our frequency carousel was damaged by the sudden Friday night storm. The carousel and pins could be restored (once more), but I'm considering a simpler and less bulky frequency control system. The 2.4 MHz frequencies are becoming much more prevalent, leaving a smaller space requirement for 72MHz and ham frequencies. I'd like feedback on the practicality of the following idea.

A small flat board has holes drilled for just 5 dowels to be plugged in. Four of the dowels would be marked at their base for a range of 72MHz frequencies. Channels 11-22, 23-34, 35-47 and 48-60 would appear for the four. The fifth dowel would be marked for ham or any oddball frequencies. 2.4GHz would no longer need to be controlled. Stay with me here.

Each contestant using other than spread spectrum transmitters would be required to make out two clothespins with their name and frequency for each transmitter. One pin would stay on the appropriate frequency dowel, and the other would go on the right control stick of the transmitter. When ready to fly, the pilot would check the frequency dowel for double pins on his channel, indicating his channel was in use. If the channel is clear, the pilot removes the pin from his right control stick and places it next to his pin already on the dowel. Those dual pins grouped together on the dowel would indicate the frequency is in use.

By keeping the pin on the control stick when not in use the pilot has a very visual reminder not to switch on until that pin is removed and properly located on the frequency control dowel. The presence of a single pin on the control board dowel would show the pilot who else is on his channel. A double pin would indicate that the other person has the channel in use.

This may sound complex at first, but after running through the procedure, it should become as familiar as the present system.

**CONTEST DIRECTOR:** The greater amount of man hours I put in occurs before and after the contest. That's because I'm the equipment maintainer/manager as well as the CD. To prevent burnout and because I like to fly also, I've been developing the concept of a "Spread Spectrum Contest Director". That is I rely on other club members during the contest to work the event by taking turns manning the HQ tent and tables to keep things running through registration, scoring, handling time cards, frequency control, etc. The guys have been great at keeping things going. I get to fly, while occasionally taking my turn "under the tent" as well.

**A SWEEPSTAKES AWARD** is the most critical part of scorekeeping, especially when the points are close and everyone is eager to get away at the end of the contest. Mistakes can be easily made in haste. We've worked out a two sheet form which helps. Each sheet has columns listing the events for that day. Day one names and points are listed in rows on the first sheet, with the day's sub total. The second day's sheet is prepared by putting contestant's names in the same rows as day one. The day one sub total is also entered. This pre-prep saves time at the end by allowing the second day totals to be quickly added to the first days totals.

## SCENES FROM THE 35<sup>TH</sup> ANNUAL JOHN POND COMMEMORATIVE



Lisa Meyering and Marge Angel watch the flightline action while relaxing under the HQ canopy. The telephoto lens brings the flightline closer than it actually is.

Top right, Ed Hamler launches Ned Nevels Korda Diamond. Ned won B ignition with this ship powered by a “sleeper” engine not usually seen in competition; a Forster 29. The Forster got good solid consistent runs, which is half the battle.



Have you ever seen a shade canopy crash? This was one of two that went down before the event started. Ed Hamler walks away, possibly in disgust from his demolished EZ Up. But he somehow came up with another shade for the rest of the event.

At right, Don Bishop brought his maxed out Bomber down for a victory loop before landing. The overall championship points were so evenly distributed that Don finished in third place while flying just three events.

Ned Nevels took the lower right picture, Bob Angel took the other three.



Bob Angel Looks on as Philip Stephens discusses the Lancer 49 with Ed Hamler and I (Ned) on Friday afternoon. (The world famous "kitty litter" plant is in the background). Picture and caption is from Ned Nevels. Phillip is our newest SAM 26 member.

That Lancer has a hot new McCoy 19 setup by an engine guru; however it got a bit cranky on this outing. We understand it ran well at the SAM 27 event.

Top right: Dick Fischer launches his 1/2A Scale Taylorcraft, with Steve Remington timing. That's Jake Chichilitti flying at the right with flying buddy Dave Lewis timing. I used Jakes picture twice just to show that even if I can't pronounce his last name correctly, I can at least spell it. Other than the two pictures by Nevels, Angel took the rest.



Here's our sweepstakes winner Dave Warner and wife, Melanie with the John Pond Perpetual trophy.

And below, Dave shows how it's done. Melanie is Dave's pit crew and favorite timer.





**BUT HERE'S THE BAD NEWS:** That sign you see has recently appeared at what's been described as "the world's finest FF flying site".



I called the listed number and talked to a man named Bob Hampton. I got the impression that the three guys who bought this property (probably at a song) from Standard oil are just three local businessmen who happened to be at the right place at the right time. They aren't real estate people and I also got the impression they were amateurs, hoping to make a killing. Their initial asking price is totally out of line with reality. Mr. Hampton is Taft's garbage collector.

Earlier, I'd thought that maybe the AMA might be able to swing a deal to buy it, but there are hurdles there as well. Recent candidate statements for the AMA election currently underway indicate the appointed Region X Vice President is firmly opposed to any idea of buying and establishing a Western Region Flying site (as sort of a Muncie West). His opponent on the other hand thinks it's a great idea. But AMA HQ appears to be backing the incumbent and the opponent will probably not win over the establishment.

Then there is the matter of price. That land to me looks like maybe a thousand bucks an acre at best, but the initially quoted price was \$55,000 an acre. That wildly optimistic statement convinced me these guys weren't in touch with reality. The fellow indicated a willingness to negotiate both on price and the amount of acreage, but it sounds as if we'd better look for an alternate contest site. Incidentally, **all** of a section of land would be 640 acres, not 475. I asked about that and the rest of the section is the separately listed North portion across the road.

We'd heard earlier that the property belonged to the Taft Cemetery district, but apparently that isn't true, unless it's one of those currently screwed up mortgage deals.

**IT'S DUES TIME AGAIN.** We're still able to keep dues at \$15 for the coming year as we still have a little over a thousand bucks in the treasury. At least we did have before this last contest and the upcoming replacement of the canopy. We run a frugal organization and shoot for the contest fees to pay the contest expenses and the dues to cover the newsletter costs plus a few minor incidentals. This has generally averaged out OK although at one time our treasury was on the north side of two thousand dollars.

So why not do it right now and get it over with? Make a check for \$15 payable to SAM 26 and mail it to Treasurer Jim Bierbauer at 519 W Taylor St. #381, Santa Maria CA, 93458. I thank you, Jim thanks you, and SAM 26 thanks you.

Robert L. Angel  
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