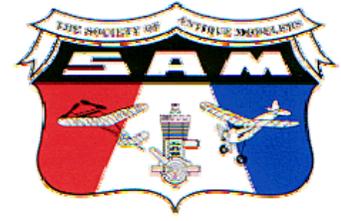


**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF ANTIQUE  
MODELERS.**

**Mid July 2011 #256**



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**NEXT CHAPTER MEETING** will be at Jim Bierbauer's on August 17, @ 7 PM. We can celebrate Robert De Nero's 68<sup>th</sup> Birthday, although we're not sure he'll be able to make it to Jim's place.

**MIKE MYERS** is hereby officially welcomed into SAM 26. He's a past President of SAM, and a retired attorney. He was reared as a free flighter, but successfully completed a 12 step program and now flies RC. He flies our events at Taft regularly and is easily recognized because he's probably taller than you unless you're Steve Roselle.

**RESEARCHING** something in an early SAM 26 newsletter, I came across an item that I'd long forgotten, but that had me chuckling, so I figure it's worth repeating. It started with an item from the SAM 21 Newsletter, and continued with some stuff I dreamed up to add to the confusion. Here we go:

**ELECTRONICS ELUCIDATED** (From the SAM 21 Newsletter):

**MILLIMETER:** A nickname for Mildred Meter, eldest Daughter of the famous Am Meter.

**HERMETIC SEAL:** A large ocean mammal which lives alone.

**BI-POLAR:** A nationalistic procurement recommendation for Antarctic properties.

**PROPAGATE:** The correct entrance to a fenced area as pronounced by Jimmy Carter.

**RISE TIME:** I'm not sure what it is, I only know it's not as fast as it used to be.

**BROAD BAND:** An all female musical organization.

**OKAY,** having gotten the hang of the thing, your SAM 26 Editor fractured a few of his own:

**TRANSIENT:** A nice name for what used to be bluntly called a "bum".

**BANDWIDTH:** Approximately one quarter inch for #64 gum rubber.

**CRITICAL DAMPING:** Sprinkling water on any object while in a "picky" mood.

**BONDED:** Formerly a slave or indentured servant. Currently, the passive partner in various kinky activities.

**DIGITAL OUTPUT:** The finished efforts of an effective typist.

**SHRINK TUBING:** Special fuel line used exclusively by psychiatrists.

**RESISTOR:** Any sweet young thing with whom you can't get to first base.

**POTTED CONNECTOR:** An electrical junction that has absorbed too much alcohol.

**COLD JOINT:** An extinguished marijuana cigarette.

**SILVER SOLDER:** Repair material for the Lone Rangers' horse.

**BOOSTER BATTERIES:** Electrical sources which are very enthusiastic about the SAM movement.

**PASSIVE NETWORK:** The activities of a lazy volleyball spiker.

**SHIELDED CONDUCTOR:** One whom the rest of the orchestra has protected from the harsh realities of life.

**RESOLUTION:** "I promise never to subject the membership to this sort of thing again."

**TAFT FIELD UPDATE:** As most know, the flying field and surrounding areas have been for sale for some time. At our spring contest in March, the principal owner Bob Hampton drove out Friday afternoon before the contest and we talked. Rent for the field was discussed then, as well as earlier, but after I described our low budget operation, the subject was thankfully dropped. He allowed us to continue with the contest but asked that we clear with him for permission in the future. So in preparation for the Pond event, I contacted him.

They have leased a part of the field we fly on to a solar power company called Axio Power, who plans to send solar power to the Maricopa power grid. No doubt that means distribution to much more than just to the quaint little town of Maricopa. The lease is with option to buy after a year, or an extension for a second year, still with the buy option. I couldn't tell exactly from the verbal description, but it sounded like an area extending west from the entry road with a northern border somewhere along the south edge of the area we actively use for flying.

Fortunately for now, the lease agreement allows the present owners full access and use of the field until time of sale. The present owner didn't think our operations would interfere with any activities of the lessees at that time so he OK'd our use for the October 29/30 dates.

But to be sure of no problems and to maintain good will, I called Axio Power and talked to the project manager. He said there would be no interference problem at all since they are just in the study phase. So I've sent our sanction application to AMA for October 29/30 and we should be fine. Incidentally Mr. Hampton says he has been chasing some of the hot rodders and motorcycles off the field, which should make a more dust free environment.

While the future is uncertain, It's no doubt going to take the solar power company some time for planning and permits, so with any luck we should be able to hold at least a few more events at Taft. It appears the lease is primarily just to hold the land from sale to others until the power company gets its act assembled. Incidentally, Axio Power was recently bought by Sun Edison, which has big bucks, big plans, but lots of opposition to solar power from prospective neighbors.



**George Tallent** passed away last month at age 85, so we've lost another well known old timer. George was best known by many as the only person in the world who could re-seal those Ohlsson engine leaks between the cylinder and crankcase. So of course don't send any more engines for repair, and check the back cover of this issue regarding the latest on any engines that were in his shop for repairs.

**Another Failed experiment?** I think it was Thomas Edison, who having taken hundreds of tries to make a successful incandescent light bulb work, came up with a statement something like: "An experiment that doesn't work isn't a failure; it's just another stepping stone to the final successful one."

Some time ago I started trying to find an alternative to the mechanical procedure George Tallent used to dismantle, re-gasket, and reassemble O&R engines. The upper bypass cavity where the leaks occur is fairly accessible through the exhaust port.

Since the problem is a dried or shrunken gasket, I thought some of the automotive gasket sweller-uppers might work. I cleaned things out on a leaky O&R, squirted some power steering sealer into the cavity with the engine inverted and left it that way for a day or two. I still leaked. Later I decided that power steering sealer might not be aimed toward gaskets, since there aren't many to seal.

So last month I bought a bottle of Valvoline transmission stop leak. It was the only one of several such products whose label specifically said it would expand gaskets. I mixed a small batch with gasoline, half and half and ran a tank full through the engine. I figured that would be the best way to assure a good soak of the gasket. I again let it sit for a couple days before running it again. It still leaked on regular fuels.

But it was interesting running the engine on that sealant/ gas mix. There was lots of white smoke. And while I saw no signs of engine wear (black oil) in the exhaust residue, the piston looked possibly a little bit shinier after the run. I've heard that while transmission fluids are lubricants, they may also have some slight friction additive to prevent slippage. (Sound implausible?). Maybe that mix might make either a cleaner or a mild break-in fluid. But that's another experiment for another day.

The next thing that needs trying is to find a liquid gasketing material that cures flexible, but would resist either or both gasoline or alcohol. It could be injected into the upper bypass cavity through the exhaust, again after cleanout and with the case inverted. That also is an experiment for another day, unless one of you guys does it. If so let us know.



This nice looking Ohlsson is the Custom model. It was a pre war (circa 1941) design that came after the Gold Seal model and before the Special. The Special was the first of the many more common ones which are so readily available today.

The eagle emblem on the front, along with the smoothly cast tank top with integral flared intake tube make it easy to identify.

These have real bearings in the lower end and are said to be good runners. While not as powerful as the later engines, a few have been used effectively in Texaco events.

**PHOTO TIPS:** The June 2011 issue of Model Aviation carried an article on shooting video footage by Fred Midgett. Fred runs a by-subscription on line video show of various current large RC events. While his article was aimed at making movie footage, I found many of the tips useful for still photos, especially for shooting models moving through the air. His video shows have nothing to do with our activities; they just cover large back and forth type RC events. A subscription is about 40 bucks a year and if interested you can Google [higherplaneproductions.com](http://higherplaneproductions.com).

I found tips on focusing and stabilizing in-air shots, but there's one tip I use to follow a moving target that wasn't mentioned. This might be common knowledge among good photographers, but I had to discover it for myself. To keep on target on a moving model, use the viewfinder, but keep both eyes open. With a little practice, you'll find you can track the target with the "outside" eye, while superimposing the center aiming frame with the viewfinder eye. This is especially useful when you're using a telephoto lens on a moving target. Read Fred's article for the other tips.



Here's an example of a well framed shot of a fast moving target.

Doug Klassen took this one of Bob Hawkins Bomber coming down at high speed with folded wing.

I forgot to ask Doug if he had both eyes open.

I know I had both eyes open and was running at the time.

Another good photo tip I picked up out of Fred Midgetts' article was to manually set focus at infinity. Auto focus works well most of the time on the ground, but for shots like the above, the camera often can't find and focus on the target in an open sky.

**E-BAY** is one of many organizations unwilling to share the misery of the recession with everyone else. They've recently ramped up their greed level again according to several sellers. They will be withholding Paypal funds for three weeks or more for overseas shipments, less for domestic. This gives E-bay the use of other peoples' money interest free. I've heard there's a law requiring them to repay any interest they earn by investment, but this is easily skirted. E-bay can just hold the money as cash reserves, while freeing up "other" money for investment. One E-bay seller says it's also probably a scheme to eliminate use of other than Paypal for payment. It would force sellers to accept any personal checks and ship before clearance, in order to keep the sellers' fast shipping record clean. Most sellers then wouldn't want to accept personal checks via mail or even cashier's checks. Then if California Governor Jerry "Moonbeam" Brown's new internet sales tax sticks, sellers will be lucky to see 75% of an E-bay sales price.



I thought I'd send along a picture of my bamboo tools.

The photos are pretty self-explanatory. I've soldered a length of square brass tubing on each of them which extends out the back, so I put a weight on that to keep them in place while I'm bending the wood over them,(... with the candle lit, or course.)

Works for me, anyway...

Jean

Tucson

**BAMBOO** is used mostly just by rubber fliers today, but there is some use in power models, especially for curved wing and empennage tips. Many old model plans specified bamboo for that and other applications. It's tough stuff and much more abrasion resistant than balsa, especially on those tip surfaces. The idea above is to soak the bamboo then stretch it around something to the approximate arc shape of the item where it will be used. Heat helps to form and dry it.

Outside of a trip to China, bamboo sources are less plentiful than they used to be. One source is a bamboo lawn rake, if you can still find one. The bamboo is usually split with one hard side remaining, just the way you'd need it. The late Loren Schmidt used those pre-curved rake tips as effective tail skids.

And if you really want to get seriously into bamboo, you could grow your own. I did that in Highland California, (near San Bernardino) when we moved into a new house and the afternoon sun really heated things up in the back yard. We had tall shade in just a few months. The bamboo grew, and grew, and grew, and spread. About five years later, it took two pickup loads just to haul away the roots after we'd grown trees as replacements. But bamboo is very easy to dig up and control if you just want a small patch of it for garden effects and to share with your modeling friends.

**HOBBY LOBBY DROPS GRAUPNER:** Hobby Lobby announced the following in an open letter. "Hobby Lobby enjoyed a long and successful partnership with Graupner, but most recently, we have been unable to maintain consistent product stocking levels. This is very frustrating to us and we recognize this as poor service for you, our customer. It is because of this commitment to service that we have reluctantly decided to discontinue selling all Graupner products at this time.

We're doing a final inventory clearance on all Graupner parts remaining in stock. Please take a moment to look over our list for great pricing on Graupner and find those little gems you may need. There will be no more Graupner back orders taken."

Hobby Lobby posted a listing on their internet site of Graupner items being offered at clearance prices; however their speed 400 motors were not on that list.

**SPEED 400 MOTORS** for the special RC event are Graupner products; however they are still being stocked by a few other suppliers. They are cheap brushed motors and may or may not be around forever. And being cheap, they wear out, so the electric guys flying the event usually buy more than one at a time. But if you stock up, the rules for the event could change to another motor. So whatever happens, remember "Murphy's Dilemma" and that I never gave you any specific advice on what to do.

## EVENT SCHEDULE FOR REMAINDER OF 2011.

Courtesy of Steve Roselle, Chief West Coast (Southern Division) scheduler.

**JULY 4 Monday 7/4 Independence Day**

**JULY 23 24 SAM 30 Annual - Schmidt Ranch**

**SEPT 4 Monday 9/5 Labor Day**

**SEPT 11 - SGMA Combo Wageall fld**

**SEPT 24 25 SAM 27 CRASH & BASH Schmidt Ranch**

**OCT 2nd - 7th - SAM CHAMPS Boulder City, NV.**

**OCT 15 16 SAM 21 S- 400 & 1/2A TEXACO contest—DWARFs**

**OCT 29 30 SAM 26 - JOHN POND COMMEMORATIVE XXXVI, Taft, CA**

**Sunday Only 10/30 - SGMA Fall Contest FF/RC Wageall fld.**

**NOV 5 6 SAT NOV 6th - SAM 21 MECA COLLECTO location TBD**

**NOV 26 27 Thursday 11/24 Thanksgiving Day**

**DEC 24 25 Sunday 12-25 Christmas Day**



**THIS YEARS SAM CHAMPS** will be at this same roomy flying field on the outskirts of Henderson Nevada. The photo is from the 2009 event and shows Chuck Hutton taking off with his O&R powered Trenton Terror. The ship was probably made primarily for the O&R Sideport event where it placed fourth. But it also fit into four other ignition powered events as well, allowing Chuck to get in a lot of flying after traveling from Ann Arbor Michigan.

**TIDBITS FROM** here and there, including stuff lifted from the internet:

**Music wire** like many other things ain't what it used to be. But Mike Myers and Gene Wallock both claim the spring tempered wire from McMaster Carr is stronger stuff just like we used to buy at the hobby shop. They are at PO Box 54960, Los Angeles, CA 90054-0960 or phone 330-342-6100, or look them up on the internet. They have an amazing variety of tools and materials.

**Fuel Proofing 101** by Jim Hainen: In a small container, mix about a half teaspoon of each hardner and epoxy from your five or six minute epoxy. Thin with either acetone or lacquer thinner and paint the engine compartment. In minutes the thinner will evaporate and the compartment will be fuel proofed.

**Rubber band storage** by Roy Bourke. Most ziplock baggies are OK for rubber storage, but some aren't. It depends on what the bag is made of. Here's the test:

Completely fill a bag with water, and put it into a basin of water. If it sinks, it contains PVC and is bad for rubber storage. It will rot the rubber in time. If it floats, it is safe for rubber storage.

OR: Take a clean unused plastic bag and burn it. If it burns with a clear-edged blue flame, it is OK. If it burns with a smoky yellow flame it contains PVC and shouldn't be used for rubber storage.

**Engine restoration:** A fellow named Bob Age, 15477 Owems Rd., Hinckley, Illinois 60520 telephone (815) 286-3969 can hone and chrome your cylinders. This came from an article in July 2010 Model Airplane News pg 103. From Karl Pfister, Sam 28 in Fort Wayne, IN

**Wheel trick**, especially for small rubber models: Speed secret here... I use 1/8" square tubing for the centers of my wheels. It doesn't get plugged up and start dragging against the axle as round tubing does, and you can clean it more quickly by blowing it out with starter fluid or plain air. By Jean - - - Tucson

**Engine break-in** secret. If you live where the neighbors are likely to object to the noise of a running model engine, here's a scheme that some claim will work. I'm not sure, but this tip may have been passed along on April fools day.

"I had a friend who would look forward to mowing season. He would strap engines that needed breaking in, to the mower, then walk the un-powered mower around his yard. Claimed that none of the neighbors ever complained about the noise!"

**Aliphitic glue.** I like to test each bottle of aliphatic resin glue. Spread a bit on wax paper about an inch (2.5 cm) in diameter and let it dry for a few days. Then try to bend it. Most just crack. Some stay flexible. I like to use the flexible ones. Weldbond stays flexible BTW. Dan in Ottawa

**Angle of incidence** by Roy Borke. **Q:** What should the angle of incidence of the wing be? My plans show about 5 degrees which seems rather excessive. **A:** Almost all of the original designs of free flight aircraft show high levels of decalage (longitudinal dihedral). Large decalage and a resultant forward position of the C of G yields more stability in pitch, desirable in a free flight aircraft but unnecessary in an RC application. For RC Old Timer aircraft, I always reduce the decalage to about, 1-2 degrees as measured at the chord line, not the bottom of the wing (riggers line). Makes for greater efficiency and less drag, and allows the C of G to be moved back further.

**Prop slippage** became a problem for Tandy Walker when he put an APC prop on an Ohlsson. He found that a disk of fine grit sandpaper in front of the drive washer with the grit side against the prop solved the problem. The drive washer serrations bite into the backside of the paper enough to do the job. Another solution would be to set aside the plastic prop for a wooden one just as nature intended.

**A LITTLE OFF TOPIC** – but this bit of pseudo political science has circulated for some time and seems particularly appropriate at this moment in history.

**GOVERNMENTIUM** - we're doomed...

Lawrence Livermore Laboratories has discovered the heaviest element yet known to science. The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons, and 198 assistant deputy neutrons, giving it an atomic mass of 312. These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called peons. Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact. A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete. Governmentium has a normal half-life of 2 to 6 years. It does not decay, but instead undergoes a reorganization in which a portion of the assistant neutrons and deputy neutrons exchange places. In fact, Governmentium's mass will actually increase over time, since each reorganization will cause more morons to become neutrons, forming isodopes. This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration. This hypothetical quantity is referred to as critical morass. When catalyzed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many peons but twice as many morons. The missing portion of the substance is known as corruptium, which redirects radiated energy into channels that lead directly to the power source, once damaged heavily by exposure to light, but now covered by czar tissue. \*\*\*

**QUESTIONING SUB INDUCTION:** Sub induction, or sub port induction as the full term is known; has come and gone in engine design over the years. In modern engines it's that small gap seen below the piston when it's at top dead center. The purpose is to take an extra little gulp of air at the end of the intake stroke.

Earlier, Super Cyclones were one of the first to introduce sub induction by drilling four small holes through the case and liner in a circular pattern below the piston skirt at TDC. Those early engines had more restrictive intakes than we see today, and those holes may have given a small power increase. Or perhaps not. That four hole sub induction was picked up by the Cykes' big brother the Anderson Spitfire, Orwicks, and maybe some others.

Recently I was checking out an Anderson Spitfire, when the afternoon sun revealed that fuel was spurting out the four sub induction holes as I cranked with a starter. So air being sucked in on the upstroke was being expelled on the downstroke. Now it's possible that at running speed there would be enough inertia to the inflow that little if any air would be expelled. But if even some of the intake were being spit out again, there would be a little lost work in moving air through those small holes. And since expelled air would now be mixed with fuel, there'd be some fuel mileage loss.

Sub induction can't be used with tuned pipes because it messes up the neat little pulses of exhaust gas that help pull in the fresh charge from the crankcase. And over the years sub induction has come and gone in Cox engines. And that manufacturer did lots of testing. So it's not automatically a proven improvement.

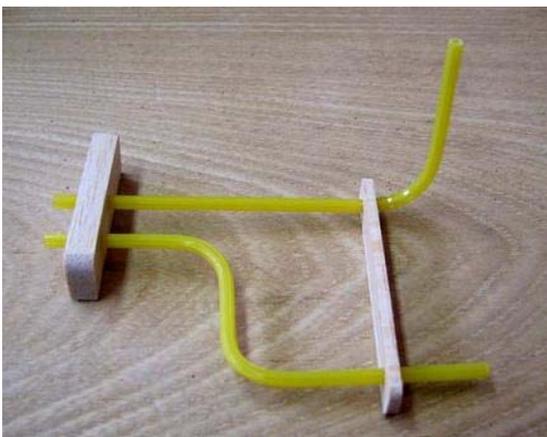
Maybe it's a matter of critical timing, just as other aspects of intake timing affect engine power. If the sub induction holes were drilled too low, it would probably result in the re-expulsion of some charge for no improvement or even a small loss of performance. There's a subject for another experiment that I'd like to see, but will probably never get "a round tuit" myself.

Dick Fischer had to plug the sub induction holes in his "Texaco Special" Super Cyke before the reduced diameter intake tube became effective. The holes were taking in so much air the engine didn't want to slow down, and of course settings were more critical with less air flow past the needle valve.



Doesn't this great looking Mystery Man make you want one for yourself? If not, you may not have a soul. It's one of many designs that can be competitive, but is often overlooked because of its more complex structure. It gets airborne by lifting away from a wheeled launch dolly. SAM did not originally permit drop off gear, but the rule was later modified to allow it for this model only. That seemed a little strange, because I know of no other design calling for a drop off dolly. And the disallowance rule was no doubt made originally just to rule it out for this model only.

I've seen an alternative to the dolly which works for some glow powered ships using a smaller diameter prop. A single wheel projects slightly from the forward fuselage for landing. With someone steadying the wing, it can takeoff on that single wheel.



Here's Tandy Walkers solution to placement of Futaba's twin 2.4 GHz antennae. Futaba's rules state that the two should be placed at right angles to each other and in different planes for most reliability. The antennas' entry point is to the left in this picture.

*Gently heat the Gold-N-Rod with a heat gun and bend it into the shape you want. Holding the shape while it is still warm, dip the bend in cold water and this will set the angle of the bend. If you miss the angle a little, reheat and repeat.*

**ENGINE RECOVERY:** I talked to Bob Angus, who lives near the late George Tallent, regarding recovery of engines that might have been at Georges' for repairs. George had married a lady from the Philippines who speaks little English. Since the only contact is by US Postal service or telephone, you can't expect a response from George's address. Bob had met with George's son and suggests patience about the matter and something will have to be worked out over time. Phil Pierce will probably be handling the recovery after major estate matters are settled.

So the suggestion for now is to sit tight, have patience and wait for further word to be passed along, before adding to the confusion by trying to contact someone at George's. Word will be passed along quickly when the time comes.

George had been trying for some time to get someone to buy out the machinery and take over the O&R re-sealing project. That's still a very probable option for some capable machinist willing to take it on. But again, it's recommended that you be patient and wait for the right time, and a suitable contact.

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