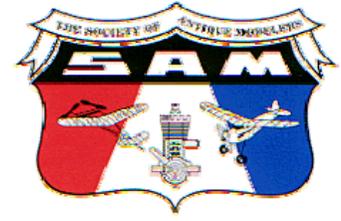


**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF ANTIQUE
MODELERS. OCTOBER 2011 #259**



DICK FISCHER-PRESIDENT
215 ARABIAN WAY
ARROYO GRANDE, CA 93420
805-489-4078

JIM BIERBAUER-SEC/TREASURER
519 W. TAYLOR ST. #381
SANTA MARIA, CA 93458
805-928-0918

BOB ANGEL-EDITOR
1001 PATTERSON RD.
SANTA MARIA, CA 93455
805-937-5145

NEXT CHAPTER MEETING will be at Dick Fischers' on October 19 at @ 7 PM.

WE WELCOME two new members who joined us at the SAM Champs.

Fred Foster hails from the scenic town of Sedona Arizona. Your Editor first met him at the SW Regionals at Eloy Arizona. You may have seen his picture in the OT column in the June issue of Model Aviation, flying his RC-1, with which he won the Texaco event.

Victor Barbieri resides in the bay area in the city of Corte Madera, so his primary membership is with SAM 27. He's fairly new to the SAM movement and filled with enthusiasm. He didn't have a plane at the 'Champs, but wait 'til next time.

THE SAM CHAMPS will be featured in this issue, with the main theme being the weather.



SNOW WHITE was voted Best of Show in the 'Champs concours event.

This striking model was built by Rich Minnick of SAM 27 in Northern California.

It was flown once during the contest to qualify for the concours, and on another day by popular demand.

The original was built by Joe Raspante and won the Berryloid "best finish" trophy in 1936.

Wind, rain, thunder, lightning, heat, cool, and a short burst of sleet were all features of the 'Champs this year. But there was some decent flying time each day (at least for RC) and most of the group took it in stride. The contest Manager and both CD's kept their cool, making necessary adjustments with contestant input as needed each day.

The FF guys were the most disadvantaged in that a couple of days were cancelled out completely for wind. On our arrival at the RV park late Saturday the temperature was in the 90's, but decreased before the flying started Monday, and continued a nice downward trend through the week. We don't often need air conditioning or heat in the trailer but this time we used both.

The HQ Hotel/Casino is just a mile or two from Hoover Dam, so Sunday morning Marjorie and I drove over the old dam and back, now a dead end trip. Then we drove over the new high bridge, but were disappointed that there was no view while driving. They've built a raised concrete wall to keep traffic flowing safely and smoothly. You can park and walk the bridge to get the view.

Retreating to the HQ Hacienda, lunch was some very good custom built sandwiches at the quick lunch & snack shop. Sunday PM, everyone picked up contestant packages in the meeting/dining hall that was ours for the week. At the pilots briefing all sorts of suggestions emerged as to how to handle the upcoming weather. In the end it was decided not to tinker with the original schedule and adjust each day as necessary. That turned out best.

Monday was calm and flyable until the afternoon. I happened to have my Bomber up when the storm front suddenly came through. The ship got sucked up into a thermal and moved downwind before I could fly back or spin it down. I could barely see it at times, let alone control it. Andy Latowski came over to bail me out with his sharp younger eyes. I soon just handed him the transmitter and took the zero score rather than lose the ship. Andy brought it back within visibility, and handed back the tranny. I flew it on back in for a close landing so I could nab it before the wind could take it. That first day event made me a complete chicken for the rest of the contest. Few flights were posted for the rest of the day.

Braver souls than I got in more flights during the contest, but many also ended up crashing on or off the field landing zone. RC has the advantage over FF in the wind, in that if all goes well, you can complete the flight up until the landing. Ahh, but the landing! You'd better be fast on your feet and/or have a good "catcher" ready to nab the ship before the wind snatches and tumbles it.



Here's how it's done in high winds.

A quick but steady hand on the controls is needed, along with good coordination between pilot and catcher.

Or if the flier has things well in hand, he can bring it back and pounce on it himself.

Monday PM the rains came, and up on the hill in Boulder city at the RV park, we went to bed with a fearsome thunder and lightning show all around. It rained on and off all night.

Tuesday: The rain was gone. But thinking the field would be under water and impassible, we headed down late. It turned out that the field hadn't received nearly as much rain as did Boulder. But it was enough that Steve Roselle, our RC CD had moved the flying area south and nearer the highway where a higher and drier gravelly area was suitable. I flew one event, but scrubbed out on the second one I'd scheduled for the day, when the winds came up that afternoon.

With some free time before the evening bean feed and engine raffle, Marjorie and I drove over to the town of Nelson and the mine area. It was a worthwhile trip which was described more thoroughly with a picture report by Chris Reck in the latest SAM Speaks (#221). The store was closing for the day, but the fellow who owns the store (and the whole town) waved us in and gave us a nice history briefing. If you've ever watched "American Pickers" on TV, it gives you some idea of the old stuff he has spread all over the place inside and out.



Here's a view of the side entrance of the funky little store at the Nelson mine. I asked the owner if he bought or sold any of that "picker" type stuff, and he said neither. He'd just been accumulating it for years. There didn't really seem to be much for sale except cold drinks, but then we were too busy looking at the displays, which included a bedroom inhabited by some aliens plus several skulls and other things. The town was located about 20 miles from Tuesdays' flying site over a good road with almost no traffic.

Wednesday: We arrived at the field to find the good air had been used up by the early birds, who'd asked permission to fly before I'd even consider getting out of bed. The wind was up and didn't improve all day. So another ship got put away without flying. We hung around for several hours before finally giving up and heading back up the hill. We went back to the Hacienda that evening for the concours, swap meet, and annual business meeting.

Ron Boots is a good conscientious Treasurer who has managed to invest a major cash donation or two, plus proceeds from engine raffle donations. This has built up the SAM treasury to approximately \$100,000 and avoids the always threatened dues increase. The figure I didn't hear was what are the approximate annual expenses? But I didn't dare ask the question, because Ron tends to wander into double overtime with a microphone in his hand. It'll be quicker to read the figure when the annual report is published.

Thursday: The weather report was for high winds and rain in the morning, diminishing to nice toward the afternoon. The report was for Boulder, but the field conditions turned out to be pretty much the opposite. I got the Brown LER event flown and spent the afternoon timing, watching, catching, and sometimes ducking the occasional crash as the wind picked up. That concluded my flying schedule. I'd brought four ships, flown only two, but two events each for those two. But most importantly, I took home four intact ships. With the evening free, we drove over to the Hacienda and tried the buffet, which seemed about average for a Casino buffet.



Here we have Tiziano Bortolai, one of the four gentlemen who attended from Italy. They refer to Tiziano as "The Dancer" because of his animated flying style which captures a lot of interest.

It's poetry in motion as he applies continuous body English while flying; sometimes defying gravity on one leg.

The unusual technique got him a 2nd place in the glow Texaco event.

The Europeans are big on both Texaco and gliders. Glider interest probably grew during WWII when power flying wasn't available for various reasons. Their typical Texaco ships are diesel powered, with special fuel tanks designed to drain every drop of the fuel allotment. Under our rules the maximum fuel allotment one can get is 28cc, or about 1 liquid ounce for a ship weighing 7 lbs.

Walther Gianati won the glow Texaco event using equipment as described above. The other Italians in attendance were Giorgio Chrismani and Gabrielli Montebelli. Gabrielli has a good command of the English language, and often acts as interpreter.

Friday was the mop up day for the special events. It also happened to be the best weather of the week I wasn't scheduled to fly, so just relaxed, timed and took pictures. Dave Harding's Boehle Giant put up its' final flight in calm air. A few hundred feet up, it suddenly went out of control, spinning down until a wing folded and crashed badly. Dave says the early post mortem indicates a receiver battery failure. He's going to do some more testing on the battery to see if there isn't a dead cell. The evenings' concluding banquet was done as a buffet, which worked out better and faster than waiting for service as in the past.

With knowledge gained about the weather peculiarities, I and probably everyone else would now be in better shape to fly the weeks' events. It boils down to just getting in the air as early as possible each day.

Ed Hamler was rightfully proud of his SAM 27 as being probably the largest Chapter in SAM with around 150 members. At the banquet Ed asked the SAM 27 guys to stand up as proof of their awesome numbers. I didn't count, but maybe 10 rose up.

But our own SAM 26 probably had the best turnout of enthusiastic Champs' fliers as we have many who have dual memberships in SAM 26 in addition to chapters closer to their home. Looking down our roster, I count 25 of our members who were there. I won't list them lest I leave someone out.



Chuck Kime escorts Dave Harding's Boehle Giant back from a successful electric powered flight. A changeover to a Forster 99 spark ignition engine took place afterward with less successful results. The Giant has been a popular participant in a number of SAM Champs and other events for a few years.

The low spot in the background hills is Railroad Pass which is the gateway to Las Vegas.

**Final Results of the 36th Annual SAM 27 Crash & Bash
Schmidt Ranch, Elk Grove, California
September 23, 24, 25, 2011**

1/2 A TEXACO & 1/2 A Scale Duration Combined

	Contestant	SAM	Model	Area	1	2	3	Score	Prize
1	Fred Landman		Spook	328	9:14	15:00	15:00	30:00	\$33
2	Walther Gianati	62	Diavolo	300	15:00	7:36	5:14	22:36	\$26
3	Jake Chichilitti	21	Taylor C2 Cub	300	8:21	12:07		20:28	\$20
4	Mike Clancy	27	Playboy Sr.	288	6:45	6:04	9:50	16:35	\$13
5	Gabriele Montebelli	27	Dallaire Sportster	320	6:50	4:56	3:34	11:46	\$7
6	Tom Empey	49	MG-II	288	2:04	1:03	5:31	7:35	
7	Jake Chichilitti	21	Baby Playboy	296	4:52	7:02	7:43	14:45	
8	Fred Landman		Taylor Craft	310	6:38	8:06		14:44	
9	Don Bekins	27	Anderson Pylon	293				DNF	
10	Dave Lewis	21	Anderson Pylon	293				DNF	

Speed 400 LMR

	Contestant	SAM	Model	Area	1	2	3	Score	Prize
1	Steve Roselle	21	Dallaire Sportster	300	10:11	14:30	15:00	29:30	\$18
2	Loren Kramer	27	Playboy Cabin	288	6:25	8:48	14:58	23:46	\$14
3	Mike Clancy	27	Kerswap	290	12:53	9:27		22:20	\$11
4	Bob Rose	27	Playboy Cabin	288	10:18	6:34	OOS	16:52	\$7
5	Phil Leech	27	Lanzo Airborn	292	6:12	2:43		8:55	\$4
6	Ed Walker	27	Kerswap	290				DNF	

Class A Glow & Ignition LER Combined

	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1	Fred Landman		Stormer	Elfn	7:00	7:00			14:00	\$15
2	Tom Empey	49	Dallaire Sportster	K&B 3.25	3:57	3:40	6:33	0:42	10:30	\$12
3	Jake Chichilitti	21	Playboy Jr.	Elfn	5:58				5:58	\$9
4	Dave Lewis	21	Lanzo Bomber	ST 19	0:14				0:14	\$6
5	Mike Clancy	27	Airborn	Veco 19					DNF	\$3
6	Ed Walker	27	Airborn						DNF	

Class B Glow & Ignition LER Combined

	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1	Tom Empey	49	Airborn	K&B 3.5	2:12	3:37	8:00	8:00	16:00	\$15
2	Joe POCO	21	Lanzo Bomber	OS 25	4:12	5:37	4:58	0:00	10:35	\$12
3	Bob English	27	Buzzard Bombshell	K&B 29	5:32	3:24	0:00	3:12	8:56	\$9
4	Dave Lewis	21	Lanzo Bomber	K&B 3.5	0:00	2:52	4:50		7:42	\$6
5	Gerald Oldershaw		Quaker Flash	K&B 29	3:17	3:38	3:51	3:10	7:29	\$3

Class C Glow & Ignition LER Combined

	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1	Tom Empey	49	Playboy Sr.	K&B 5.8	9:00	7:42	6:00	9:00	18:00	\$18
2	Don Bekins	27	Hayseed	McCoy 60	9:00	9:00			18:00	\$14
3	Dave Lewis	21	Lanzo Bomber	??	7:54	6:48	9:00	16:54		\$11
4	Stan Lane	30	Anderson Pylon	McCoy 60	5:33	9:00	6:23	4:00	15:23	\$7
5	Fred Landman		Kerswap	McCoy 60	9:00				9:00	\$4
6	Warren Pickering	30	Kerswap	Fox 35	2:25	2:49	3:00		5:49	

Please excuse the possible fuzzy quality of this report, but somehow my stupid computer is to blame. It may or may not come out in good shape. You guys receiving via Email should be able to go to the top of the page and enlarge it to 125 or 150% and make it stand out clearer.

**Final Results of the 36th Annual SAM 27 Crash & Bash
Schmidt Ranch, Elk Grove, California
September 23, 24, 25, 2011**

TEXACO										
	Contestant	SAM	Model	Engine	1	2	3	Score	Prize	
1	Walther Gianati	27	Airborn	PAW 40	27:01	15:44	33:23	33:23	\$13	
2	Dave Lewis	21	Bomber	??	0:15	7:19		7:19	\$10	
3	Tiziano Bortolai	27	Bomber	MVVS 10cc	0:00	0:00	0:00	0:00	\$8	
4	Giorgio Crismani	27	Bomber	PAW 40	0:00			0:00	\$5	

Class A Texaco										
	Contestant	SAM	Model	Engine	1	2	3	Score	Prize	
1	Fred Landman		A Box	MVVS	15:00	15:00		30:00	\$11	
2	Jake Chichilitti	21	Miss Tiny	OS .09	0:17	8:18	4:01	12:19	\$9	
3	Gabriele Montebelli	27	Dallaire Sportster	OTM 1.5cc D	3:08	5:55	3:11	9:06	\$7	

Electric LMR										
	Contestant	SAM	Model	Motor	1	2	3	Score	Prize	
1	Mike Clancy	27	Playboy		10:32	6:55		17:27	\$13	
2	Jack Albrecht		Sailplane		7:05			7:05	\$10	
3	Rich Minnick	27	Rocketeer	4020	1:45	2:35	3:42	6:17	\$8	
4	Ed Walker	27	Scientific Varsity		3:30			3:30	\$5	

Electric Texaco										
	Contestant	SAM	Model	Motor	1	2	3	Score	Prize	
1	Andrew Tickle	27	Rocketeer	AXI 4130	16:51	9:45		16:51	\$13	
2	Chip Buss	27	Rocketeer	AXI 4131	11:30	12:44		12:44	\$10	
3	Loren Kramer	27	Airborn	S400	8:42	11:58		11:58	\$8	
4	Rich Minnick	27	Rocketeer		5:44			5:44	\$5	

Ohlsson Sideport										
	Contestant	SAM	Model	Engine	1	2	3	Score	Prize	
1	Stan Lane	30	Lanzo RC-1	Ohlsson 60	7:00	7:00		14:00	\$10	
2	Dave Lewis	21	Clipper	Ohlsson 60	7:00	5:56		12:56	\$8	

Ohlsson 23										
	Contestant	SAM	Model	Engine	1	2	3	Score	Prize	
1	Fred Landman		Alert	O&R 23 SP	7:00	7:00		14:00	\$5	

Old Time Glider										
	Contestant	SAM	Model	1	2	3	Score	Prize		
1	Jake Chichilitti	21	Gentle Lady	3:05	13:40	2:24	19:09	\$10		
2	Warren Pickering	30	Bird of Time	4:03	0:52	0:59	5:54	\$8		

Fred Landman did very well this time out with four wins out of 6 events entered. It would have been statistically possible for him to have won five events, but not 6. The reason is that he was competing with himself in the combined 1/2A events with an entry in scale as well as regular 1/2A Texaco. He won the sweepstakes followed by Dave Lewis, Jake Chichilitti and Tom Empey. Glad to see Tom Empey is still active up there in the Oregon wilderness.

RADIO PROBLEMS were discussed, mostly over the internet after the SAM Champs. I'll list some of the posts with little further comment, because of the very small universe of reports, so take them for what they're worth. Dave Harding's sudden loss of control (mentioned earlier) with the Boehle Giant appears to have been a battery failure. Here are collected comments good and bad. They may not be in chronological order.

HiTec: Is anyone besides me using Hitec 2.4 gear? I seem to be having too many failures and problems. Steve

I hear that one of the three 1600 Sq Ft Airborns that Jay Burkhart built was lost flying a HiTec 2.4. Bob H

There are 3 of us SAM flyers all flying HiTec Auroras and two of us flying HiTec Eclipses with Aurora 2.4 ghz modules in them. I absolutely love mine. Best radio I have ever had. I have been using mine since the beginning of last summer. So we have had good experience. We had one mystery crash but my personal opinion was that was a new airplane with an installation problem. Jay

Hank Gullet that flies with Jay in Kentucky had his Airborn 1600 with Hitec 2.4 dive in and was not found in trees. Also the same day Kent M. also with Hitec 2.4 from the Kentucky group had his dive but it pulled out and he did not crash. Jay also uses the Hitec 2.4 in his SAM models and has no problems I am aware of. Last I heard they had not figured out the problem encountered by Hank and Kent. This was at the Tennessee SAM Contest a while back. I have been flying Futaba 2.4 in my larger SAM models with no problems to date. I purchased the 6 channel 2.4 Futaba when it first came out. I have been using Spektrum in my smaller SAM models. I did have one minor problem but no crash. Probably due to a poor installation on my part. Jack

Aug 20 I'm using Hitec Aurora system with their RX's, Fly high and far with big Old Timer in high glitch R/C hell local flying field with never a problem. I've had mine since 11/09. Highly recommend this system, they don't get much publicity and the TX looks a bit retro on the outside. Inside it's last minute tech, back lit touch screen, etc... Still, I'm the only one in my club that has one. Hitec 2.4 receivers easiest to install and now they have lite 6 channel if you're fussy about weight. I think most "I've lost it problems" with 2.4 can be traced to poor RX antenna placement, batteries, stuff moving around inside the plane, control connections and, wiring. Victor

I have had four receiver failures (resulting in crashes and flyaways and two module problems. I have one Eclipse 7 and one Optic 6 with Spectra modules and about a dozen receivers. I use Optima 6 and 7 channel receivers. I tried the new Minima receivers but my modules would not bind with them. I had to purchase an HPP-22 PC programmer (\$10) to "Upgrade" my transmitter software so that I could bind the Minimas. Worked OK but now the module would not bind the older Optima receivers. Sent the module to Hitec. Returned the two Minimas to Tower. Sorry I ever started with Hitec. Steve

Aug. 18: Jay Burkart uses the Aurora 9 Hitec 2.4 system and he has had no problems. Telemetry last year saved one of Jay's models when using BEC with Lipo. Low voltage indicated for airborne pack at high altitude so he dove down and landed. Now he does not use BEC for LMR and Electric Texaco events.

BEC works great for Speed 400 and the Wakefield events where you can use any capacity two cell Lipo and take only about 50% capacity for each flight.

For the LMR and Electric Texaco events most try to take maybe 90% of the battery's capacity so BEC can get you in trouble in long flights. Last year at the SAM Champs, LMR fly offs exceeded 50 minutes.

I think all three of the lads from Kentucky use the Aurora 9 and have converted some Hitec 72 mHz transmitters with the Hitec 2.4 transmitter modules. Jack

Aug. 20 The module and every receiver I have returned for service was acknowledged to have a problem and was replaced. Steve

SPECTRUM: I have been using Spektrum in my smaller SAM models. I did have one minor problem but no crash. It was probably due to a poor installation on my part. Jack

I've followed a number of threads on the internet about 2.4 teething problems. Spektrum was first on the market and I suspect they have paid a high price for not taking their time to get it right before going

into production. On the other hand, they certainly grabbed huge market share by being first, so maybe it was the customer who has paid a high price. Dick

Attention Spectrum AR-500 Owners! At the SAM 27 Crash and Bash held at the Schmidt Ranch in Elk Grove, I was advised that the Spectrum AR-500 Rx has experienced range problems which could lead to loss of signal/control at less than optimum range. This problem was verified by the experience of a SAM modeler at the event. In a telephone conversation with Spectrum technician "Tom" today he verified that the problem existed with "some" AR-500 receivers and, while Spectrum has chosen not to issue a notice of the problem, they have recognized it in "some" receivers. Current owners who have experienced range problems - loss of signal/jittering servos etc - should immediately return the Rx to Spectrum describing the problem. It is further recommended that AR-500 owners who have not noticed a LOS problem, **to be safe**, should return the Rx to Spectrum for inspection. The Spectrum tech rep noted that Spectrum has discontinued the AR-500, has replaced some AR-500's with AR-600's and will work with owners to find a "satisfactory solution". Bill

FUTABA: I have been flying Futaba 2.4 in my larger SAM models with no problems to date. I purchased the 6 channel 2.4 Futaba when it first came out. Jack

Bad Futaba 2.4 radio. Crashed both planes. Lost contact up in the air. Planes went wild. Both planes had been pre-tested and were fantastic. Jim H

Dick Bartkowski and I both bought Futaba E6A 2.4 GHz radios about four years ago and have used them extensively since without problems. I even bought Steve Boucher's complete set when he thought he had thermal problems and that gear has never given us problems either. Just before leaving for the Champs Dick began to have problems with the radio in his venerable Record Hound. Occasionally his servos began to chatter and go hard over on start-up and the receiver seemed to become unbound. He thought it was a transmitter problem so I lent him my spare and that seemed to fix the problem. But at the Champs on Tuesday, as he waited for an LMR flight he once again got the problem and we explored further. We found that one of his servos was not working properly; in fact it seemed to work in one direction but had difficulties going the other way. Ultimately we reached in and turned it by hand. It would go one way but not the other. It seems that in jamming it drew high current from the separate Rx battery and consequently pulled the system voltage below operating levels. This in turn caused the Rx to drop out of binding. Fortunately the weather allowed us to drive to Hobby People and buy new servos, which Dick installed in time to win Electric Texaco with what was probably the RC high time of the meet in 41 minutes and change. Subsequent disassembly of the servo verified it would go one way easily but only with great difficulty the other way. Examination of the gearing did not indicate why this was so. Of course this would not be Jim's problem as he had difficulties with both planes and I presume one transmitter. Dave

Amen to Dave's results. At our SAM 26 home field, we've had flawless performance so far with the Futaba "cheap" 6EX 2.4 systems with both the older 606 receivers and the current 617 receivers. In fact it cured some minor ignition interference problems in four different ships. I also fly two ships with an older 7U transmitter using the 2.4 TX module and 617 RX's. Dave's findings indicate maybe one should look beyond just the transmitter and receiver when there's an apparent control problem. Bob A

TRANSMITTERS & RECEIVERS do fail, and when the cause of a crash can't be determined, they usually catch the blame. But we need to remember that they are just part of a system that guides the ship. Batteries and connectors can and do fail. Servos fail. Servo rails come unglued. Aircraft structures fail and the failure can't always be identified after a crash. And we've even watched a stall or other pilot error in gusty wind be declared as a radio failure.

THE LAST WORD: As of Friday October 14, the Caprice Motel at Taft was reported as having no vacancies for the upcoming John Pond commemorative October 29 & 30. But try them anyway for a cancellation. Some of the Central Coast guys prefer the Motel 8 in Maricopa anyway for better rates and accommodations. The phone # there is 661-769-8291.

Holland Inn in Taft is 661-765-5267, or the Topper in Taft is 651-765-4145

And in Buttonwillow: Super 8 is at 661-764-5117, Motel 6 is 661-764-5153,

First Value-661-764-5207, Good Night Inn- 661-764-5121

I talked to Wes Funk today who said the field looked OK when he flew there Tuesday Oct. 11. Nonetheless with sections for sale, check in with me or Dick during the week before the contest.

Robert L. Angel
1001 Patterson Rd.
Santa Maria, Ca 93455

