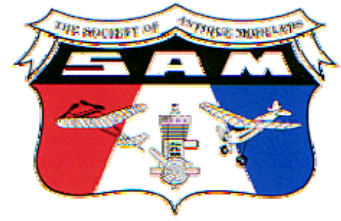


**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF  
ANTIQUe MODELERS. JANUARY 2012 #262**



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**NEXT CHAPTER MEETING** will be February 15 at Bob Angels'.

**WELCOME BACK** to Charlie Applebaum, who renewed his chapter membership at Eloy. He'd found the meet so interesting last time that he bought a place in Tucson, so he could become a snowbird when Washington State gets cold and rainy. Charlie also chose Tucson for the control line activity there. But like Jim Bierbauer and me, he found that years of layoff could cause an elder statesman to crash when he stopped rotating from flying his ukie. But he's hanging in and it'll all come back.

**THE SOUTHWEST REGIONALS**, was attended by Don Bishop and me (Editor) from the Central Coast. But there was a good batch of SAM 26 members from diverse areas who also attended the three day event at Eloy Arizona. Walt Angus got results out so promptly, it made it home before I did. So there's a full report inside.



This fine looking Record Hound was flown by Bob Galler in electric Texaco.

The single wheel and just two skids on the outboard stab tips make careful landings a necessity.

There were eight entries in the E Texaco event at Eloy.

This makes me want to complete mine.

Doug Klassen took the photo

**REPORT FROM ELOY:** First the weather. It was very flyable for RC the whole time, but the free flight guys had to move around quite a bit as wind direction changed. They also lost a few hours when the winds picked up some. Nights were cold for us on-field campers (some upper 20's). But there was reasonably warm (light jacket) weather during the days. There was high overcast with light winds each day with almost no conventional thermals. Visibility of the models at altitude was excellent, with the sun backlighting the clouds. Almost any color combination worked fine.

Sunday afternoon a few random light rain drops fell, but never enough to cause any change of plans or halt activities. Later Sunday night it showered just enough to wash collected dust off everything and completely settle the dust so that we left the field with clean vehicles in the early afternoon on Monday. The rain had been forecast to be light and it was, so none of us left the field to keep from getting stuck. But it may have caused a few fliers to chicken out early and not show on Monday.

Marjorie and I arrived Friday afternoon on the RC side. There was a brisk North wind blowing and a bunch of FAI free flight fliers had set up pretty much upwind of us. There had been some confusion about setup locations due to a new farming operation happening just south of the RC area. The FAI guys were "out of place" for safety and were separated from the main body of FF guys who had set up in their customary position northeast almost a half mile away.

We hadn't been there ten minutes until the first FF ship drifted over us and landed about 50 yards beyond. I predicted that some time during the event one would hit a vehicle or person in our area. Fortunately, I was wrong as the winds shifted permanently from that direction and the FAI guys also moved further away.

The Sunday evening campfire and cookout provided by Ann Maly with help from Bob and Walter Angus and other volunteers was up to its usual great standards. Ed Hamler later came and provided entertainment for the hardy souls who stayed on as evening temperatures dropped.

There was an increase in electric power flying. The guys flying electric RC only (7) finally outnumbered the ones flying fueled engines only (5). Six other entrants flew both. Another new electric class was introduced and flown, with a half dozen signups. It's called electric gas replica, and consists of miniature E powered versions of otherwise eligible SAM ships. Not many rules – yet. You'll notice on the results sheet that no two designs were alike. You'll probably read details of that event in SAM Speaks.

There were more crashes than we'd like to see. That seems to occur more in the season opening events at the beginning of each year. SAM 26 was well represented by 10 of our members of the 18 RC fliers registered. All in all it was a well run and enjoyable event, thanks to Bob Angus and his son Walt who directed it.



Here's the RC flight line showing the light overcast that prevailed all weekend.

What appears to be a medium sized building at the right is actually the Holmans big new motor home. It's part of their plan to attend the SAM Champs at Muncie Indiana later this year.

Event / Place / Name		Plane	Area	Engine	Time	Flyoff
<b><u>A Ignition LER</u></b>						
1	Rick Holman	Lancer		McCoy 19	595	
-	Ed Hamler	Playboy Jr.	358	Elfin 2.49	DNF*	
<b><u>B Ignition LER</u></b>						
1	Rick Holman	Lanzo Bomber		McCoy 29	950	
2	Ed Hamler	Korda Diamond	450	Forster 29	674	
3	Don Bishop	Lanzo Bomber	550	McCoy 29	443	
4	Fred Foster	Kloud King	670	O&R 29	417	
<b><u>C Ignition LER</u></b>						
1	Ed Hamler	Westerner	1024	McCoy 60	1080	12:03*
2	Bob Angel	Lanzo Bomber	1206	McCoy 60	1080	8:28*
3	Rick Holman	Lanzo Bomber	1206	McCoy 60	1080	6:50*
4	Phillip Stephans	Lanzo Bomber	1206	McCoy 60	814	
5	Don Bishop	Lanzo Bomber	1100	McCoy 60	0	
<b><u>A Glow LER</u></b>						
1	Rick Holman	Stardust Spcl.		Nova Rossie 15	840	
2	Ralph Cooke	Airborne	490	Fox 15	LOF	
-	Mike Myers	Airborne	490	OS 20	DNF*	
<b><u>B Glow LER</u></b>						
1	Rick Holman	Stardust Spec		Nova Rossie 21	960	8:31*
2	Phillip Stephens	Airborne	490		960	7:38*
3	Don Bishop	Lanzo Bomber	670	K&B 49	914	
4	Bob Angel	Stardust Spec	660	Torp 29 X flow	480	
5	Ralph Cooke	Airborne	810	Saito 40	478	
<b><u>C Glow LER</u></b>						
1	Ed Hamler	Westerner	910	Torp 40	1012	
2	Rick Holman	Lanzo Bomber	900		977	
3	Ralph Cooke	Airborne	810	Saito 45	627	
4	Fred Foster	Playboy Sr.	806	Fox 35	111	
-	Don Bishop	Lanzo Bomber	900	K&B 65	DNF*	
<b><u>Pure Antique</u></b>						
1	Bob Angel	Lanzo Bomber	1206	McCoy 60	1200	
2	Rick Holman	Lanzo Bomber	1206	McCoy 60	1166	
3	Fred Foster	Kloud Kin	670	O&R 20	374	
4	Ed Hamler	Korda Diamond	450	Forster 29	169	
5	Don Bishop	Lanzo Bomber	1206	McCoy 60	0	
-	Eut Tileston	Westerner	951	O&R 60	DNF*	

Event / Place / Name	Plane	Area	Engine	Time	Flyoff
<b><u>Antique Glow</u></b>					
1	Phillip Stephens	Airborne	490		1099
2	Ralph Cooke	Airborne	810	Saito 45	LOF
<b><u>Ohlsson Sideport</u></b>					
1	Bob Angel	Clipper MK-1	678		840
-	Fred Foster	RC-1	1008		DNF*
-	Eut Tileston	Westerner	952		DNF*
<b><u>Brown Jr.</u></b>					
1	Bob Angel	--			6:45
2	Phillip Stephens	Folly			5:44
-	Mike Myers	Kloud King			DNF*
-	Luther Peters	Black Hawk			DNF*
<b><u>Texaco</u></b>					
1	Phillip Stephens	Lanzo Bomber	1206	OS 40	13:59
2	Ralph Cooke	Airborne	810	Saito 45	13:03
-	Fred Foster	RC-1	1008	O&R 60	DNF*
-	Ed Hamler	Korda Diamond	450	Forster 29	DNF*
-	Eut Tileston	Westerner	902	O&R 60	DNF*
<b><u>1/2 A Texaco</u></b>					
1	Luther Peters	J2 Cub			1609
2	Bob Harper	--			1227
3	Phillip Stephens	Lanzo Bomber	288		1219
4	Eut Tileston	J2 Cub	241		1169
5	Fred Foster	Hayseed	311		790
<b><u>1/2 A Scale Texaco</u></b>					
1	Luther Peters	J2 Cub			322
-	Eut Tileston	J2 Cub			DNF*
<b><u>Electric Texaco</u></b>					
1	Phil Pearce	Lanzo Bomber	630		36:43
2	Dave Harding	Stardust Spcl	1050		28:48
3	Bob Galler	Record Hound	720		27:40
4	Charles Applebaum	Lanzo Bomber			27:20
5	Steve Moskal	Playboy Sr. Cab	790		25:06
6	Vic Newton	Lanzo Bomber	630		21:21
7	Luther Peters	Stardust Spcl			19:33
8	Richard Dick	--			11:43

<b><u>Electric LMR</u></b>					
1	Vic Newton	Lanzo Bomber	630		1200
2	Phil Pearce	Lanzo Bomber	630		1155
3	Richard Dick	Playboy 67"			964
4	Steve Moskal	The Answer	700		931
5	Dave Harding	Stardust Spcl			0
-	Luther Peters	Stardust Spcl		Hacker Geared	DNF*
<b><u>Speed 400</u></b>					
1	Phillip Stephens	Lanzo Bomber	288		1284
2	Dave Harding	--			1259
3	Phil Pearce	Airborn			1028
4	Ed Hamler	Kerswap	290		940
5	Bob Galler	Dallair Sportster			871
6	Richard Dick	Viking	540		714
7	Bob Harper	--			640
8	Luther Peters	Behle Giant			511
9	Mike Myers	Bay Ridge Mike			225
<b><u>Wakefield Class Electric LMR</u></b>					
1	Dave Harding	Jack North 80% Wakefield			682
2	Luther Peters	Zipper			664
3	Phil Pearce	Cleveland Gull			622
-	Eut Tileston	Cleveland Gull			DNF*
<b><u>Spirit of SAM</u></b>					
1	Luther Peters	Crusader			18:23
2	Dave Harding	Jack North 80% Wakefield			15:37
3	Phil Pearce	Albatross			15:28
<b><u>Electric Gas Replica</u></b>					
1	Vic Newton	Playboy Pylon			960
2	Steve Moskol	Comet Sailplane	180		916
3	Phil Pearce	Simplex			651
4	Bob Galler	So Long			577
5	Luther Peters	Zipper			518
6	Richard Dick	Dodger			0

That last event above, Electric Gas Replica was sponsored and introduced by Steve Moskol. I believe it was being flown for the first time. Modern high energy density batteries and light weight radio gear make it possible to produce good flying small models.

**NEW BROWN JR TOOL:** I recently broke a crankshaft on my Brown Jr. and needed to take it apart to assess damages. The cylinder has to be unscrewed from the crankcase. The crank broke near the crankpin. I wonder if it could be welded back successfully. Otherwise does anyone have a spare crank for sale cheap?

I have a hardwood vise-held cylinder clamp that I'd made years ago. But later I began just clamping a pair of short pieces of 1/8" music wire in a vise and using that as a cylinder head spanner while turning the case to loosen it. That seemed quicker and easier, but it was tricky to get everything spaced just right.

So this time, it occurred to me that a simple spanner tool could be made by bending a piece of 1/8" music wire as shown below. If I were doing it again, I'd make the two legs a little longer, which would allow a little more springiness and wouldn't require as much tweaking to get the final spacing just right to fit the holes. It's a snug fit.



The U shaped spanner tool is placed in a vise with just a short section of the two legs protruding.

The cylinder holes are placed over the pins and the case is then spun loose by hand.

Other simple spanners could be made using this same idea, using various wire sizes. You'd need to file or grind flat spots on the two leg ends in some cases, so as not to mar the back plate or whatever else you needed to remove.

Incidentally that alcohol and gasoline proof fuel bowl is just an old plastic 35mm film canister, which happens to fit inside the original Brown tank ring. I'm still searching for the ideal epoxy or other adhesive, which doesn't eventually break down from the alcohol.

Quite naturally, the broken crankshaft occurred just four days before our leaving for the Southwest Regional contest. So I had to spend preparation and packing time breaking in a backup Brown Jr. engine which was running a little hot and tight.

THE 30TH ANNUAL SAM 26 SPRING SEASON OPENER AT TAFT – 2012



Sat. Mar. 24, 2012:

Texaco  
1/2A Texaco  
Combined Antique  
LER class A ign.  
LER class B glow  
LER Class C ign  
Electric Texaco  
OT R/C Glider

Sun. Mar. 25, 2012:

LER class A glow  
LER class B ign.  
LER class C glow  
1/2A Scale  
Ohlsson Sideport  
Brown Jr. LER  
Electric LMR  
Speed 400

SCHEDULE: Registration opens 8:00 A.M. each day. Pilots meet 8:30 Saturday, 8:00 Sunday with flying immediately after. Last flight airborne by 4 P.M. Sat., 3 P.M. Sunday. .

AWARDS through third place for all events.

We also present perpetual trophies for the following events: The Don Barrick Memorial trophy goes to the winner in class C Ignition, one of Don's favorite events. The Ron Doig Memorial trophy is for 1/2A Texaco, one of Ron's favorite events. The "big" Texaco trophy donated by Charlie Applebaum/Templeton Texaco. And the Sweepstakes trophy for points gathered in all events flown.

ENTRY FEES: \$8/event, \$38 maximum when paid upon initial entry.

NOON BREAK SATURDAY to fly O.T. gliders.

SATURDAY NIGHT BANQUET, at the Ranch House Restaurant, near the Caprice Motel, 200 Kern St. 7:00 P.M. Saturday's awards will be presented.

SPECIAL EVENT: An impromptu, **Jimmy Allen** demonstration/ fun fly. See notes on reverse page.

WE SUGGEST that you check with contest management the week before for any field condition changes.

Contest Director:  
Dick Fischer  
215 Arabian Way  
Arroyo Grande, CA 93420

Assistant CD:  
Bob Angel  
1001 Patterson RD  
Santa Maria, CA 93455

**JIMMY ALLEN** enthusiasts are invited to an unofficial special event at our Spring Annual at Taft on 24 and 25 March. This is strictly a fun fly, with no entry fee and little in the way of material rewards.

**RULES** if any, may be made up by the (non) contestants on Saturday morning, and perhaps again on Sunday morning. Scores may be kept (or not) as the mood of the crowd decides. Here's your chance to fly JA in the wide open spaces of Taft, and demonstrate the original power source for OT models.

Contest Director Involvement will be limited to negotiating a time and a spot where the event will not interfere with the rest of the contest.



Hardy Robinson has been our spark plug for the Jimmy Allen event. Here he launches his JA ship for a test flight in the early morning air at Taft a couple of years ago.



And in other previous action at Taft we have the start of the gathering for the C glow fly off.

It's hard to miss Don Bishop in his traditional red suspenders talking to Rick Holman. Ned Nevels is seated with his camera ready at the right. Ed Hamler is at Ned's left staring toward the kitty litter factory where he usually heads during a flyoff. And to Ed's left stands Dan Carpenter behind the joint Carpenter-Hamler entry the Foote Westerner. Bombers in the foreground.



Dick Fischer plucked the following off the Internet (RC Universe) and passes it along.

For those of us who pride ourselves in keeping a transmitter or receiver for a very long time (15 years or so), here's something worth knowing. Dick

1/10/2012 8:55 PM

[jaymen](#)

Hello to all.

I wanted to report that after some exhaustive troubleshooting, and testing I found out something we all need to be aware of, and that is frequency drift of old crystals. A particular Controlaire was off frequency by about 2 KHz, and replacing the crystal did not correct the problem, or so I wrongly assumed. After trying several different crystals of the same fequency (yellow) I tried an orange and found that the frequency was within 200 Hz, almost perfect! This then led me to testing all of my crystals, and guess what? 95% of the older ones were off by 1.5 to 2.5 KHz, which is unacceptable and problematic. Thus, I had to toss my sizable and coveted collection of 27 MHz band Tx and Rx crystals; only the new ones (under 15 years old) were any good. The thing is, I had checked them all in the past, and they were good then, but that was years ago. I also had to toss some nice NOS wire lead Xtals I just got off Fleabay as well.

I can say with certainty that if you have a 1950s to 1980s radio, there is a very good chance the crystals have drifted out of tolerance and need replacement. The funny thing is that they drift up in frequency, so most times the radio will tune right up to the the transmitter, you just will not get the full range and performance from the system. The other thing is that on pulse, and digital systems, you cannot check frequency of the Tx without turning the modulation off somehow, which is not usually practical for the owner to do, so the easiest thing is to remove the crystal and test it on a Xtal checker.

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Ed note: Now all we need to know is where the heck do we find a crystal checker?

While we're swiping material from the internet, here's another tid-bit. I've never had this problem, at least not yet. It starts with Jean in Tucson, exchanging with Tandy Walker.

"I don't have any particular insight into plans storage, but notice that you have at least two ignition engines on airplanes pointing down. Don't you have trouble with oil/spent fuel/unidentified goop seeping into the front points area? I now store all my ignition-engine planes with their noses pointing up to try to keep the points clear of this gunk. Jean"

"Excellent point! I had a Brown Jr at Muncie once upon a time that just didn't want to fire. It has points that lie out in the open below the crank so hanging it with motor down encouraged oil to settle on the points. Finally remembered that I had a squirt can of brake cleaner - that worked! Tandy"



**DUES TIME AGAIN:** At this time of year, we have a long standing tradition of having to chase down several members who've forgotten to pay dues for 2012. Don't be embarrassed, because you're with good company. You probably know who you are, but I'll flag those who receive paper copies of the newsletter, and send separate notes to the E mail folks. Treasurer Jim Bierbauer has checked as of January 26 and if his books don't show you as paid, we'll let you know. If you believe you have paid, please let Jim Know. Dues are still dirt cheap at \$15 for the year. So if you're hanging in there with us please mail a check to Jim, made to SAM 26, at his address listed on the masthead.

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

