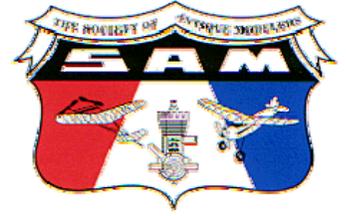




**THE NEWSLETTER OF SAM 26, THE CENTRAL
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**DICK FISCHER-PRESIDENT
215 ARABIAN WAY
ARROYO GARANDE CA 93420
805-489-4078**

**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 on April 18 at Jim Bierbauers'.

HARDY ROBINSON: One of our Chapters' founders passed away February 21 at age 80. "Robby" will be remembered as one heck of a nice guy with a lifelong enthusiasm for model building. And he passed that enthusiasm along to others as he served as our chapter President for several years. He also served as Contest Director for a number of our spring annual contests at Taft. Here's past SAM president Mike Myers' remembrance of Robby:

"Hardy was a consummate gentleman. His SAM 26 club mates obviously knew about his cancer, but the fellows who came from other places to the contests he ran at Taft did not. When he presented the awards at the Saturday night banquet the last year he CD'ed the Spring Annual he took the time to tell the rest of us (the non SAM 26 guys) that his health was bad and that he probably would not be around when the next Spring Annual came. I was impressed--I thought that was very gracious of him to let us know so we could say our goodbyes to him at the field the next day. I certainly appreciated the opportunity to do that and to be able to tell Hardy how much I'd appreciated knowing him.

Of course Hardy always had a (clean) dirty joke to tell us at the banquet each year. You could repeat Hardys' joke to your Methodist minister and stay out of trouble---but there was always a twist of wry in his jokes. He will be missed by many." Mike Myers

And Dick Fischer adds this:

"A comment on the photo in the last newsletter: That particular picture truly captures the essence of how I think of Robbie - totally mesmerized by his flying machines. I know you have a weakness for engines, but Robbie and I had that same weakness for model airplane kits. We used to compare notes on how we stood in the hobby shop and looked at all the boxes and imagined what was in each one and how it would look when built. We also were waiting for an adult to come in and express interest in a particular kit so the proprietor would open up the box. At that age we didn't have the credibility (spelled m-o-n-e-y) to ask for the kit to be pulled down and opened just for us. But we were right there to see what was in the box when a grown-up came in.

One of the things that always amazed me about Robbie was how he could absorb what was on a set of plans. As an engineer, I'm supposed to be pretty good at visualizing drawings into physical items. But Robbie often caught some detail that had gotten past me, and he did it so quickly." Dick

GOOD NEWS FOR MODEL FLIERS? AMA headquarters and others have made the following announcement: “Both the House of Representatives and the Senate passed the first FAA Reauthorization legislation in several years, including an amendment aimed at protecting model aviation from what AMA views as burdensome federal regulations.”

AMA President Bob Brown said: “This is a great victory for aero modeling. Much of the reason for this success is due to members sending letters of concern to Congress last year. Thanks to all of you, we've been heard and our flying privileges have been protected.”

BUT: As a famous personality (Yogi Berra?) once said: “It ain't over 'til it's over”. I looked up the bill (HR 658) to see the wording of our “protection” for myself. I found five early versions of the bill. Apparently none was the final version, as I found nothing about an exemption for modeling. However, in at least three of the bills, I did find a definition for “Small Unmanned Aircraft” as those weighing less than 55 lbs. But beyond that I found no further mention of SUA's, or what would be done with or to them. That doesn't mean it isn't there, just that I didn't find it in the large document. It also might have been tacked on in a later revision, or forgotten completely in the confusion of writing such a document by a huge committee of staffers.

BUT: Defining *small unmanned aircraft* would seem to mean, or at least include model aircraft, so the 55 lbs raises a warning flag. Not long ago, the AMA board, with little or no prior warning to the membership raised permissible weight and other limits of models we fly under AMA document #520A titled “RC Large Model Airplane Program”. There are 29 pages of applications, safety rules, inspections and other hoops to jump through when flying those things. None the less, here's what's allowed at the extremes: A “model” can weigh up to 35KG, or 77 plus pounds. Scarier yet, a turbine powered model can weigh up to 100 lbs. (45+ KG) and fly as fast as 140 MPH, with no limit to wing span or engine size.

It's hard to imagine the FAA, Homeland Security, or any other bureaucracy missing a chance to do some rule writing, regulating, licensing, overseeing, taxing etc; on something operating to those spec's. They'd probably even form a new department.

Another part of those first announcements said: “The President is expected to sign the bill.” **BUT:** There's an amazing amount of totally unrelated social engineering and other garbage crammed into the bill, just as with all other congressional bills. So I also found a one page “statement of administrative policy” written last year from the executive office of the President. The President strongly opposed section 903 of HR 658 because of perceived unfairness to unions, and threatened to veto the bill if it did not contain language “safeguarding the ability of railroad and airline unions to be fairly represented.”

Maybe some or all of the concerns listed have been taken care of, but I question whether we should light a string of firecrackers in celebration until both shoes have hit the floor.

THE MARCH ISSUE of Model Aviation arrived right after I wrote the above. I'm usually among the last to receive my copy. On pg.145 there's a short announcement about the FAA rules. But I can't make any sense of it with relation to the above. There's a three month lead time for the publication, so that “latest” information was probably written in early December of last year.

At this point, let's toss in some pictures of Hard Robinson and his airplanes.



Robbys' beautifully executed scale Taube easily took the peoples' choice concours award at the John Pond Commemorative at Taft in '09.

The four stroke engine added a realistic pleasing sound as it slowly motored overhead.



Large or small, Robby liked them all! He saw John Pond flying the big Hop-A-Long design and decided that he had to have one. So after a couple of trips to the lumber yard he produced the one above. Jim Bierbauer assists as Robby starts to crank up the engine at the SAM 26 home field at Drum Canyon Farm.

At the right, Dick Fischer stands by to assist with the prop installation as Robby cranks in the final winds on his Jimmy Allen rubber model at Taft.

ADJUSTING BROWN JR TIMERS: A friend provided a replacement crankshaft for the one that broke on my prime Brown Jr. engine. Final reassembly consisted of the simple act of slipping the timer back onto the case front. At the first test run I noticed a little black oil near the timer. That springy little curved tang on the moving point was rubbing lightly on the back of the drive washer.

Just sliding the timer assembly aft a few thousandths and adding a fiber washer behind it as a stop aligned it OK. Some Browns seem to have spacer washers behind, or in front of the timer, or both. It's just another little detail to watch during assembly, and I'd missed it. The spacing is a little close, so that a few thousands fore or aft will let the point spring touch either the drive washer or the case.

While we're on the subject, I'll mention once more about adjusting Brown point gap. Fortunately that gap isn't very critical on a Brown. But don't ever try to make the adjustment by bending anything. Not everyone has noticed that the fiber insulator that encircles the case front is eccentric and has a slot to allow movement by a small screwdriver. Loosen the clamp nut and rotate the insulator inside the clamp ring to adjust the gap. Before retightening, make sure the points are aligned with each other. You may have to cut and try a couple of times.

IT PAYS TO ADVERTISE. Mentioning that I needed a crank paid off. Jim Hainen had a problem with his Brown also, and could use a crankcase if anyone has a spare to sell or donate. Jim accidentally picked up the wrong can of fuel and used some glow fuel with nitro in his Brown. It probably ran the strongest ever until it blew up.

BUREAURACRACY AT WORK: After searching for answers to the FAA regulations, it occurs to me that required reading in high school needs to be updated to at least the early twentieth century. Instead of Silas Marner, Shakespeares' works, and other such mind numbing material, everyone should read "Parkinson's law", written by C. Northcote Parkinson in the early 1900's. It's a timeless book that explains in lighthearted fashion how all bureaucracies function. It focuses mostly on the British navy, and how as the tonnage afloat declined over the years, the work force of the Admiralty relentlessly grew in inverse proportion.

Come to think of it, while we were reading Silas Marner in high school, I came across a newspaper article, naming the ten most boring books of all time. Sure enough, our book was on the list, along with one or two others we were forced to read. I clipped out that article and kept it in my shirt pocket for the rest of the semester. I'd show it to fellow students at our infrequent discussions of course material. It somehow made the class more bearable. I never had the guts to show it to the teacher. Let's get back to models.



I NEVER KNEW THAT! Apparently an O&R control line cast aluminum fuel tank will fit an early K&B .29

I plucked this picture from E Bay.

PIN VISES are frustrating little tools. Over the years I've collected a full half dozen of the things. Each one accommodates either one, two or four small drill ranges since most have reversible chuck ends. The problem is that every one of them has gaps in size coverage. I recently needed to use a 5/64" bit to drill holes for control horns. Out of a total of 12 chuck ends, only one would accommodate that needed bit size. The rest were either too big or too little, even if a reasonable bit of brute force and profanity was applied.



PACTRA PAINTS. I thought I'd found a really good modeling paint that I could recommend to the world.



I needed to paint a small job red. Too small to bother mixing epoxy, even though I had some on hand. I had this old, but unopened can of polyurethane in red. It flowed on more smoothly by brush than any paint I've ever met.

BUT: The stuff probably isn't made anymore. Looking at Pactras' web site, I see they still exist, but have merged with Testor's. They list enamels, laquers, and water based but nothing else.

INCIDENTALLY, the instructions on that Pactra paint can say you could apply a second coat within 15 minutes, OR wait 24 hours, before re-coating. That leaves me wondering why you can't do something with it in the 23 hours and 45 minutes in between. But then I'm not a professional painter.

WANDERING OFF TOPIC AGAIN, but remotely related to the above, I recall an episode of Charlie Brown where he displayed some uncommon (for him) logic. The teacher (unseen as are all adults in Charlie Brown) was reading Goldilocks and the Three Bears, when Charlie raised his hand. He said: "I have a question ma'am. It concerns cooling rates. Papa Bears' soup was too hot, Mama Bears' soup was too cold, but Baby Bears' soup was just right. The illustration shows Papa Bears' soup bowl as the biggest, Mama Bears' as the next biggest, and Baby Bears' as the smallest. How did Mama Bears' bowl cool faster than Baby Bears' smaller bowl?"

SAFETY ITEM: I've read safety columns about Xacto #1 type knives rolling off benches and causing minor to severe problems for various body parts. Things can get worse when reflexes move faster than thought processes and we try to catch the falling knife.

Recently there was a discussion of various means of preventing the rolling. It mentioned the triangular rubber or plastic devices as existing, but being hard to find in stationery shops. True. I don't remember where the one pictured came from. But one day I gathered all the other round knives, drilled holes through the handles and forced (maybe glued) in short pieces of music wire as shown. The wires do the job and interfere less during use.



ALES, or Altitude Limited Electric Soaring is a new event for modern RC sailplanes. It uses an electronic altimeter to cut off electric motor power as a set altitude is reached. There's been some discussion of a similar event for SAM. And in fact SAM member Mike Clancy flew an electric Playboy in the event as reported in the soaring column of the latest Model Aviation issue.

I'm usually not enthused about piling even more onto our already overcrowded slate of events. But I can see some merit in having maybe one "glide only" event as opposed to our "climb and glide" types. That could allow use of some engines that are normally not competitive, and therefore seldom if ever seen at the field.

It probably won't happen overnight. One reason is that the available equipment isn't quite mature and suitable for our use as is. The on board units are small enough and light enough. They plug between a throttle channel and the electric motor's ESC. I'm not sure whether they'd work just as is for an engine ignition cutoff, but if not it shouldn't take much to make that happen. And they'd probably need to be able to work a servo for glow engines.

The existing airborne units are pre-settable, but have a 200 meter max altitude cutoff limit. We'd probably need a higher limit for SAM models. And they cost fifty bucks a pop at the moment, which seems a little steep to attract many SAM members to a trial event.

One final negative is a possible people problem. Such an event would bring out some interesting engines immediately. But within a year, being glide only, it would settle down to a very few competitive designs. Then we'd all have to listen to the same sort of whining we hear today about too many Lonzo Bombers.

Oh, I'd almost forgotten, Steve Remington sent me some information about this new equipment a short time ago. It gives a few more details. It came from Chip Buss who was promoting the event for his sailplane group.

I am about to order the Altitude Limiting (AL) chips. These chips have a programmable height limit of 100m, 150m and 200m and can be programmed at the field without a computer. They are also available with or without a 30sec motor cutoff timer. Most members are ordering units with the timer. In contests that have a longer motor run time, we can allow restarts up to the agreed upon time. This is strictly a voluntary adventure and looks a new and interesting idea. A club order of ten or more will bring the cost down to \$41. (Single orders are \$54). See the quote below from Soaring Circuits the vender.

In single pieces, CAMs are priced at \$49 per unit plus \$5 S&H within the US.

We also offer discounts for club purchases. Club purchases must be placed as a single order.

For 5 to 9 units, we offer a 10% discount and for 10 or more CAMs, we offer a 20% discount.

S&H for club purchases of 5 or more is \$1 per CAM.



Dwayne Brown posted the photo of this striking Goldberg Zipper on SAM Talk Photos like this remind me that I don't decorate my ships enough.

STALL SPEED: Dick Fischer forwarded this interesting little formula from an unverifiable and possibly questionable source.

"A good rule of thumb for stall speed of a model airplane is square root of wing loading times 5. The units are wing loading in oz. per sq. ft. The stall speed is in mph.

So, with a 9 oz. wing loading, our stall speed would be square root of 9 (that's 3) times 5 = 15 MPH. There's another useless bit of trivia that might come in useful some day." DF

TOMMY GRAY, the SAM Secretary passes the following information to those planning to attend the Muncie SAM Champs this year.

Hi All,

As most of you know we have had for the last three years a group called "**Small Old Timers**" that's dedicated to micro versions of our SAM planes. We flew at the 2010 Champs in Muncie and had a ball. Last season we were ready to fly at Boulder, but the winds were prohibitive. This year for the 2012 Champs, we will be exploring an alternative indoor venue at Muncie should the weather be too much for the little birds to handle.

Also for 2012 we are adding a new twist to the mix. We are adding a "Plane of the Year" and will do so each year from now on. For 2012 we will be having a special event for Micro Buzzard Bombshells. Build one and bring it up to Muncie.

Information and technical requirements for the special BB event as with all Small Old Timers planes, are posted on the website at SmallOldTimers.com.

But here are the basics for **Small Old Timers event**

24" span max WS

Parkzone motor of your choice

Single cell LiPo max 200 mah

60 second motor run

No foam. Conventional construction.

No sheetwood can be subbed for built-up surfaces.

Hi time wins. Prizes for first 3 places

Tommy Gray

Ed note: When I saw the initial write-up on the above event, I thought we might possibly see some .020 or .010 glow versions flying. But I guess it quickly settled into an electric, only event and now the added rules would make that not possible.



TWO SAM EVENTS are now being held on the same three day holiday in late January. Out west it's the Southwest Regionals in Eloy Arizona. It's a long running affair in its' 62nd year in 2012. It draws not only us Western fliers, but some from places further east, such as Texas and beyond. Meanwhile, waaay back east in Florida, Fred and Barbara Mulholland are now running an event for those not inclined to travel so far west.

The O&R 60 powered Thor above belongs to Jim Hainen who entered it in five different events in the Florida contest. It could make a good photo candidate for Model Aviation if it had the AMA numbers on the wing.

PURE NITROMETHANE? Speaking of Jim Hainen, he sent this message a while back:

"I don't think it is pure. There is a federal law that says Nitromethane is 30 percent alcohol. That's because of the great Texas explosion of many years ago. That's the law. Now I'll tell you how to get the pure stuff. Get a large glass five gallon water jug like they use on water fountains. Pour a gallon of the so called Nitro into it. Then pour in about three gallons of water. Leave sit overnight. Next day siphon off the pure Nitromethane. The alcohol will mix with the water but the Nitromethane will not."

ED NOTE: I haven't verified any of the above, but if it's correct and the alcohol is methanol, it would be better to just keep the nitro/alky mix, and figure out what else needs to be added to get the final mix you want.

THE LAST WORD: I dug a note from Tandy Walker out of my files. It seems he had bad luck with Microlite covering, so we pass it along: Here's Tandy:

"I've covered for years with Monokote and then UltraCote Lite, so I have plenty of experience with covering with these films. I tried to cover with Microlite Transparent Red and ran into all kinds of problems. The heat on the iron has to be extremely low or the material burns. Static electricity and the tendency for the stuff to stick to itself on this covering was pronounced and prevented me from ever getting a good stretch on the covering. After several hours, I finally just gave up and removed all of the Microlite.

I went to the hobby shop and bought a roll of UltraCote Lite Transparent Red. Someday I will learn to stick with what works best for me. I ended up wasting almost \$60 on the four rolls of Microlite covering because I will never attempt to use it again.....Tandy "

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

