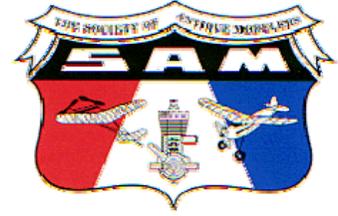




THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS. **LATE MARCH 2012 #264**



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NEXT CHAPTER MEETING: Will be April 18 at Jim Bierbauers'.

CONFESSIONS: Some of the dumb things we do are such that we'd rather the world not know about them. But some folks are generous enough to share a laugh and maybe prevent us from copying their boo-boo. Since Dave Harding and Mike Myers both shared the following with the world over the internet, I don't feel bad about repeating it. First, here's part of Daves' story about carving a large prop.

"So I decided to make a 24 inch prop from a nice clean piece of 2" x 1" pine lumber. Easy; lay out the blank from one of those geometries published over the years and start sawing/carving. Yep, in about half an hour I had a rough looking 24 inch prop with a nice incidence twist like it should be. Put in on the Irvine and fired her up..... Oops, seems that I carved the prop backwards; the resulting stream of diesel slime came right back at me! I felt so embarrassed that I can't even remember how it ran, although since I didn't follow that line it must have been poorly! Dave." Then there's Mikes' story.

"There's only one worse thing that carving a "backwards prop". And that is carving a big rubber model propeller in a fit of absentmindedness with the two blades pitched in opposite directions! Ask me how I know! Mike"

THEN THERES A PROP SUGGESTION also from Mike M. "Pine is fairly soft wood--and the hub crushes easily when you tighten the prop nut. SCAMP Hal Wightman also took some instruction from Sal (Taibi) about props for big models. Hal has carved several of his own "big props" for the Forster .99 on the nose of Hal's 84 inch Powerhouse. At Sal's suggestion, Hal drilled three or four small holes in the prop hub and glued dowels of the appropriate diameter in the holes. The prop washer and nut then presses down on the end grain of the dowel, which resists the "crushing pressure" of the prop nut and washer." Mike

SAM Chapter 27 garnered first place in the 2011 **Jimmie Allen Postal** Contest and will therefore sponsor and direct the contest for 2012. For a complete information package about this exciting postal contest please send a large S.A.S.E. to:

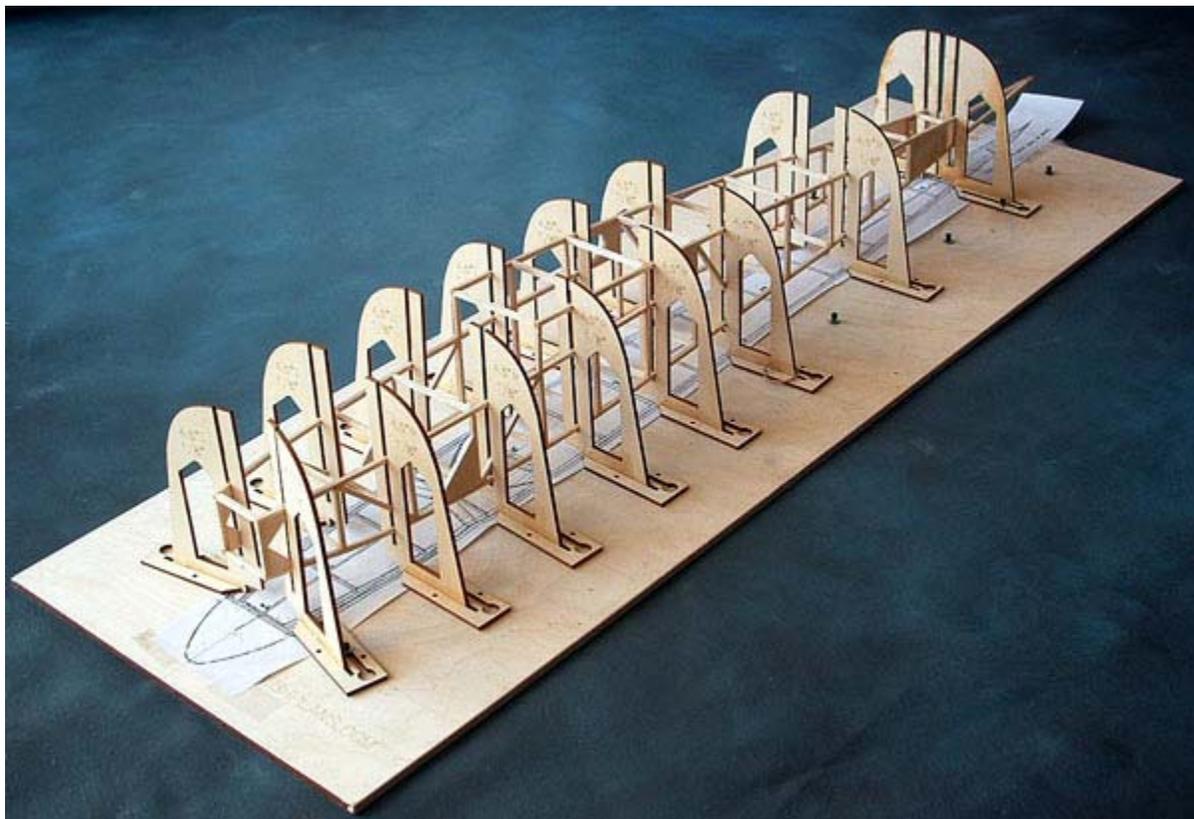
Jerry Rocha
SAM 27
3583 Ruston Lane
Napa, CA 94558

NITROMETHANE: Last issue I printed a message from one of our members who thought there was a federal law dictating that nitro methane had to be watered down with 30% alcohol before being distributed. I was a little skeptical and noted that the information was unverified. Another of our members then sent the information below. Apparently nitro is still pure.

“I bought a gallon of 100% nitromethane about a year and a half ago at the Bakersfield March Meets. Funny car driver Dale Pulde is the distributor for nitromethane on the west coast. I had talked to Dale the week before and bought my nitro from him right out of the drum. The drum said "100% nitro methane" on the side. There are no us manufacturers of nitro anymore. It all comes from China. *(Like everything else – ed)*

Anyway, I sent him an email and asked him if it was true that 100% nitro is really 70% nitro and 30% methanol. He just replied and said he has never heard of any such law, nor it being cut 70/30. When I met him at Famoso that day, he came over to the fuel area on his four wheeler carrying three five gallon fuel bottles. Sharpied on them were Prudohm, Garlits and I can't remember the other. If this 70/30 thing were going on, Dale Pulde would certainly know. Those drums are marked in accordance with DOT. If they were 70/30, that is how they would be marked and the MSDS sheet would say the same. I think this is an urban legend.”

Bob Holmans' new fuselage jig is getting rave reviews from SAM Talk guys who've used it. Here's one example: “I've had a chance to try Bob's newest fuselage jig. It's designed so you are able to remove the fuselage and turn it over placing it in the same exact position so you can glue in the remaining cross pieces on the bottom. I am Building the Aristocrat!”



SANDING SEALER and Cavalier update: Jim Bierbauer and Dick Fischer have been building a Custom Cavalier as a joint project. This is a mighty big ship with lots of exposed balsa planking surface. Here's Dicks comment about sanding sealer:

"I'm still filling and sanding on the Cavalier in preparation for covering. The filler I'm using is Ace Hardware brand lightweight drywall filler. This stuff seems to be exactly the same as the Goldberg Model Magic filler, only you get a half gallon for the same price as the 8 oz. container at the hobby shop. Good thing, too, because I'm almost through an entire half gallon on this plane. If I'd been buying the stuff at the hobby shop I'd have nearly \$50 invested just in filler by now. Dick"

CALIFORNIA CONTEST SCHEDULE

REMAINDER OF 2012 from SAM 51 newsletter

April 7, Sierra Champs, Waegell, CD Chris Borland. Half A Texaco, Antique Combined, Brown Jr. LMR, A B&C LMR Combined, 05 Electric LMR, 23 Ohlsson Ignition, Electric Texaco.

April 28-9, NorCal Champs, Waegell, CD Bill vanderBeek

June 2, Western States Champs, Waegell, CD Mike McKeever. Half A Texaco, Antique Combined, Brown Jr. LMR, A B&C LMR Combined, 05 Electric LMR, 23 Ohlsson Ignition, Electric Texaco.

June 9-10, SAM 21 Ranch Romp, Schmidt Ranch, from SAM21 newsletter

June 23, NCFE Club Champs, Waegell, CD Doug Galbreath

July 28-9, SAM 30 Annual, Schmidt Ranch, from SAM21 newsletter.

*September 9, SMGA Combo, Waegell, CD Bill Davis. Half A Texaco, Texaco, Antique Combined, Brown Jr., A B&C Ignition LMR, 05 Electric LMR, Ohlsson Side Port LMR.

September 21, 22, 23, Schmidt Ranch SAM 27 Crash & Bash, info from Ed Hamler via Bill Copeland and Eut.

September 9-14 (Sunday through Friday) SAM Champs AMA Muncie Indiana Flying Site from AMA website.

Oct 20-1, SAM 21 S-400 and half A Texaco contest- DWARFs from SAM 21

Oct 27-8 SAM 29 John Pond Commemorative, Taft CA, from SAM 21 newsletter.

October 28, SGMA Fall Contest, Waegell, CD Dick Myers. Half A Texaco, Texaco, Antique Combined, Brown Jr., A B&C Ignition LMR, 05 Electric LMR, Ohlsson Side Port LMR.

Nov 3, SAM 21 Collecto, vanderBeek's warehouse Sunnyvale CA, from SAM 21.

RESULTS- 30TH SAM 26 SPRING ANNUAL-2012

SATURDAY MARCH 24 EVENTS ONLY. For the first time ever, Sunday was cancelled due to rain.

A IGNITION	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1. Bob Angus	Korda Diamond	408	?	1:56	7:00	6:20		13:20
2. Jake Chichilitti	Playboy Jr.	358	Elfin 15	5:36	5:16			10:52
3. Ed Hamler	Playboy Jr.	358	Elfin 2.49	5:30	4:41	4:31	5:05	10:35
4. Dave Warner	Airborn	490	Arden .19	4:04	2:43	3:22	6:10	10:14
B GLOW								
1, Phillip Stephens	Airborn	?	?	8:00	LOF	8:00		16:09 flyoff
2. Rick Holman	Stardust Sp'l.	465	Nova Rossi	8:00	8:00			13:28 flyoff
3. Ed Hamler	Westerner	668	S. Tigre 29	5:10	8:00	6:47	8:00	5:25 flyoff
4. Dave Warner	Bomber	658	OS 29	8:00	8:00			5:09 flyoff
5. Joe Minatta	Bomber	650	Torpedo 29	4:38	6:54	8:00	8:00	DNFO
6. Bob Angel	Stardust Sp'l	660	Torpedo 29					DNF
C IGNITION								
1. Bob Angel	Bomber	1206	McCoy 60	7:08	7:32	9:00	8:55	17:55
2. Rick Holman	Bomber	1220	McCoy 60	8:04	9:00	8:20	6:34	17:20
3. Phillip Stephens	Bomber	1206	McCoy 60	7:17	2:37	9:00	7:19	16:19
4 David Warner	Bomber	900	Spitfire	0	6:28	3:57	7:28	13:56
5. Don Bishop	Bomber	1100	McCoy 60	9:00	4:10			13:10
6. Bob Meyering	Bomber	1206	McCoy 60	5:36	6:47			12:23
7. Steve Remington	Playboy	?	O&R 60	3:39	5:52			9:31
8. Bob Angus	Hayseed	950	?	9:00				9:00
9: Ned Nevels	Bomber	1260	Spitfire	0:17	0:03			0:20
ANTIQUE								
1. Bob Angel	Bomber	1206	McCoy 60	10:00	6:37	1:06	10:00	11:31 flyoff
2. Dave Warner	Bomber	658	OS 29	0:00	10:00	10:00		8:33 flyoff
3. Dave Lewis	Bomber	900	OS 40H	8:35	10:00	10:00		DNFO
4 Ned Nevels	Bomber	1260	Spitfire					DNF
5. Bob Meyering	Bomber	1206	McCoy 60					DNF
6. Phillip Stephens	Bomber	1206	McCoy 60					DNF
TEXACO								
1. Joe Minatta	Bomber	875	Kalt 45 FS	9:19	10:30	31:26		31:26
2. Monty Pate	Dallaire	1408	?	19:48	31:00	10:28		31:00
3. Dale Tower	Bomber	?	?	27:21				27:21
4. Dave Lewis	Bomber	900	OS 40 FS	11:39				11:39
5. Dave Warner	Bomber	658	OS 29	1:48	5:04			5:04
6. Ned Nevels	Bomber	1260	Spitfire					DNF
1/2A TEXACO								
1. Luther Peters	Stardust Sp'l.	?	Cox .049	13:32	11:20	7:28		24:52
2. Jake Chichilitti	Baby Playboy	296	Cox .049	12:13	11:32	1:58		23:45
3. Mike Clancy	?	?	Cox .049	10:44	11:24			22:08
4. Dave Warner	Miss America	310	Cox .049	6:45	10:16	6:52		17:08
5. Monty Pate	Aero Champ	294	Cox .049	2:31	5:40	7:32		13:12
6. Dave Lewis	Anderson Pylon	288	Cox .049					DNF
7. Bob Meyering	Bomber	288	Cox .049					DNF
8. Phillip Stephens	Bomber	288	Cox .049					DNF
8. Dick Fischer	Taylorcraft		Cox .049					DNF

O/T GLIDER	SHIP	SIZE	POWER	1	2	3		
1. Bill Watson	Zaic Trooper	950	Hi-start	10:00	10:00	10:00		30:00
2. Mike Clancy	?		“	10:00	10:00	9:52		29:52
3. Ed Hamler	Kane	558	“	1:20	10:00	10:00		21:20
5. Bob Angel	Nameless Waif		“	0:54	10:00	3:30		14:24
8. Jake Chichilitti	Gentle Lady		“	1:32	9:16	3:00		13:48
4. Jim Bierbauer	Gentle Lady		“	1:48	0:46	4:59		7:33
6. Bob Meyering	Carl Goldberg		“	0:37	0:37	1:46		3:00
7. Phillip Stephens	R-40		“	0:16	1:32	1:09		2:57
E TEXACO								
1. Dave Warner	Airborn	810		13:51	34:47			34:47
2. Mike Clancy	?			32:48				32:48
3. Luther Peters	Stardust Sp'l.	77”		28:14				28:14
4. Dale Tower	Stardust Sp'l.	?		20:18				20:18
5. Jay Higgs	?	?		15:54	17:44			17:44

Highlighted numbers are the ones scored. DNF = Did Not Fly. Various reasons account for this, but mostly we note that when the weather is too comfortable, lots of socializing goes on and some of us just don't get around to it. DNFO = Did Not Fly Off, although the flights qualified for the flyoff.

The contest was dedicated to our late friend **Hardy Robinson**, affectionately known as **“Robbie”**.

We had one of the best turnouts in a while, when twenty something fliers showed up. Unfortunately, Mother Nature finally caught up to us on Sunday, causing the days' events to go un-flown. But Saturdays' weather partially made up for things with a warm sunny day and just enough light breeze to help establish good takeoff and landing directions. The thermals were fickle at times as you'll note from the unusual score assortment. The C Ignition event in particular was different in that for the first time ever there were no double maxes and no flyoff. Normally over 90% end up in a big flyoff in that event.

At least four off field fly away events occurred, but all were recovered, thanks mainly to Steve Hulses' Samuari Jeep type vehicle.

The overall Sweepstakes perpetual trophy was won by Bob Angel with Dave Warner and Mike Clancy tied as runners-up. We have three other perpetual trophies for this contest and fortunately all three were scheduled for Saturday. The Ron Doig memorial 1/2A Texaco trophy went to Luther Peters. The Templeton Texaco trophy, donated by Charlie Applebaum, was won by Joe Minatta, and the Don Barrick memorial trophy for class C Ignition went to Bob Angel.

The SAM 26 Spring Annual had been directed by Hardy Robinson for the past several years. This year Dick Fischer took on the task and did a fine job in his first outing as CD; with help from Don Bishop as Registrar and other SAM 26 members, mostly from the Central Coast. At least 16 of those signed in are Chapter 26 members. Incidentally, you may notice a couple of unusual spellings in the results, one for an airplane and one for an engine. The Airborn is the correct original spelling for that ship, and Super Tigre is correct for those engines

We brought out an assortment of Robbies' kits, engines and other items to sell for his widow. All three built up ships sold easily, along with not quite half of the other items, so we still have some goodies to dispose of. We'll decide soon how to offer the remaining items. There are still some unknown modeling items left in a garden shed. Thanks to you folks for the good turnout. And thanks especially for your indulgence and good spirits when we didn't have control of Sundays' weather. RLA.

SPEED 400 MOTOR MOUNTS. Loren Kramer of SAM 27 sent this over the internet. "I make a Motor mounts to mount a Speed 400 motor that mounts with the same hole pattern as a Cox .049. I have them in stock if you would like to order. They are \$25.00 each plus \$5.00 for shipping. Loren Kramer lorenkramer@att.net



Loren didn't send anything but an "E" address.

Since the whole world is not into computers, here is his "R" mail (Real mail) address.

1513 Sierra Drive
Petuluma, CA 94954-3719

707-763-9170



Here's another picture from cyberspace, forwarded by Bob Slater.

I believe it's Roy Bourke holding his neatly decorated Buccaneer.

Sometimes I copy these pictures just to inspire myself to put some decoration on my own ships.

Still, I always fall back on the excuse that it adds weight and drag.

COMPUTER RADIO TRIMMING: This exchange took place between Alfredo Herbon and Dave Harding. I got a little lost in interpreting it because I don't think my computer radios are so "reasonably competent" that they can program the trim rate. And in any case, I'm not sure I'D ever want a fast rate using digital trims. The digital trims have too much total excursion on my Futaba and could easily cause a crash if I leaned on a trim switch accidentally while flying. I once did just that, flying on a cold day with gloves. I couldn't figure out what was happening until later when I saw the rudder hard over. I did luck out on the forced landing. Dave goes first:

"Guys, since most radios nowadays have at least a basic set of mix options you might like to try my method. I set a multi-position switch programmed to three trim offset positions; climb, solid glide and floaty glide. If it is a reasonably competent radio (\$200!) you can also set multiple offsets for each position so in the climb I often set both elevator and rudder offsets. Of course you could alternately couple the throttle to rudder. Get these trims set ahead of time so you know what you have. Other than the pushover at the top of climb I don't need to touch a trim button. But I do use the control stick to guide flight direction.

So when you start the engine you make sure you set the "trim" switch to climb then at top of climb switch to solid glide while making the transition and if conditions allow/dictate then switch to floaty glide and steer in those thermals." Dave

Ed: I'm not sure which message came first but it doesn't seem to matter as it appears to be just an alternate way of doing the same thing. Alfredo says this:

"I think a good solution to know or set the position of digital trim, is to use a high rate displacement (quick action) for the digital trim switch. I do not know if Airtronics equipment have the selection for trim pitch (fine or coarse), but with Futaba Fasst you can adjust it, so if you adjust to obtain from neutral to full down 4 or 5 "blips", and 4 or 5 "blips" to full up (same for rudder), you will have a quick trim response and you can count your trim position from neutral (double blip). When you are lost, search for neutral and recommence the blips count ... It works fine for me." Alfredo.

Ed: I don't like to do everything that's possible to do with a computer radio just because I can. Life seems simpler that way. Some time ago I made up a one page instruction sheet for the Futaba 6EX FASST transmitter. It has only the few programming notes I feel I need for our type flying. For me it replaces the 70 something page instruction booklet. Later I added a back side to the sheet for programming the elevators to drop slightly when the throttle lever is advanced. This makes the ship track truer during the power climb, and then adjusts for best glide at engine shut down. I steer with the rudder most of the time during climb to angle away from the sun for best visibility. So I don't feel a need to fine tune any rudder change when under power. And I've never noticed any significant change in rudder anyway, between power on and off.

But it's different strokes for different folks, and some guys may consider transmitter programming as a hobby in its own right. I happen to have three different computer radios, each with a different method of programming. I didn't set out to acquire three different types, it just cam about as part of various horse trades. Anyway I can't always remember how to make little changes on all three, so I have to have my "cheat sheets" for each one. The transmitters are an older Futaba 7U, a newer Futaba 6EX and a Hitec Flash 5.

If you have any of those transmitters, and would like a single page basic programming instruction, just let me know and I can send you a copy. They contain model # selection, servo reversing, end point adjustment, trim settings and a few other details. RLA

SAM BY-LAWS VOTE. You should have a ballot chit included in the current issue of SAM Speaks. I'd like to encourage all to **vote yes on** changing the bylaws back to the **five year rule cycle**. The four year cycle currently on the books, was put in due to an almost comedic series of errors that compounded itself with time. One rules committee failed to get the job done in the allotted five years, leaving just four years to get the next cycle back on track. The next committee did get it back on track so that latest rules became effective January 1, 2010.

But while this was happening, SAM management thought we were now in a 4 year cycle And decided the By-Laws should be adjusted accordingly. The vote to do that passed, mostly because of a strong endorsement of the President at the time, with no dissenting argument presented in SAM Speaks.

The rules cycle takes two years to complete. If we move to a four year cycle, we'll be arguing over rules half the time. Also, changes voted in often effectively outlaw certain engines, ships or other equipment, usually for the purpose of making also-rans into competition winners. It never works, but it does alienate people when their equipment is made obsolete. If one rules committee couldn't get their job done in the allotted five years, there's a good chance others might not get it done in four years. The SAM treasury would also be spending money printing new rule books every four years instead of five.

If we move back to the five year cycle there's time to begin the change process in 2013, with changes becoming effective January 1, 2015. We'd be right back on track again. RLA

MISS MODEL CRAFTSMAN II is featured as a three view in the current SAM Speaks. It's a fine looking ship that would be a strong contender for a concours event. It also looks like a sleek design that would be a strong contender in a contest. I'd once planned to build one because it looked so great. But the ship is completely planked with balsa and I imagine you'd get some complaint if you left open bays in the wing and used covering material instead. The problem is weight. Unless I calculated wrong, the surface area to be covered with balsa (even non-existent 5 lb. balsa) would leave the finished ship seriously overweight. So I abandoned the idea in favor of something simpler. So I'd advise making a weight assessment before tackling the ship as a project.



I'll bet few recognize this **Falcon** design. Gerald Martin sent it some time ago when he was still with us. This is more like the way I "decorate" some of my models.

Sale list of Robbies' engines, etc. PW = Prop Washer. PN = Prop nut NVA= needle valve assembly. Frozen engines are mostly just gummed up with castor oil & will probably free up OK. All have been used and are priced accordingly for condition. If you're interested in any of these, contact Dick Fischer or Bob Angel. Proceeds go to Robbies' widow.

Spark Ignition:

1. Super Cyke complete with original tank, OS NVA. No plug. Has a snug spot at top on turnover. Has a mismatched cylinder screw head, and a plain screw for timer arm. \$100
2. Atwood Champ stovepipe style with Champion plug. Complete, turns over nicely. Looks and feels quite good. \$120
3. OK Super 60 complete with Champion V plug. Very good compression. Light rust layer on the plain steel cylinder. \$90
4. O&R 60 black head big port with standard mounting holes. No plug, NVA, tank or prop drive parts, but has the timer and turns over nicely. \$50
5. Brown Jr. B3461 with exhaust stack. No plug. Has homemade tank for alcohol and non-Brown NVA. Turns over freely. \$150
6. O&R 23 with cast ukie tank and Stitt plug. Different but nice NVA. Looks and feels good. Smooth turnover. \$50
7. Orwick 73 basket case. Dunham replica with cylinder broken right across the ports. The case, crank, timer ass'y, etc; look and feel good. All the other parts seem to be there & in nice clean condition except for gaskets and prop washer. Has the 4 accessory beam mounting lugs. \$50 for parts. Machine yourself a cylinder/sleeve piece and you have an Orwick.

Glow four strokes.

1. OS FS 40 surpass. Complete with muffler, Turns over OK. \$50
2. OS FS 26 surpass. Complete, dirty, frozen. \$40
3. OS FS 26 surpass with muffler. No plug, PW, PN. \$40
4. Saito FA 50 complete with muffler in box, no papers. Has accessory velocity stack. Dirty, needs bearings replaced. Screws loose when found. \$60

Glow two strokes

1. Fox 19 ukie in nice box with instructions. No Muffler. Frozen, but near new looking. \$20
2. Fox 19 ukie. Dirty, frozen. No plug. PW or NV. \$5
3. OS max 15 RC with muffler, complete. Clean outside. Turns a little sticky. \$20
4. OS Max 32 SX RC complete except for PW. Turns over a little sticky. \$25
5. GP 40 RC (Taiwan). Good compression. Missing 1 muffler screw and PW. \$30
6. OS Max 15 RC (early) with rotary carb and exhaust baffle. No Plug or drive parts. Frozen. \$5
7. Magnum pro 45 with box, wrenches and muffler. Rough bearings. Well used. Has hit the dirt. \$20
8. OS LA Max 40 RC with unused muffler. So-so box and papers. No plug. Frozen. \$25
9. Early S. Tigre 45 RC. Swivel closing exhaust. No PW or PN. Frozen. \$25
10. Magnum GP40 RC with muffler. Dirty, frozen, rust on shaft. \$20
11. Fox 36X ukie. Dirty, frozen. DW stripped inside. No plug or PW. \$20
12. K&B 61 RC on nice metal mount. Frozen. Clean unused muffler in box. \$2
13. Cox Medallion 15 FRV. Frozen. Red intake faded. No PW or prop screw. \$5
14. Torp 40 early RC. Dirty, frozen, no plug. Holes in exhaust for (missing) rotor. \$10
15. OS Max 49 with (apparently) custom diesel head. Frozen, rust, no carb. \$10.
16. TD 049 NIB, but missing glow head. \$40
17. TD 049 dirty but complete \$20

THE LAST WORD: We still have a couple of guys who haven't paid dues for 2012. This will be your last newsletter on last year's membership. Quick; send your fifteen bucks to Treasures Jim Bierbauer, or you could also be dropped from the list of fewer than 70 persons on the entire planet who are members of this exclusive and elite organization.

Robert L. Angel
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Santa Maria, Ca 93455

