



**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF  
ANTIQUe MODELERS. LATE MAY 2008 #225**



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**THE NEXT CHAPTER MEETING** will be at Jim Bierbauer's on Wednesday June 18. There'll be a first run matinee showing of the old Cleveland air races on DVD, so a 5 PM arrival is suggested. I believe Jim is planning some food also, so check with him as the date approaches. It should be a good session.

**GEORGE TALLENT** is reportedly home again from the Phillipines, so if you want any engine work done you should probably connect up now before he's gone again. His phone is (520) 466-7655.

**SAM SPEAKS** editor Roland Friestad had a mild heart attack, so the next issue of S.S. might be a little delayed. Here's wishing Roland a quick recovery.

**A MINOR RECALL** was instituted on the new E type Switches. Marvin Stern gave me a call saying a few switches would not shut off properly. He doesn't want to see planes lost so he's contacted those who received them and asked that they be returned for refund. He says he found a resistor in his latest batch that was marked with the wrong value from the manufacturer which caused the problem. He also says this should show up immediately in a static test, or an engine running ground range check. And if the switch shuts off properly it should be OK.

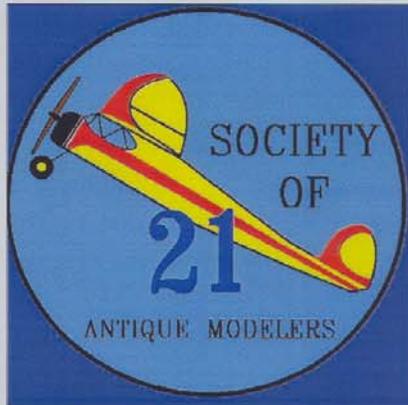
**FOR THE CONTEST** at Schmidt ranch this coming weekend May 31- June 1 check the flyer inside for details. SAM 27 is sponsoring.

**BEYOND THAT**, SAM 30 plans another RC contest at Schmidt's on July 26&27. They plan to run both the Brown Jr. events for maybe the first time here on the left coast. One deviation from the rule book is they'll allow a ship to compete in both events if it's eligible. But note that the Brown Texaco event requires a ship with an oddball design cutoff date, which is one reason it hasn't usually been offered.

**ARE WE THERE YET?**

**In the 1960's** the question of how far it is was answered like this: "It's about 350 miles."  
**In the 1990's** with the highways more crowded, the question was usually answered: "it's about a seven hour drive."

**In 2008** I answer how far it is to the Schmidt ranch with: "Towing the trailer, it's a round trip of about \$280 in gasoline."



# SAM 21 OLD TIMER (32th) R/C ANNUAL MAY 31-June 01, 2008

This year we will again fly at Miriam Schmidt's ranch. Come and RELAX under shady fruit trees in a grassy back yard while watching the flying action out in the BIG alfalfa field.

Your hosts: MIRIAM SCHMIDT & Family 916-684-2265  
(11948 Franklin Rd, Elk Grove, Ca. 95758)

Revised: 14 April 2008

## SATURDAY

A GLOW LER  
B GLOW LER  
C IGNITION LER  
TEXACO combined  
A TEXACO  
ANTIQUÉ (combined)  
OHLSSON 23  
OHLSSON SIDEPORT  
ELECTRIC LMR  
**S400LMR**  
Spirit of SAM CONCOURS

C.D. KEN KULLMAN

Email: kenlmm@goldrush.com  
209-295-7331

**Pilots meeting:** 8:30 AM both days.  
Contest closes Saturday at 4 pm, and ends Sunday at 3 pm.

**Entry fees:** \$7.00 per event / \$42 maximum for the weekend. Fly 7 events and get one free! (includes \$2 per event to our hosts for putting up with our shenanigans all weekend (Because they like us anyway, they would do it for nothing, but that's the least we can do. (because we like them back!))

## SUNDAY

A IGNITION LER  
B IGNITION LER  
C GLOW LER  
1/2A TEXACO  
1/2A SCALE  
ELECTRIC TEXACO  
BROWN JR LER  
OLD TIME GLIDER  
SOS ELECTRIC  
**FOXACOY**

### TROPHIES by Bill Vanderbeck

#### GRAND CHAMPION perpetual Trophy!

Miriam's Friday night Taco Feed @ 6:30 pm \$5.00  
Pancake Breakfast both days (you fix it & wash up) FREE  
Lunch Saturday & Sunday around Noon \$5.00  
Lasagna Banquet Saturday evening @ 6:00 pm \$10.00

SUPER 8 Motel	FLORIN Rd	916-427-7925
MOTEL 6 (2 locations)	MACK Rd	916-689-6555
MOTEL 6	MACK Rd	916-689-9141
GOLD RUSH Inn	MACK Rd	916-423-2003
JOHN JAY Inn	MASSIE CT	916-689-4425

### Electric LMR & ETEX

#### SAM 2008 Rules will apply

NiCd/NiMh/Lipo OK. (Rules next page.)

**S400LMR**—a new event for 1/2A Texaco Electric models.  
S400-6v motor direct drive. 2 LiPo or 6 NiCd/NiMh, 3 minute LMR, 4 Flights - Sum of 2 best. (Rules next page.)

**OLD TIME GLIDER**—We will allow any balsa, polyhedral, rudder/elevator glider to fly, SAM legal or not!

**Spirit of SAM Concours**—Scaling allowed.

## GRAND RAFFLE PRIZES

Dave Lewis has donated

Full scale Dallaire ready to go.

PLUS—other fine items as may be acquired.

**TICKETS ARE \$1.00 EACH or 6 FOR \$5.00  
RAFFLE TO BE HELD AT CLOSE OF CONTEST—  
SUNDAY.**



# SAM 21 - CONTEST notes

Last year a grand total of 2 (count'em: Two!) SAM 21 members attended. Even so the contest had a respectable turnout. This was due greatly to the other Northern California SAM flyers who attended. This year I would hope and expect a much stronger turnout of SAM 21 members for our contest. Due to schedule conflicts, Janet & I will not be your contest staff this year.

**KEN KULLMAN** is an associate member of SAM and has stepped forward to assume the duties of Contest Director. Ken was RC CD at the 1995 Colorado Springs SAM Champs and will do an excellent job for us. I'm sure you will give him all your support in running our event this year. New member **Jake Chichilitti** will assist Ken on the contest desk

Ken will need additional scoring help on the contest desk, and for jobs like lunch hamburger Chef each day. As well as, Texaco fueling, and general helping out to setup and take down the various equipments. Don't forget assisting **Miriam Schmidt** in preparing the meals, and in cleaning up later. Miriam again volunteered to purchase all the culinary items required.

**Dave Lewis** has stepped up to be Awards Chairman as well as donating the Grand Raffle prize.

Take the time to step forward yourself and give Ken a call or Email to let him know you Will be glad to help!  
Ken, the club, and myself will thank You!

Steve Roselle



**DAVE LEWIS** donated this **DALLAIRE SPORTSTER** complete with Super Tigre 60 glow engine and Airtronics RC system

## SAM International Speed 400 LMR Event Rules

latest 2010 proposed rules

1. Any approved SAM Old Timer gas model airplane. By rule, North American Old Timer designs are limited to December 31, 1942 and older (Section 1, C). Non North American designs are limited to their local SAM Chapter design date rules, but in no case later than December 31, 1950. Design authentication is the responsibility of the contestant.

Scaling is allowed. There is a 16 oz minimum weight requirement. The model's name and design year shall appear somewhere on the model.

2. Thrust will be provided by a non-folding (\*), non-metal, propeller of any size driven directly by a Graupner Speed 400-6V permanent magnet ferrite motor without ball bearings. After purchase timing adjustments are allowed.

(\*) Folding props are allowed as long as they don't fold in flight.

3. The battery may be either six NiCad cells, or six NiMh cells, or two Lilon, LiPoly, or A123 cells of any capacity with producer's labeled voltage rating clearly visible. Non Labeled packs may be approved at the CD's discretion. Pack Rated voltage not to exceed 7.5 volts.

4. The power to the motor must be radio controlled, and may be via ON/OFF, ESC, or BEC-ESC devices.

5. Flights may be hand launched with landing area determined by field rules.

6. The motor may be run only during the first 180 seconds of the flight; any running of the motor afterwards results in a zero score for that flight. Run times and/or flyoff times may be changed at the discretion of the C.D.

7. A model's score is the sum of the best two of three 15 minute max flights.





Club. He didn't identify the modeler, but I don't think it's Mark himself.

If you've ever been in charge of maintaining and transporting the club's heavy golf cart batteries and glider winch, you should appreciate this.

It's ecologically correct with no batteries to maintain. I'm not sure of the purpose of those small wheels lying in the grass behind. Maybe they mount on the winch some way and he rides the whole thing home.

The picture comes from Mark Venter of the Christchurch New Zealand Model Aero

We're taking advantage of some selected technical input via the internet this time.

A neat trick I came across somewhere when I have longerons needing curves is to split the balsa longitudinally by setting the balsa stripper at 1/2 the thickness of the wood and stripping just the length where the curve will be. Frame up the fuselage and when everything is in place run some thin cyano into the split in the wood. Has the same effect as laminating the longerons but much easier to do. **Evan Evans**

Along that line, a question arose about sanding balsa in and around CYA glue joints. The hardness of CYA and the relative softness of balsa is one of the many reasons I don't like CYA. **Red Scholefield** says put some CYA de-bonder on 320 emery paper and proceed carefully. I haven't tried that but I wonder about the effects of any de-bonder residue on the balsa.

**PULL PULL** controls put a lot of strain and wear on servo bearings, because both lines are in constant tension if they're installed properly. **Ian McQueen** sets up an "idler" bell crank between the servo and the control surfaces. A regular single control rod goes from the servo to the bell crank and in turn the crank holds the two lines going to the control surfaces. That setup also allows a little bit of extra mechanical adjustment to zero the flight surfaces.

For those hunting Mica Film, Fibrafilm from BP hobbies is the same product according to **Eut Tileston**.

I've been thinking about a better shape for a Texaco tank and this is it. It's is a funnel shape tank I made with 0.008" brass sheet and 1/8" copper tube.

The upper edge of cone was adjusted till obtain the right 10 ml volume. For this test I used a provisory plywood cap with the two tubes inserted.

The internal bottom corner was filed with a Dremel tool for a smooth transition from funnel to tube.

I suppose my PAW will suck till the last drop.

Final weight 9.5 grams

Alfredo Herbon



Alfredo hails from Argentina, where they have a very active SAM group.

He has sent along lots of innovative ideas. Remember Moe, the talking plane release stooge which could count down your engine run for contest practice?

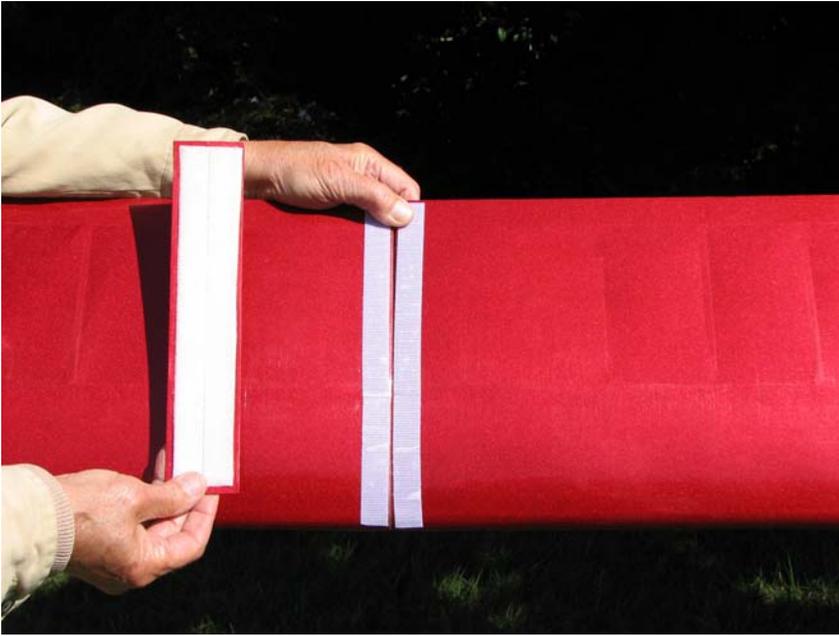
Here's his tank during construction before the lid was installed.



And check Out that neat little electronic scale. I imagine it does ounces as well as grams.

Freight Harbor tools sells something similar. Heck maybe Freight Harbor is in Argentina too.

The 10ml tank capacity is geared to his local rules which aren't always the same as SAM US rules.



Jim Bierbauer came up with a neat solution for quickly joining two wing halves on his Bird of Time glider.

That's two strips of white Velcro hook material attached to each wing half.

The matching loop Velcro is attached to a thin sheet of plywood.



And here's the result. Maybe not as aerodynamically clean as a strip of tape, but neither does it pull the covering material up every time it's removed.

SAM 27 started allowing any all balsa rudder/elevator glider to enter their "Sorta old time glider" event, which picked up a few more participants for OT glider. The Bird of Time could almost pass for a Thermic design anyway.

**Ed Lamb** passed along a good tip for choking an Ohlsson sideport engine where that long intake tube is too close to the firewall to allow a finger to be inserted. Several people have used the popsicle stick or tongue depressor with various materials glued on. But Ed says just use a piece of foam tape with one sticky side. It goes on quick and easy and the material is soft enough to make a good seal.

**Airtronics 2.4GHz FHSS – A Review**  
By Ed Hamler, SAM 27

Earlier this spring my friend, Jack Albrecht, who is a technical adviser for Airtronics, provided me with one of their new 2.4 GHz outfits in order to test its suitability for flying SAM Old Timer models with spark ignition.

The equipment provided was the RDS 8000 2.4 GHz FHSS transmitter and a 92824 Spread Spectrum 8 channel receiver. The model selected for the test was my class B Ignition 510 sq.in. Playboy Cabin powered by a replica Torpedo 29 by Ed Shilen. The spark ignition system has a typical single transistor trigger, a Modelectric coil, and a 3 cell NiMH 500 mAh battery pack. The high tension lead has a 10K resistor at the spark plug.

This particular model was chosen for several reasons: interference from spark RF had been a problem originally due to a cabin with very little separation between radio and ignition components. Changing from FM to an Airtronics 92965 PCM receiver had solved that earlier problem and we wanted to see if the same would be true with 2.4 GHz. In addition, with typical Playboy stability, the model should survive minor glitches in flight.

For the test, one of the receiver's two antennas was inserted into a tube running longitudinally down the fuselage and the other was positioned vertically beside the ignition battery pack at the firewall and stabilized with foam rubber in order to maintain the recommended 90° orientation angle between the two antennas.

A ground range check with low transmitter power indicated excellent control response up to 150 feet with engine running at high speed. The flight test was equally successful. The climb was smooth and steady and a good thermal afterwards took the model to speck altitude and an easy max.

The system's advantages are impressive: no waiting for channel pins, only one transmitter for multiple models, small-light receivers, and no spark interference. I have now purchased extra Airtronics receivers from HobbyPeople.net and all of my models for the upcoming SAM EuroChamps will be so equipped. My one criticism applies to most new RC transmitters – digital trim controls. For SAM competition, analog trims are easier to use when you cannot afford to take your eyes away from the model in order to glance at your trim positions.

The control functions of the RDS 8000 were easy for me to program. It employs the same intuitive menu as the earlier RD 6000 model which I still use for sport flying biplanes and seaplanes. The RDS 8000 has eight channels, ten model capacity, and complete functions for aeroplanes, sailplanes, and helicopters.

Editors note: At our local field we've also had good success with three Futaba 6ES 2.4GHz radios. A simple receiver swap cured spark interference in four different ships. We have no reports from Spectrum users yet but it seems a good bet that these spread spectrum radios are the best answer yet to cure ignition caused RF interference. You'll probably see Ed's report in more than one place. That's one result of instant worldwide electronic communication.



### Corona Synthesized Dual Conversion Receiver 8Ch 72Mhz

Throw away your crystals, say goodbye to glitches! The new Corona synthesized receiver is here!

This unit will work with existing Synthesized transmitters or crystal transmitters. In fact the accuracy of this receiver will improve the performance of all 72mhz crystal transmitters.

The new technology put into the synthesized series of Coron receivers is truly outstanding and will certainly make you think twice about upgrading to a more expensive 2.4GHz.

#### Spec.

Size: 36x18.7x8.2mm

Weight: 9.2g

Distance: >1.5Km

Sensitivity: +/-8kHz at 65dBdown

Channels: 1-8

Filtering: DSP

10.7Mhz

+10dBm

Weight  Stock  [+ wishlist](#) [emailBuddy](#) [issues](#) [guarantee](#)

Price: \$29.75  [Add to cart](#)

**MAGIC RECEIVER?** If it sounds too good to be true it may well be. Still it's an ad that leaves one all eaten up with curiosity. This item comes from Hobby City in Hong Kong, which probably makes most of us wary right there. Looking them up on the internet at [hobbycity.com](http://hobbycity.com) they appear to be a very large mail order warehouse dealing directly from manufacturers to mail shipments. They have all sorts of RC merchandise, much like Tower Hobbies and others. I looked up what testimonials I could find. Mark Venter says he's gotten positive responses from guys using these receivers locally in New Zealand. One guy on RC Report said he gets a more solid range check than with the highly rated Berg receiver. There was nothing about testing with spark ignition systems.

RC groups on the internet had dozens of user testimonials on dealing with Hobby City. Some were quite satisfied, while most of the complaints were about slow shipment (sometimes weeks), especially for back ordered stock. But none complained about being completely swindled out of their money.

Looking on the positive side, if the claims are true, you could take any 72 MHz (presumably FM only) transmitter, switch everything on and the RX would lock on to that TX. You'd still no doubt need to exercise frequency control to prevent shoot downs. But there'd be no problem if you picked up the wrong TX, unless it's an AM or spread spectrum. You could take 2 or 3 FM transmitters along to keep away from frequency conflicts.

I'm not endorsing these things, but I sure would like to see some more adventurous soul than I take the plunge. Just send your \$35 or so with shipping and do us all a service by letting us know the results. You can contact them via the internet location above or by phone in the US at 1-800-607-5803, English only (yippee). They don't seem to deal via mail or have a walk-in store if you happen to be in Hong Kong.



This is for all you skeptics out there who thought metric crescent wrenches were some kind of joke!

Actually, it looks like a pretty good idea. If nothing else, when working with this wrench and you need to switch to a socket type, it would quickly identify which socket to pick up.

Now some of you guys who wouldn't buy the metric crescent wrenches I tried to sell may will think twice about sending for some of the metric 30 minute epoxy I'm offering.

**E MAILING NEWSLETTER:** Here's another reminder that if you want on or off the Email list vs. the Real mail list, just send me an Email notice to [samreflier@verizon.net](mailto:samreflier@verizon.net). The unsolicited endorsement below for the Email version came from a satisfied customer, Dick Fischer.

"One thing I like about the email form of the newsletter is that the pictures are much sharper and colors more vivid. As an example, I was able to really study the differences in the "as found" engine photo and the "after Power Dissolver" photo."

Robert L. Angel  
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