



THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF  
ANTIQUÉ MODELERS.      **AUGUST 2008 #227**



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**NEXT CHAPTER MEETING** will be at Bob Angels' on Wednesday August 20. That's just a day too late to celebrate Aviation Day, but it does fall on Mosquito Awareness Day.

**THOSE DARN PLASTIC PROPS:** I tried to tell you guys how dangerous they were, but some wouldn't believe me, so I arranged a demonstration. On Saturday July 19 at approximately 0915 Hours, I stuck my right hand into a running plastic prop. I now wish I hadn't done that, but that's hindsight. Details: A friend had asked me to adjust the high speed needle on his OS FS Surpass. The needle was located in an awkward place under the muffler. I approached properly from the rear, got the needle tweaked, but at the last instant contacted the hot muffler with my thumb. Had I first studied the matter more carefully, I would have just let it burn a little, but instead I reacted by flinching into the prop.

A four stroke has lots more torque than a two stroke during a single power stroke. My hand stopped the engine on that single power stroke. A wooden prop would have sheared its' blade. But the plastic prop did not break. Which means my hand absorbed the energy of both of its heavier blades, plus that of all the moving metal inside the engine. It was sort of messy as you might expect. The middle finger of my right hand took the brunt. It was laid open to the bone along its length. There was a bone break which stayed in place and didn't require treatment. A tendon was cut, requiring a follow up to a hand surgery specialist in Santa Barbara.

**FIELD EMERGENCIES:** Having fresh data, it's probably a good time to review this. At our home flying field we have sort of relied on the Emergency clinic in Buellton, which most of us pass along the way to the field. But we'd never had the occasion to use it. That Saturday we drove in, parked and found that it's closed weekends.

So we drove on to Solvang, knowing there was a hospital there – somewhere. We drove most of the way through town watching for the big blue "H" or hospital sign. So far, no luck, so we turned into the big compound with signs saying police station, highway patrol, etc. Surely these guys could direct us to the hospital. I walked around the big compound; hand heavily wrapped in both paper and cloth towels. I found the library which was closed, the VFW hall, which was closed, senior center, etc., closed. Finally, away around back were a dozen or so parked highway patrol cars, emergency ambulances, etc. More footwork located the office, also closed. I never did find the police station, but it may have been closed also. The desk clerk at the motel next door directed me to the hospital. This, and the later experience with the hand surgeon tells us, that if you're going to have a medical emergency you should only do it between 9 AM TO 5 PM, Monday through Friday.

**HOSPITAL LOCATION:** We've been told to know the location for emergency treatment ahead of time, and we thought we did. Anyway the Solvang/Santa Ynez hospital does have a good emergency room which isn't an overcrowded mad house like the one in Santa Maria. There was a competent Doctor on hand who got to me promptly – right after the more important process of establishing ability to pay. Anyway, for us locals, you drive over and through Solvang on highway 246. As you leave town to the East at the bottom of the hill there's a stoplight at Alamo Pintado Road. Turn left, go uphill two blocks to the stop sign at Viborg Rd. Turn right to the hospital about 100 yards away on the right. There are hospital signs, but only beginning at Alamo Pintado Road. You might want to paste or post this in your flight box if you've never been there.

**STRIPPING SERVO GEARS:** This first story could almost come under the heading of "Computer crash of the month", except the damage caused by the existence of the computer radio didn't involve an actual crash. These two stories are condensed from SAM Talk internet chatter.

The reason I knew that the nylon gear sets for the HS-81's were \$4.26, was that I found I needed some the other night. My JR Programmable radio defaults to S-PCM modulation, and I was setting up a new model. When I turned the FM receiver on, the elevator servo went full tilt and immediately stripped the gears. Wondering what happened; I checked the transmitter and remembered that I had not put the transmitter on PPM for the little Castle Berg receiver.  
~~ARRRRGH!!! Tommy Gray

And Jack Hiner reminds those with plain old non-computer radios that you can still reproduce acceptably bad results using a little inventiveness on your part

The Playboy Cabin with the Hitec HS-81 servos had worked great. One day I turned on my Kraft transmitter with a channel 59 module and my Berg channel 59 receiver in the model. Standing next to the model the servos went further than designed stripping the gears. At least I got the frequencies right, but an **AM** transmitter with a **FM** receiver does not work. Jack Hiner

**SOME QUOTABLE QUOTES:** Maybe on model subjects, maybe not.

Tony Stillman, AMA VP, Radio service man, and radio columnist for RC Report tells us what we suspected: "Tower radios are the same as Futaba."

One positive note (?) about ARF's: "When they crash, there's no sweat labor or psychological investment to break your heart."

"I'm having amnesia and déjà vu at the same time. I think I've forgotten this before."

"Sticker Shock: In the 1940's a complete Deezil engine cost \$3.95. Today an OS glow plug is \$8 and the little replacement rubber starter cone for a Sullivan quarter scale starter is \$30 MSRP."

"Most of my tools are so old they say Made in USA."

"A credit card should not be considered as a source of supplemental income".



This formal portrait of the hard working SAM 30 Contest Director was taken by Eut Tileston at their end of July '08 contest. He's Floyd Higgins, a good old boy with lots of stories to tell, and known affectionately to some simply as "Homer". The only news about this contest I've seen so far is that Sunday was blown out, but that doesn't stop the social activities at Schmidt Ranch.

**CHEMICAL ALLERGIES:** This subject popped up again recently when one fellow thought CYA fumes might help cause cataracts. Whether or not, you don't want to be breathing the stuff. I don't use the odorless variety of CYA, because I don't trust them when they say it's harmless. I want to sniff the stuff just enough to know to get it downwind.

There's been little mention of good old common epoxy. But I've definitely noticed some of those sniffly cold like symptoms after using epoxy. So like CYA, I now step outside when using either. And those of you in cold climates, better take the advice about proper ventilation.

**ATOMS ONLY EVENT:** Woody Bartelt (who sells repro Atom 09 engines) is sponsoring an "Atoms Only" event at the 08 SAM champs. It's an add-on special event with \$200 in cash prizes to 4<sup>th</sup> place being offered by Woody.

**BIG BOYS TOYS** in Santa Maria can now test the Futaba 2.4 GHz transmitters.

**MORE ON SPREAD SPECTRUM, GOOD AND BAD.** Let's take the good news first. Dick Fischer waited for other Airtronics users to take the plunge before buying into 2.4GHz. He wanted to let the new technology get checked out thoroughly before buying what could be the last transmitter he'd ever need. So after a suitable passage of time and reading Ed Hamler's test report, he now has a 2.4 installed in his McCoy 60 powered ship. He'd never been able to fly the ship due to ignition noise during range checks. And just like three other interference cases (Futaba) at our local field the 2.4 radio was the instant cure for the problem.

But Dick also noticed that the "McCoy stutter" which plagues some engines was not present on his first few flights. He feels that lots of folks may be getting some slight interference regularly when using fixed frequency radios. If so, it could be a possible cause of ratty engine runs when the cutoff switch glitches.

**HEAT PROBLEMS** have apparently arisen with Futaba 2.4 units. There have been reports of receiver failures in extreme heat (140 degrees or more). These temperatures can easily build up inside a ship on a hot day. The solutions offered so far are mostly to keep the ship in the shade between flights. Don't mount the RX in or under a transparent canopy where heat is highest. Also it was pointed out that the 2.4 GHz radios don't have crystals and are less prone to vibration failure. So don't wrap the receiver in foam as has been customary. Mount it on the narrow edge as opposed to the flat bottom where more area would be insulated, allowing heat build up. I'd still use a foam pad under it and secure with a plastic strap or velcro mounted to the foam.

I wonder if it was just happenstance that a new ad for Spektrum radios has just appeared saying they have tested one of their receivers to 300 degrees and it worked perfectly other than the plastic case starting to melt at that temperature. Score one for Spektrum. But on the negative side some of the car guys using Spektrum have been running out of range and end up holding their transmitters high in the air to try and re-capture their little cars.

**SHIELDING PROBLEMS** are also inherent in 2.4 GHz, which is the reason for the redundant antennae and redundant receivers in some radios. We've been told you can lose signal when flying behind a tree, or dipping below an earthen berm, although I don't know why anyone would want to fly behind a tree or below a dirt berm.

The newsletter Editor for the local back and forth Tri-Valley club crashed a factory pre-covered ARF (E-Flite Piper Pawnee) by flying it with a 2.4 after a questionable ground range check. He wondered about the metallic covering and tested a piece of it with an Ohm meter. He found a conduction path of about 11 Ohms per lineal inch between the test probes on the inside of the covering. He says beware of any metallic looking or shiny film covering. Also, I suppose you could test it as he did but BEFORE applying or using it. You could also heed the range check.

Finally, keep your batteries charged as with any radio, and always turn your Spektrum transmitter on first and off last to be sure the receiver is not on alone to possibly try to bind with another operating transmitter. All this is not to imply the Spektrum radio is not a good radio, it's just that some precautions are in order.



**TANDY WALKER**, our member in Arlington Texas produces some really sanitary looking models and engines. Here's a neat tank support strap he made to add stability to an aftermarket metal tank so he could run methanol in his O&R 23. Those hanging tanks on O&R's are a nuisance as they often wiggle around and come loose. Tandy says he got the idea from Vic Didelot before he passed away. We haven't run an O&R tuning tip in the series for a long time, so we'll call this one **O&R Tuning Tip #22**.

**ANOTHER TIP** from Tri-Valley Editor Frank George: **Ni-Mh Battery Charging Bulletin:** The latest generation of Nickel Metal Hydride batteries incorporates a new chemistry mandated to be more environmentally friendly. These batteries, when charged with peak detection fast chargers, have tendencies to repeatedly false peak (not fully charge). These include all brands of NiMh batteries. If using NiMh packs be especially cautious when charging making absolutely sure that the battery is fully charged. It is recommended to use a charger that can display total charge current, and note the number of MAh put into a discharged pack.

**OLD TIMER TO ARF PILOT:** "That's a nice looking ship you've got there, where's the center of Gravity?"

**ARF PILOT TO OLD TIMER:** "I don't know, this is all there was in the box."



**LITHIUM BATTERY FIRE!** Mike Keville, former OT Columnist for Model Aviation sent this picture of the fire that can happen when you charge Lithium batteries and the charging procedure goes awry. Sometimes there's an explosion along with the fire. There's not much of anything useable left which is why they recommend charging these batteries outside the aircraft. Let's hope the ship wasn't in the car trunk at the start.

**INCIDENTALLY,** Al Gore and friends would like to see larger versions of these batteries in all our automobiles. Those batteries would be too heavy to move outside the car for recharging.

**OUR JIMMY ALLEN CREW,** consisting of Jim Elliott, Jim Bierbauer, Hardy Robinson and Dick Fischer have been trimming their birds at the local field in preparation for an early morning trip over to Taft for the official flights. Deadline for doing this is October 5.

**REMAINING WESTERN SCHEDULE FOR 2008:**

AUGUST 16	MECA collecto	Garden Grove, CA
SEPTEMBER 5-7	MECA expo	Muncie IN
SEPTEMBER 8-12	SAM Champs	Muncie IN
SEPTEMBER 13-14	NCFFC FF with OTRC added	Sacramento area
SEPTEMBER 26-28	SAM 27 Crash 'N Bash	Schmidt Ranch
OCTOBER 5	Last day for Jimmy Allen	Worldwide
OCTOBER 25-26	John Pond Commemorative XXXIII	Taft CA
NOVEMBER 1-2	NCFFC FF with OTRC added	Sacramento area
NOVEMBER 8	MECA collecto	Los Gatos, CA
NOVEMBER 15-16	SAM 21	Schmidt Ranch
NOVEMBER 15	MECA collecto	Garden Grove, CA

The whole world is subject to change, so be sure to verify events and dates before wasting gas driving there. Steve Roselle is the Chief Schedule Keeper at [rosy@cheerful.com](mailto:rosy@cheerful.com) or phone 650-969-1721, or if your problem isn't too complex, your Editor may be able to help.

ED HAMLER sent some notes that explained something I didn't know about the various wing areas listed for the Lanzo Bomber.

Hi Bob,

Additional thoughts about Bomber wings:

Several years ago two accomplished SAM mathematicians, Tandy Walker and Dan Carpenter, independently calculated nearly identical figures of planform areas for the Bomber wings from the 1980 tracings by Ralph Turner.

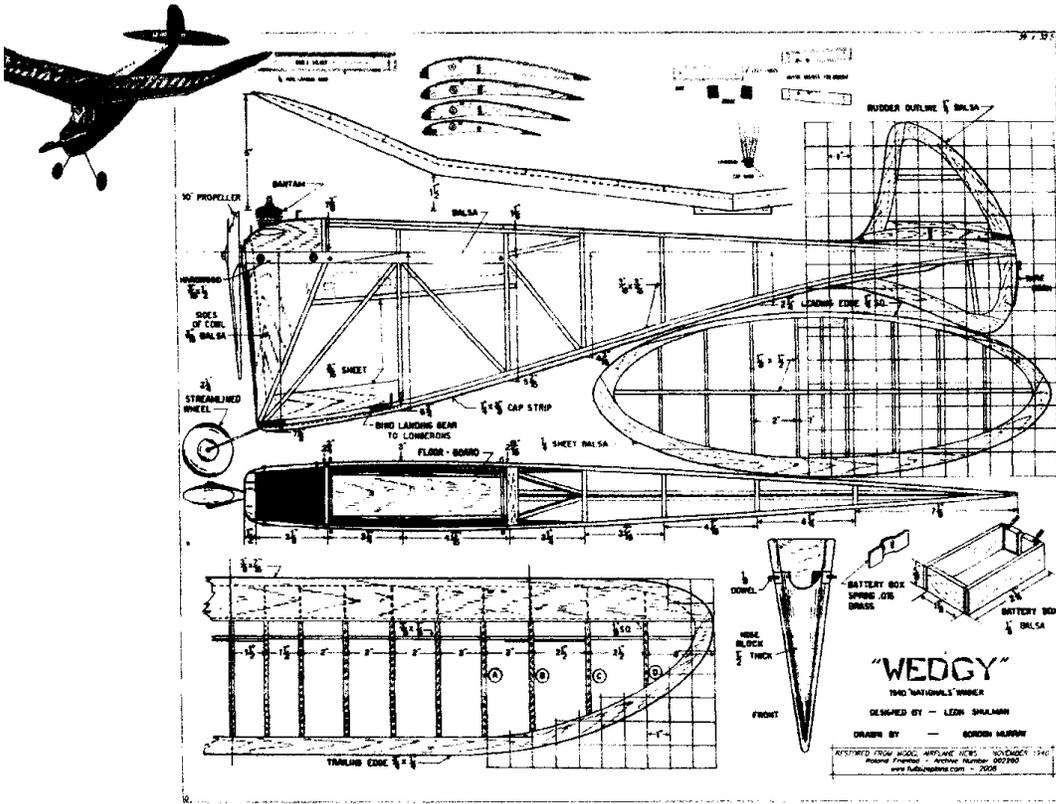
I personally adopted my 1206 and 1260 numbers instead of their reported 1207 and 1258 or so because I could remember them by transposing the last two digits. And mine are more accurate than the smaller projected areas often reported on flight cards. Bob Holman cuts kit parts from W. Kaminsky's plans revised April 2005 which lists the areas as 1222.5 and 1240.3 sq. in. These areas may be calculated from the CAD outlines which may not follow the 1980 outlines exactly. Hard to say, I haven't bothered to compare the two. At any rate, other specs of Kaminsky's are incorrect for SAM: both wings list a minimum weight of 70 ounces implying a wing loading range of 8.25 - 8.12 oz./sq. ft. and both wings list a maximum glow of .60 cu .in. which should require a minimum wing area of 1350 sq. in. under current rules. Max glow engines for the full size Bomber should be .54 - .56 cu .in., alt. - std.

I actually have both wings for my Bomber. The alternate wing has removable tips for flat packing and is heavier than the standard wing. I frankly can't tell much, if any, difference in flying characteristics between the two. I expected the alternate wing to turn tighter in thermals but haven't found that to be the case. At 10 ounce wing loading the standard wing version weighs 88 ounces (six pounds rounded) for 48 seconds engine run in Pure Antique and 24 cc fuel for Texaco. The alternate wing at 88 ounces flies at 10.5 ounce wing loading which can be better in windy conditions. Take your pick.

The Bomber is tough to beat as an antique design, regardless of the wing chosen. Having both wings really isn't worth the extra building effort. I still need to cover a new empennage that disassembles for flat packing before I can take the big model on an airliner. I'm still taking only Airborns to Europe. I packed my 810/Spitfire and 292/Cox and Steve Roselle borrowed my 680 electric and 490 with Torp 29 for last month's Euro Champs. Boring. I've got to think of something else to build.

Ed H

**THE FELLOW REGISTERED** the following complaint to the Warden of the State Mental hospital. "I was walking past the hospitals' high board fence when I heard a group in the compound chanting thirteen, thirteen, thirteen. Curious, I found a knothole to peek through. I was poked in the eye with a stick. As I walked away, I heard fourteen, fourteen, fourteen."



# FLYING REPORT

## Sam 30 Contest results

Place	Name	Model	Flight score				Total
			1	2	3	4	
<b>Texaco Combined</b>							
1 <sup>st</sup>	Monty Pate	Dallair	38:28	26:33			38:28
2 <sup>nd</sup>	Stan Lane	Anderson	28:25				28:25
<b>1/2 A Texaco</b>							
1 <sup>st</sup>	Cecil Cutbirth	Playboy	11:00	10:57			21:57
2 <sup>nd</sup>	Ed Hamler	Airborne	8:21	13:24			21:45
3 <sup>rd</sup>	Frank Wornack	Valkrie	5:56	10:03			15:59
4 <sup>th</sup>	Andrew Tickle	Quaker	1:06	1:53			2:59
<b>B Glow</b>							
1 <sup>st</sup>	Joe Poco	Westerner	7:04	4:33	6:41		13:45
2 <sup>nd</sup>	Bill Copeland	Bomber	2:42	4:08	3:26	4:08	8:16
3 <sup>rd</sup>	Andrew Tickle	Clipper					
<b>C Ignition</b>							
1 <sup>st</sup>	Stan Lane	Anderson	4:05	Max	Max		18:00
2 <sup>nd</sup>	Ed Hamler	Airborne	9:00				9:00
<b>Electric LMR</b>							
1 <sup>st</sup>	Warren Pickering	Airborne	3:24				3:24
2 <sup>nd</sup>	Ed Hamler	Playboy	0				0
2 <sup>nd</sup>	Steve Roselle	Cabin	0				0
<b>Concourse</b>							
1 <sup>st</sup>	Frank Wornack	L-5					
2 <sup>nd</sup>	Eut Tilleson	Playboy					
3 <sup>rd</sup>	Warren Pickering	M-17					
<b>S400 LMR</b>							
1 <sup>st</sup>	Eut Tilleson	Playboy	15:00	7:58			22:58
2 <sup>nd</sup>	Ed Hamler	Airborne	9:32	5:27			14:59
3 <sup>rd</sup>	Steve Roselle	Dallair	8:29	4:33			13:02
<b>B Ignition</b>							
1 <sup>st</sup>	Stan Lane	Anderson	1:37	3:04	3:05		6:09
<b>Electric Texaco</b>							
1 <sup>st</sup>	Steve Roselle	Playboy	9:09				9:09
<b>Junior</b>							
<b>B Glow</b>							
1 <sup>st</sup>	Joe Poco	Bomber	3:22	4:52	2:35		8:12

## Sam 30 Contest July 26<sup>th</sup> and 27<sup>th</sup> 2008

**THE FINAL WORD:** The careful reader may notice there was no July newsletter. But there was a Newsletter #226 and this one is #227. We've been averaging about 11 newsletters a year, because our news doesn't usually follow a monthly pattern. That's why I number them. This time of year is sort of the doldrums for flying and contests anyway. Add to that the fact that most of this edition was produced with the index finger of my left hand. Sorry to bore you about my cut fingers, but it seemed hard for me to ignore. Note the SAM 30 contest results are fairly short because the Sunday events were reportedly blown out.

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