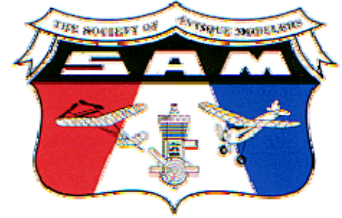




**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS. NOVEMBER 2008 - #230**



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NEXT CHAPTER MEETING will be our Christmas Dinner/Meeting at the Radison Hotel at the Santa Maria airport. Spouses & friends are invited. Jim Bierbauer did his usual good job of setting this up after last year's restaurant got a little greedy and priced itself out of the running by imposing a hefty room rental fee. We'll gather on Sunday December 14 around 4 PM and catch the early bird special menu which is an all inclusive dinner (drink/dessert/supersalad) for fifteen bucks. It's not mandatory, but most helpful that you let Jim (phone # above) know if you'll be attending.

WE WOULD'VE LIKED to have gotten this issue out earlier with the all-important results of the last contest of the year, but--. My computer crashed heavily just before I was leaving on a 10 day trip to help celebrate my dad's 100th birthday, which doesn't come around too often. This particular crash was near fatal, finally requiring the help of the Geek Squad. They recovered most of the data and pictures, but it's now nicely scrambled and requires searching out items plus learning much of the stupid computer all over again.

MARCH 28-29 has been chosen by Robby as the date for our spring season opener at Taft next year. And I'll set the date for next year's Pond Commemorative at that same fourth weekend in October (24 & 25)..

THE '09 SAM CHAMPS dates will be October 5-9, back at Bolder City Nevada just South of Las Vegas. Mike Myers is the contest manager, so if you have any inputs or special requests to shape the event, make your input to him early. The headquarters hotel/casino will be the same as the '07 'Champs.

MODE I OR MODE II? Steve Roselle was one of the few fliers flying with his transmitter in mode I configuration. But he sometimes alternated by flying another tranny in mode II. But that mental changeover is hard to do reliably, and after having some big problems in an emergency requiring quick reaction, he's decided to switch to all mode II like most of the civilized world.

I'll admit that using independent sticks (mode I) can probably result in more precise control, yet it sure seems a less natural way to learn. There are practical reasons for flying like most of the crowd. Numerous occasions pop up when you need to fly another person's ship, or have them fly yours. You may have to bail out a less experienced flier who has let his ship get too far downwind. Or a lizard could run up inside your pant leg, making it desirable to hand your transmitter to someone else while you address the problem. Or standing on a fire ant hill.

I DIDN'T TAKE PICTURES at our contest so I'll borrow from Steve Roselle's newsletter.

**RESULTS-JOHN POND COMMEMORATIVE OT/RC CONTEST -XXXIII
SATURDAY OCTOBER 25, 2008 SHOWN FIRST**

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
A IGNITION								
Wasn't flown								
B GLOW								
1. Rick Holman	Stardust Spl.	465	NovaRossi	8:00	8:00			16:00
2. Don Bishop	Bomber	670	K&B 4.9	8:00	8:00			DNFO
3. Dave Lewis	Playboy	800	Super Tigre 29	5:57	5:27	5:34		11:25
4. Bob Angel	Stardust Spl.	660	Torp 29	2:43	Rats!			2:43
C IGNITION								
1. Bob Angel	Bomber	1206	McCoy 60	7:64	9:00	9:00		41:28FO
2. Rick Holman	Bomber	1260	McCoy 60	9:00	9:00			40:00FO
3. Jim Elliott	Clipper	?	Super Cyclone	9:00	3:24	9:00		LOF-FO
4. Bob Meyering	Bomber	1260	Bartelt Mac 60	5:30	6:40	8:01	9:00	17:01
5. Don Bishop	Bomber	1100	McCoy 60	9:00	I quit!			9:00
6. Steve Roselle	Sailplane	864	Edco 65	0:04	Oops!			0:04
TEXACO								
1. Jim Bierbauer	Dallaire	1400	OS 40 FS	14:05	LOF			14:05
2. Rick Holman	RC-1	1010	O&R 60	5:05				5:05
3. Bob Angel	Kloud King	670	Brown Jr.	0:54	1:41	2:12	wow	2:12
E TEXACO								
1. Steve Roselle	Foote West'nr	630	E	21:03	26:34			26:54
2. Hardy Robinson	Bomber	750	E	6:37	LOF	Fooley		6:37
O&R SIDEPOR								
1. Rick Holman	RC-1	1010	O&R 60	3:09	2:42	5:30	2:46	8:39
O.T. GLIDER								
1. Bob Angel	Waif		Hi-Start	3:25	4:57	6:52		15:14
2. Hardy Robinson	R-40		Hi-Start	1:53	3:09	4:43		9:45
3. Jim Bierbauer	Floater		Hi-Start	2:37	2:10	4:45		9:32
SOS ELECTRIC								
Wasn't flown	lonesome							
SPEED 400								
1. Bob Meyering	Bomber	?	E	0:00	13:10	6:59		20:09
2. Steve Roselle	Dallaire	300	E	9:06	7:09			16:15

SUNDAY'S EVENTS -POND COMMEMORATIVE 2008

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
A GLOW LER								
1. Rick Holman	Stardust Spl.	460	NovaRossi 15	7:00	7:00	hurray		14:00
B IGNITION								
1. Rick Holman	Stardust Spl.	490	McCoy 29	8:00	8:00			16:00
C GLOW								
1. Rick Holman	Bomber	?	40 something	9:00	8:46	9:00		6:13 FO
2. Don Bishop	Bomber	9:00	Rossi 40	9:00	9:00			5:22 FO
3. Ralph Cooke	Bombshell	844	Fox 36 combat	3:48	2:20	9:00	4:11	13:11
4. Dave Lewis	Anderson	9:00	K&B 40	3:49	5:10	5:08	5:11	10:21
ANTIQUE								
1. Bob Meyering				9:04	10:00	3:143		19:04
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EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1/2A TEXACO								
1. Bob Angel	Playboy Jr.	350	Babe Bee	9:23	8:03	6:41		17:26
2. Jim Bierbauer	Bomber	350	Cox	5:33	6:21	7:00		13:21
3. Steve Roselle	Dallaire	288	Cox	1:22	3:36	7:46		11:22
4. Jim Elliott	Atomizer	288	Cox	4:08	2:20	5:45		9:53
5. Hardy Robinson	Bomber	350	Cox	3:26	Sigh!			3:26
1/2A SCALE								
1. Jose Tellez	Cadet	288	Cox	8:21	7:08	15:00		23:21
2. Dick Fischer	Taylorcraft	350	Cox	6:17	6:08	11:24		17:41
Elect. LMR								
1. Hardy Robinson	Bomber	750	E	4:53	That	Was	Easy!	4:53
2. Steve Roselle	Foote West'nr	630	E	0:03	Heck!			0:03
BROWN JR. LER								
1. Dick Fischer	Flamingo	1186	Brown Jr.	3:25	1:53	5:19		5:19
2. Dick Griswold	Contest gassie	1070	Brown	DNF				

This years' light attendance, coupled with the fine warm weather made for a relaxed contest. The booming Taft thermals were scarce, but so also were the occasional booming downers. In fact Sunday turned into more of an on-field hangar flying session as many kicked back and didn't finish flying their pre-paid entries. Rick Holman showed more energy, skill and endurance than most, and walked away with the overall Sweepstakes award with 19 points on 3 point scale. Bob Angel and Hardy Robinson were runners up.

I'm pretty sure we have a perpetual Texaco trophy floating around out there somewhere, which needs the trophy plate updated for Jim Bierbauer and possibly for last years' Texaco winner Dave Lewis. So search your attics and basements (remember those?) and let us know.

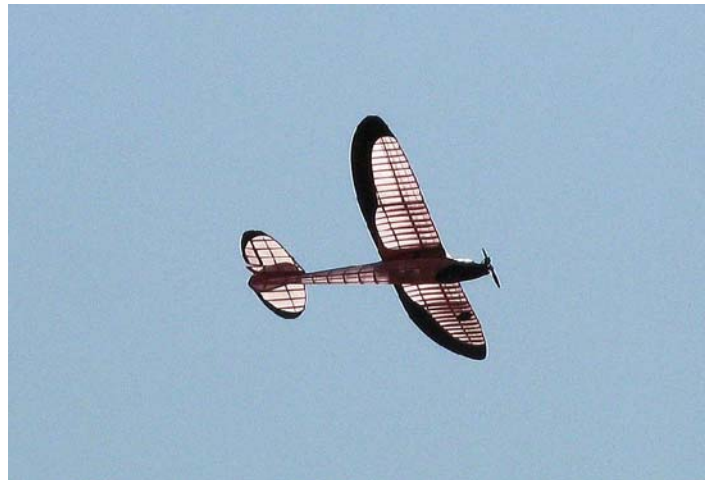
Dick Griswold and wife Ann came over from Arizona. As the lone attending member of the Arizona Mafia, Dick created very little mischief this year, and in fact sprung for several bottles of wine for all at the banquet. Thank you Dick. And thanks also to Ken Kullman, who sent some very nice donations and got the ball rolling for the raffle, which saved us from going in the hole on the contest. Another good contributor was Dan Carpenter, who gave us several remaining four stroke engines from the estate of Don Barrick.

An unusual thing about the C ignition event was that only half the competitors made the flyoffs. Usually almost all max out in "C", so maybe the rules change extending the max is doing its intended purpose. Jim Elliott did some good flying with his Super Cyke powered Clipper to max out, but was out of the flyoff early with a radio off launch which fortunately landed itself in good shape. So Rick Holman and myself (Angel) battled it out with 40 plus minute flights in the good afternoon air. The two Bombers were identical, the good running McCoy engines were near identical, but there was obviously some small difference that allowed me to get past Rick. I believe I got better initial altitude by using a hard to find old Top Flite wooden prop, while Rick was handicapped with a cheap, heavy, dangerous modern plastic prop. My tongue may be in my cheek again, but those are the facts.

There were a number of engine problems for this late in the season, with several guys either not finishing their flights, or getting short flights. The usual explanation was often heard: "It was running great at home."

Dick Fischers' Flamingo always draws attention, and with its gentle climb, it performs most like the ships of yesteryear. But the Brown Jr. engine has quite a struggle with that much airplane. We wonder how it might do if it could be fitted with a Forster 99.

We made sure that every participant received one of Bob Holman's newly supplied commemorative mugs. Most of us have received trophy cups that were practical only as decorations or pencil holders. But these new cups Bob is turning out make some of the nicest coffee cups I've seen. They're decorated through a new process with permanent hard ceramic logos, emblem, words, or any picture a computer can produce. Best of all, the ones I like are shiny black inside so you don't fuss over harmless coffee stains.



STEVE ROSELLE took these photos at the John Pond contest. Top left: Dave Lewis dusts up the desert while tuning his strong running engine. He observes proper etiquette by pointing the prop blast away from the group. Top right: CD Bob Angel preps his B glow Stardust Special. Middle left and right: Dick Fischer preps and flies his Brown Junior powered Flamingo to win the Brown Jr. event.. Bottom left: Dave Lewis and Hardy Robinson in a technical interchange (as distinguished from a common BS session). Bottom right: A few of the nice assortment of engines that were part of the raffle. Ken Kullman donated the Orwick and the Brown. The four strokes, along with some others, came from the Don Barrick collection via Dan Carpenter. Once again Taft weather cooperated nicely for the event with clear skies and just enough breeze to establish a takeoff and landing pattern.

THE OFFROAD MOTORCYCLES were sort of scarce at Taft this year. Not that we miss them, but there's now a race track somewhere around town where they can do their thing in a more organized way. We've never had a serious confrontation, but some of the riders have at times been less than courteous about making dust upwind. And the few that do show up lately seem to be civilized family groups. The yahoo "drifting" car drivers were few also, and the two or three that appeared kept well downwind. We were told that when we hold an organized event that the field was ours and the Taft police would make them leave if they were causing problems. So on the way to the field Friday, I stopped by the Police station with a courtesy call and informed them of our meet, invited them to stop by and took their phone number. The station is close by, on the next street just east of the road into K Mart.

A YOUNG BOY rode over to the flight line on his bicycle and struck up a conversation with Ralph Cooke, who was prepping his model. The youth was interested in modeling and was full of questions, while Ralph did a good job of patiently explaining things. Soon his mother slowly approached on her quad cycle to check that her son wasn't being a pest. Ralph assured her things were fine and she returned to her group of power cyclists.

THE CLASS A IGNITION EVENT, which went unflown is sort of typical of declining interest in that particular event. The dominance of pre-1950 diesel engines, which are classed as ignition engines, might be a big part of the problem. Many just do not like the smell, the special fuel needs, or the fussy starting and tuning requirements of the diesels. Here's a thought. It wouldn't conflict with the rule book if we combined all small diesels into the class A glow event. We'd allow the oldies their specified 35 second engine run to keep things fair. That could re-open A ignition to the true ignition engines such as the Ardens, McCoys, Shilens, Simplex Hornets and cross flow glow conversions. At the same time it wouldn't make existing diesel powered ships obsolete. Any comments?

EVAPO RUST: Joe Wagner made a trial run and gave a testimony for this product in his Model Aviation column. But just like the search for Dawn Power Dissolver (finally located only at WalMart), it wasn't easy to find. But Ralph Cook sent the following note:

Anyone interested in obtaining EvapO-Rust can get it at "Harbor Freight" I just picked up a gallon for \$20.00. They also had quarts for sale for \$8.00. EvapO-Rust is GREAT for taking rust off of bearings, crankshafts, etc. without damaging the item. I am really impressed with the results. I have used it to clean up some expensive "Pump" parts and hard to get bearings for "Bran & Lube" pumps, as well as for cleaning up my Model engine parts. The results were excellent. NOTE: EvapO-Rust will damage paint and Anodizing on our old engines.

AND AL LIDBERG who organizes the big Eloy event each January dispatched this: It's been my experience that nitrate dope [CPC brand at least] is seriously affected by Aerodyne's diesel fuel. The surface is softened and gummy, making cleanup difficult. A coat of Minwax polyurethane rattlecan varnish works well to protect the nitrate. One can also use 'RC' clear from the hobby shop. If I want to take the time for setup/spray/cleanup, I also have a lifetime supply [i.e. most of a gallon] of Fullerplast, a catalyzed bar varnish that's been around since the late 50s - it works very well for diesel and high nitro glow fuels.



Results

Frank Ehling International 1/2 A Texaco Postal Challenge



September 22 thru October 14 2008

Mike Clancy, Terry Ketten, CDs

Well, SAM 51 has done it again. Congratulations to them as winners of the 2008 Frank Ehling International 1/2 A Texaco Postal Challenge. And congratulations to all the SAM Chapters that fielded a team. This was an excellent contest. We had eleven teams send in results. SAM 700 intended to enter but had problems and were not able to get a team together. We had quite variable weather conditions at the various locations. There was a great variety of designs flown. Times were wide ranging and seemed to depend greatly on conditions. As there is no more space on the trophy, SAM 27 (if there are no objections) will have an additional base section and a new plaque added to the trophy. We will engrave the champions information on the plaque and send them the trophy. SAM 51 will have the privilege of running the contest next year. Again congratulations and thanks to all who participated. Thanks also for all your letters and photos. -- Mike Clancy, President SAM 27.

SAM 51, "The Nifty Ones" Carmichael, California, U.S.A.

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Eut Tileston	Peerless Cub	241	14.0	900	900		1800
2. Bob Grice	Dallaire	300	17.0	900	852	900	1800
3. Bill Brown	Dallaire	300	17.0	900	810	755	1710
4. Bob Metzger (flew in Tennessee)	Airborne	288	16.0	509	406	412	
5. Bob English	Airborne	288	16.0	414	477	dnf	
6. Ken Holden	Dallaire	300	17.0	276	388	dnf	
7.							

Total time is the sum of the best two flights. 15 min. max.

Weather: At Schmidt Ranch, clear and sunny, light winds, great lift.

Grand Total: (top three) 5310

SAM 27 Napa, Sonoma, Marin, California, U.S.A.

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Dick Irwin	Cloud Chopper	288	16.0	900	900	591	1800
2. Ed Hamler	Airborn	292	16.5	766	594	809	1575
3. Mike Clancy	Playboy	288	16.0	696	801	501	1497
4. Terry Ketten	Playboy	288	16.0	711	420	565	1276
5. Don Bekins	Dallaire	298	16.7	900	27	308	1208
6. Tom Moore	Miss America	310	17.5	335	400	754	1154
7.							

Total time is the sum of the best two flights. 15 min. max.

Weather: Warm, sunny, lt. wind, cyclic termals.

Grand Total: (top three) 4872

SAM 62 Italy--Veneto and Friuli Venezia-Giulia group

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Mario Coppola	Sine			798	900		1698
2. Tiziano Bortolai	Flamingo			747	863		1610
3. Valter Gremese	DG 47			698	741		1439
4. Antonio Ghiotto	Sine			551	574		1125
5. Mario Crestani	Cement Mixer			440	459		899
6.							
7.							

Total time is the sum of the best two flights. 15 min. max.

Weather: Covered/light rain. Not the best weather but thermals not uncommon.

Grand Total: (top three) 4747

SAM 84 Vintagents--Manly West, QCD Australia

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Arnold Broese	Playboy	315	17.8	380	159	359	739
2. Des Slattery	Kerswap	288	16.3	900	307	70	1207
3. Tony Hart	Little Diamond	258	14.5	292	900	287	1192
4. Greg Martin	Kerswap	288	16.2	338	900	552	1452*
5. Brian Victor	Playboy Cabin	315	17.6	428	58	176	604
6. Jim Hardy	Little Diamond	282	16.0	701	900	165	1601*
7. Mick Walsh	Kerswap	288	16.1	401	900	577	1477*

Total time is the sum of the best two flights. 15 min. max.

Weather: Clear skies, 30 C., patchy lift

Grand Total: (top three) 4530

SAM 21--San Jose, California, U.S.A.

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Jake Chichilitti	Baby Playboy	300		509	893	900	1793
2. George Joki	Zipper A			521	772	350	1293
3. Dave Lewis	Alert	288		3	900	dnf	903
4. David Saso	Alert	288		9	12	170	182
5. Henry Smith	Buzzard Bombshell	204		121	dnf	dnf	121
6.							
7.							

Total time is the sum of the best two flights. 15 min. max.

Weather: 72F., sunny and clear, no wind, perfect day for flying.

Grand Total: (top three) 3989

SAM 12--Mays Landing, N.J., U.S.A.

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Ed Milewski	Dallaire	300	16.7	442	402	731	1173
2. Mike Schall	Dallaire	300	16.7	267	475	841	1316
3. Walt Geary	Megow Chief	300	16.7	772	494	lof	1266
4. Roy Wilson (Team Manager)	Rambler	288	16.0	lof	0	0	0
5. Bruce Oakes	Lanzo Bomber	288	16.0	245	302	dnf	547
6. Ron Lockhart	Lanzo Bomber	288	16.0	392	346	429	821
7.							

Total time is the sum of the best two flights. 15 min. max.
Weather: Clear, 70F. 15 mph wind, 3-7 p.m.

Grand Total: (top three) 3755

SAM 56--Wichita Historic Aircraft Modelers, Wichita, Kansas, U.S.A.

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Jeff Englert	Playboy			900	309	807	1707
2. Jack Phelps	Playboy			66	51	314	380
3. Ed Salguero	Sailplane			900	679	346	1579
4.							
5.							
6.							
7.							

Total time is the sum of the best two flights. 15 min. max.

Weather: Clear, wind 0-7 mph, temp 90 F. Weather no excuse for poor showing.

Grand Total: (top three) 3666

SAM 600--Victoria, Australia

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Brian Laughton	Red Ripper	288	16	520	526	778	1304
2. Barry Barton	Stardust	324	18	702	420	shot down	1122
3. Trevor Boundy	Stardust	324	18	522	449	540	1062
4.							
5.							
6.							
7.							

Total time is the sum of the best two flights. 15 min. max.
Weather: Cool, wind 15-20 kts.

Grand Total: (top three) 3488

SAM 26 Santa Maria, California, U.S.A.

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Tom Empey	MG-2	300	18	262	510	612	1122
2. Bob Facto	Airborne	300	18	462	631	485	1116
3. Dick Fischer	Taylor Cub	320	18	300	272	--	572
4. Bob Angel	Playboy Jr.	354	21	116	398	--	514
5. Hardy Robinson	Bomber	350	22	474	--	--	474
6. Jim Bierbaver	Strato Streak	288	17	dnf	--	--	--
7. Jim Elliott	Atomizer	288	17	dnf	--	--	--

Total time is the sum of the best two flights. 15 min. max.

Weather: The wind got so bad we quit flying to save the airplanes.

Grand Total: (top three) 2810

SAM 2001--L'aquilone Roma, Italy

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Sagnetti, Meurizio	M.G. 2			358	441	722	1163
2. Gattea G. Luigi	Kerswap			447	372	467	914
3. Wessely F. Franco	Diamond Demon			183	61	452	635
4. Santoni Curzio	Fly Baby			36	--	--	36
5.							
6.							
7.							

Total time is the sum of the best two flights. 15 min. max.

Weather: sunny

Grand Total: (top three) 2712

SAM 1788--Vming, N.S.W., Australia

Pilot's Name	Model	Wing Area	Wt.	Flight 1 (sec.)	Flight 2 (sec.)	Flight 3 (sec.)	Total Best 2 (sec.)
1. Robert Rutledge	Kerswap	301	16.75	393	464	173	857
2. Ian Connell	Little Diamond	322	17.75	638	145	105	783
3. Basil Healy	Atomiser	276	15.25	277	272	478	755
4.							
5.							
6.							
7.							

Total time is the sum of the best two flights. 15 min. max.

Weather: Overcast, warm, light southerly breeze.

Grand Total: (top three) 2395

NEW SPARK PLUGS? Dick Fischer pointed out the ad for the new Saito 180 four stroke engines on the back cover of the December '08 issue of Model Aviation. It shows a spark plug that appears to be about ¼-28 size. The plug looks different from any we've seen. That would indicate that they should be available from Saito. However, it's doubtful that they'd be priced at any bargain compared to the few other types already on the market. But they just might perform differently.

FMA SECURITY BREACH. FMA is letting customers know of a possible breach of credit card security for orders recently taken on line (only). I've always had a feeling that credit card orders placed over the telephone might be more secure than over the internet. Ironically, I received this news just a few hours after I'd placed a credit card telephone order with Tower. So I guess that cements my suspicions about on line financial exchanges. This is current news that happened today as I was typing this.

SAM member Earl Fortner, who'd dealt with FMA recently, sent notice that he'd phoned Master Card and found that there were indeed 3 unauthorized transactions against his card. Master card cancelled the 3 charges and is issuing a new card. But they also warned Earl that they limited such cancellations to 5 transactions. So the threat is real and those who've dealt with FMA recently are advised to call their credit card company and get a new card issued.



THE NORDEC 60 spark ignition engine is an English design, which was obviously influenced heavily by the original black case McCoy's. Don't expect to see one on the flying field, because it has more value as a rare collectible, while a McCoy is more available and runs a little stronger.

THE NEW AMA Executive Vice President has been freshly announced as Mark Smith who was voted in by a 2/1 margin over Horrace Cain. I didn't vote because I didn't know Horrace and have only read and heard that he's not considered a "team player" among the good old boys. That can be either a good or bad thing, depending on the intelligence and integrity of the rest of the staff. I believe Horrace served as a district Vice President some time ago.

THE SAM 26 officer elections in October were the usual low key casual affair, with all the same old tired faces being re-elected to the same old jobs. It's probably a combination of laziness and the fact that we've all got the simple jobs down pat and most of it runs on autopilot anyway.

GOOD RADIOS are abundant and cheap on RC Universe and Ebay right now due to the conversion to 2.4 GHz by those hobbyists who always have a need for the latest equipment. While the spread spectrum stuff does offer the best solution to ignition interference, we'll mention once again that practical field experience has shown AM to be superior to FM in curing that same interference problem. Several of the old reliable Futaba 114H AM receivers have sold for around \$20.

But an odd thing: For some unknown reason the crystal modulated radios are often as not being offered without the crystals. Who wants to buy a radio without a crystal and then go through the struggle of ordering one with a rip-off shipping and handling fee that amounts to more than the crystal is worth? Do the hoarders think that pile of old crystals is going to become a valuable collection someday? And as a buyer you should know what the original frequency was for used equipment because you shouldn't stray too many channels away from the frequency for which it was factory tuned.

THE JIMMY ALLEN postal competition is completed and results are out there somewhere, but I don't have them. SAM 26 did participate and I hear our small team finished somewhere below the centerline (as expected). But we have enough contest results packed into this issue, so maybe we'll run that next time. It seems as if these postal events could get a lot more participation if there was a little more publicity beforehand and also through reporting results later. We had to scratch around more than we should've just to get the dates and rules for both the 1/2A Texaco and the Jimmy Allen postals.



Let's close with this reminder to get out there and fly at every opportunity. The sky is ideal with broken clouds, because you can choose which background lets you see the model best when it's five times as high as this one.

DUES will be due soon, so why not get ahead of the crowd before you spend all your money on non-necessities such as Christmas presents. We still remain one of the cheapest organizations in existence, by keeping the dues at a mere \$15/ year. Mail a check made to SAM 26 to our Treasurer Jim Bierbauer, whose address is on the masthead up front. Send in now and avoid more intense nagging with the Christmas issue. Our treasury has a little over a thousand bucks in it, which could even see us through a couple of stormed out contests next year if that became necessary.

We continue to encourage you to send an Email address to receive the newsletter sooner and at less cost to the outfit so we can continue to keep dues low. But we ask all Email news recipients to be honorable and not re-distribute to buddies who aren't honest to goodness paid up members. Here's an item from the SAM 21 newsletter:

Clipper Editor *Roselle* led a discussion of .unauthorized. electronic distribution of the Clipper. Consensus was that if we experience a reduction in Associates we will reconsider.

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