



THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUÉ MODELERS. **MAR/EARLY APR 09 #234**



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NEXT CHAPTER MEETING: Will be at Dick Fischers on April 15. It seems appropriate somehow that income tax day and Holocaust Remembrance day coincide.

TAFT MADE FAMOUS! Just a couple days before heading to our Taft contest, I happened to catch an old movie called “The Best of Times”, featuring Robin Williams and Kurt Russel. It was a comedy with Williams playing a character having grown up in Taft, where in High School he’d dropped the perfectly thrown last pass that would have won the big football game against Bakersfield. Russel had been the quarterback. Williams was unable to overcome the incident and years later conspired to bring the old teams together again to re-play the game. The Topper motel became the “Top Hat” motel in the movie and the Elks club became the “Caribous”.

One interesting thing arose while discussing pros and cons of living in Taft. The only point the defender could make was that Taft was considered the safest place in the US to be during a nuclear attack, because it has no wind. That confirms what we’ve long said about the flying weather at dear old Taft.

Then at Taft, I mentioned the movie to a couple of guys, who remembered such a movie, but their memory of events and actors were just enough different, that I may have seen a sequel to an earlier movie. Is it possible that two movies were made about Taft?

THE SPRING ANNUAL contest, held March 28&29, is the theme for this edition. Some like to study the complete results of what was flown, engines used, sizes, etc., and how they performed. Usually there are one or two guys who fail to put all their specs on the time card, so there are a few question marks, in place of data. This time however, we have a batch of question marks, because several whole time cards went home with their pilots. Mostly this was an unfortunate result of a model or two getting away and heading over to the prison compound. The search parties were preoccupied and/or still out hunting a lost model at the close of the contest.

Your Editor, who is also the unofficial equipment manager, was not the last one off the field Sunday afternoon for the first time in memory. A small contingent was still out searching for Mike Clancys’ yellow and blue Clipper. Unfortunately it wasn’t located, so Wes Funk, or anyone else, please take note should the ship as described get turned in. It has AMA #37265, which is Bill Currys number not Mikes.

JIM ALABACK passed away on or around the first of April. He was a popular Southern California flier, and a founder of Kits and Plans Antiquious (KAPA).

RESULTS- 27TH SAM 26 SPRING ANNUAL-2009
SATURDAY MARCH 28 SHOWN FIRST

ANTIQUE	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1 Rick Holman	Bomber	1220	McCoy 60	10:00	10:00			23:19 Flyoff
2 Bob Angel	Bomber	1206	McCoy 60	10:00	10:00			23:13 Flyoff
3.Dave Lewis	Bomber	1208	Como 51	0	10:00	10:00		6:02 Flyoff
4. Don Bekins	Folly	680	O&R 60	10:00	4:53	5:16	10:00	20:00 DNFO
5. Dave Warner	Bomber	656	OS 29	5:21	10:00	3:01	2:59	15:21
6. Mike Warner	RC-1	480	Glow	0	2:57	3:01	3:17	6:18
TEXACO								
1. Dale Tower	? Time card flew	away	?	44:18				44:18
2. Dave Lewis	Bomber	1208	OS FS 60	30:07				30:07
3. Dave Warner	Bomber	658	OS 29	17:45				17:45
4. Mike Young	Quaker	1180	Irvine 40	7:236	15:08	6:15		15:08
5. Jim Bierbauer	Bomber		OS FS 48	8:25				8:25
6. Mike Warner	RC-1	480	Glow ?	4:06	5:41			5:41
A IGNITION								
1. Dave Lewis	Playboy Jr.	357	Elfin D'sl	4:19	4:20			8:39
B GLOW								
1. Don Bishop	Bomber	690	K&B 4.9	7:32	8:00	8:00		7:28 Flyoff
2. Dave Warner	Bomber	656	OS 29	8:00	8:00			4:11 Flyoff
3. Bob Angel	Stardust Spl.	660	Torp 29	3:23	8:00	8:00		3:59 Flyoff
4. Dave Lewis	Clipper	678	S T 29	5:18	7:32	5:53		13:25
5. Ralph Cooke	Mercury	840	Fox ?	3:17	4:22	2:02		7:39
6. Mike Young	Playboy	650	K&B 3.5	0				0
C IGNITION								
1. Rick Holman	Bomber	1220	McCoy 60	9:00	9:00			11:42 Flyoff
2. Ed Hamler	Foote Westener	?	McCoy 60	9:00	9:00			7:32 Flyoff
3. Dick Fischer	Bomber	1197	McCoy 60	9:00	9:00			DNFO
4. Bob Angel	Bomber	1206	McCoy 60	6:33	8:36	6:54	8:56	17:32
5. Don Bekins	Folly	680	O&R 60	6:00	4:33	3:29	9:00	15:00
6. Mike Clancy	? Timecard out			5:41	8:28	6:25		14:53
7. Steve Remington	Playboy Sr.	?	O&R 60	5:44	5:23	3:54	9:00	14:44
8. Bob Meyering	Bomber	1220	McCoy 60	5:35	4:19			9:54
1/2A TEXACO								
1. Bob Sundberg	?	?	Cox	15:00	15:00			30:00
2. Don Bekins	Anderson Pylon	?	Cox	10:05	15:00			25:05
3. Ed Hamler	? Timecard out	?	Cox	10:50	11:52			22:42
4. Mike Clancy	? Timecard out	?	Cox	10:02	10:21	10:38		20:59
5. Jose Tellez	Playboy Sr.	?	Cox	:02	13:07	7:07		20:14
6. Bob Angel	Playboy Jr.	350	Babe Bee	4:00	4:50	9:11		14:01
7. Jim Elliott	Atomizer	275	Cox	2:03	2:48	4:21		7:09
8. Jim Bierbauer	Strato Streak	350	Cox	5:58	0			5:58
9. Mike Young	Kerswap	288	Cox	2:46	2:48	0:05		5:34
ELECTRIC LMR (Flown Sunday)								
1. Mike Warner	Playboy	570		7:36	4:05			11:31
2. Dale Tower	? Timecard ?	?		10:00				10:00
3. Dave warner	Strato Streak	546		4:49	2:48	2:40		7:37

SAM 26 SPRING ANNUAL-CONT'D

ELECTRIC TEX.	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
1. Ed Hamler	? Timecard			13:19	22:11			22:11
2. Dave Warner	Strato Streak	546		10:40	19:20			19:20
3. Hardy Robinson	Floater	?		12:17	13:30			13:30
4. Mike Warner	Playboy	570		6:38	7:05			7:03
5. Wes Funk	Playboy Cabin	582	Speed 400	17:53	But	off	Field	0
O/T GLIDER								
1. Mike Clancy	R-40			10:00	4:58	10:00		24:58
2. Bob Angel	Nameless Waif	120"		3:54	10:00	4:25		18:19
3. Mike Warner	Wanderer			10:00	6:20	1:55		18:15
4. Hardy Robinson	Bird of Time			6:05	2:03	3:18		11:26
5. Ed Hamler	? Timecard			6:53	1:37	1:02		9:32
6. Bob Meyering	(Loaner)			0	1:03	0		1:03
A GLOW								
	Sunday starts							
1. Rick Holman	Stardust Spl.	?	Novarossi	7:00	7:00			14:00
2. Ed Hamler	? Timecard	?	?	7:00	7:00			14 no FO
3. Mike Clancy	? Timecard	?	?	7:00	7:00			14 no FO
4. Dave Lewis	Bomber	450	ST 19	7:00	Over	5:19		12:19
5. Mike Warner	RC-1	480	?	3:32				3:32
B IGNITION								
1. Rick Holman	Bomber	490	McCoy 29	8:00	6:90	8:00		16:00
2. Dave Harding	Bomber	?	?	8:00	2:40			10:40
C GLOW								
1. Don Bekins	Playboy	800	?	9:00	9:00			18:00 toss
2. Rick Holman	Bomber	?	? 40 ?	9:00	over	over	9:00	18:00 toss
3. Ed Hamler	? Timecard	?	?	8:25	9:00			17:25
4. Mike Warner	Playboy	800	?	3:32				3:32
BROWN JR.								
1. Don Bekins	Folly	680	Brown Jr.	5:42	20:39			20:39
2. Bob Angel	Kloud Queen	830	Brown D	5:11	7:05	5:27		7:05
O&R SIDEPORT								
1. Rick Holman	RC-1	1010	O&R 60	7:00	4:42	7:00		14:00
2. Don Bekins	Folly	680	O&R 60	7:00	7:00	7:00		14:00
3. Dave Lewis	Clipper MK II	678	O&R 60	0:36				0:36
4. Mike Clancy	? Timecard	?	?	LOF				Off field
SPEED 400								
1. Dave Warner	Miss America	310	S 400	7:18	8:58	9:32		18:30
2. Phillip Stephens	Airborn	?	S 400	6:53	7:06			13:59
3. Bob Meyering	Bomber	?	S 400	5:15	5:01	0		10:16
4. Dale Tower	? Timecard	?	S 400	8:01	0:54			8:55

Rick Holman flew highest, longest and most frequently to win the overall sweepstakes perpetual trophy. Rick also won the Don Barrick Memorial trophy for class C ignition which was Don's favorite event. Dale Tower won the Templeton Texaco Trophy, donated by Charlie Applebaum. Newcomer Bob Sundberg won the Ron Doig Memorial 1/2A Texaco trophy, which was one of Ron's favorite events. Bob Holman Plans produced more of the nice event trophy mugs and made sure every one had been awarded one of these nice mugs at some time or another.

SPRING ANNUAL NARRATIVE

by Bob Angel

NOW that you've memorized the contest results, we'll do our best to provide a play by play description of each event or at least that small part we saw or heard about..

FIRST, thanks to Robby. That's Hardy Robinson who served as our Contest Director and left his ships at home so he could devote full attention to CD duties. And thanks also to Dale Tower and Jim Bierbauer, each of whom loaned Robby a ship and insisted he fly it.

WEATHER was warm and mild, as Taft in the spring should be. But there was the occasional dust devil, and one particularly nasty one decided to pluck a wing out of the open rear door of the Holmans' model trailer and send it spinning upward and out of sight over the prison and probably well beyond. It first took the wing out for a pass by the flight line, where Bob Meyering saw it dip close to the ground and instinctively gave chase. But the tricky devil plucked it right up and away again, even though it was spinning vertically on edge. The wing max'ed out but received a zero score as it didn't come close to an on-field landing, and in fact wasn't recovered at all.

And despite Tafts windless reputation, the North breeze did become strong enough late Sunday so that some of the smaller ships such as 1/2A Scale were set aside and wisely not flown. Thermal activity was very evident and consisted of fairly broad and sometimes turbulent lift packages with severe downers just outside.

THE ANTIQUE EVENT was combined, since the current rules only allow one or the other of the two Antiques to be flown by one pilot anyway. Dave Warner and son Mike gallantly entered several events, even though their ships weren't designed specifically for all the events they entered. They even competed against each other in Antique, Texaco, and E Texaco. Four guys qualified for the Antique flyoff, but Bekins didn't do the flyoff, and Dave Lewis missed the big boomer that took Holman and me (Angel) up for 23 plus minutes.

Last time Rick and I flew off with our near identical McBombers, I prevailed by a narrow margin, claiming it was my wood prop vs. Rick's plastic one that made the difference. This time Rick switched to wood and I used plastic, so I'll claim the prop made me lose by just 6 seconds. Actually, Rick was quite a bit higher most of the flight, having found a little better lift. But when I got down to about 100 feet, I got a little last minute sustaining lift, which closed things out to a tighter than expected finish.

VISIBILITY was pretty good, but during that referenced Antique flyoff there was a very noticeable difference in color visibility. It's a good thing Rick Holman has good eyes, because his red ship was very hard to see at times. By contrast, my wings' black center section with translucent yellow tips showed up very well at height. Later I noticed that my Stardust special wing, which is dark maroon was equally as tough to see as Rick's red.

TEXACO. The mysterious Dale Tower won with an unknown ship because his was one of the time cards that somehow vanished. Fortunately, we'd entered the scores before the several timecards failed to return. I missed most of the Texaco action, but I see Dave Warner scored almost 18 minutes and a respectable third place flying a small ship with a 2 stroke glow. That combination is often at a bit of disadvantage in Texaco against the four strokes, sparkers and larger ships.

A IGNITION LER. Dave Lewis just wasted a little Diesel fuel and flew for kicks for his second flight, since he was the only entrant in the event. Unfortunately, interest in A Ignition has been declining, because of the domination of vintage diesels, when many people don't "do" diesels. And at a few contests where A and B ignition are combined, you don't even need an A class ship, which is at a disadvantage against the bigger B ships anyway.

B GLOW. In the three way flyoff, Don Bishop was complaining that he was out of control most of the time he was flying. But while he was complaining, he kept going up. Apparently he got into a turbulent thermal that was an almost dust devil. Meanwhile Dave Warner and Angel found the sink outside the thermal for short flights. Bishop could have gone on to a much longer flight, but he observed the usual flyoff courtesy of not "running up the score" after seeing he'd won.



Ned Nevels sends this action shot of Don Bekins takeoff with Jennifer Holman timing. Ned has been using a bit of photo trickery lately to produce these interesting shots. He uses a telephoto lens so he's well away from the takeoff path, and the car in the background is over a quarter mile behind Don to the South. The Ethy being flown is an O&R Sideport entry.

C IGNITION. Usually it's almost an embarrassment not to max out in C Ignition, but I was in lots of good company this time. I don't know what happened to everyone else who didn't max, but it took me three flights to figure out I needed to change the spark plug that had seen several seasons of service. But why do these things first arise at a contest? Maybe Dick Fischer can answer that because his McCoy 60 had been running smooth and strong for its two easy max qualifying flights. But then only at the flyoff did it decide to fail to start and keep running.

The flyoff was then reduced to Holman and Hamler. I believe Hamler also had the McCoy run a little sick, or flame out in Dan Carpenters' Foote Westerner. When the McCoy is running OK, it's hard to beat that team effort with only a McBomber. I'm operating from fuzzy memory on the Westerner, because Hamler's time card was one of the vanishing ones.

1/2A TEXACO. Once again this was the most popular event, despite the standard fussing and cussing about how erratic the finicky little engines run. Bob Sundberg, our newest SAM 26 member did a great job with the only perfect score for a decisive win in his very first SAM RC outing. Bob is a long time free flighter who has very recently gotten into RC. Bob's Dad, Gus Sundberg, also a free flighter, was in attendance to support Bob and to just observe the proceedings. Bob had come up from Santa Barbara to our Drum Canyon Farm for just a couple of training and practice flights on his new ship prior to heading out to the contest. These flights also provided two units of laboratory course credit at the legendary SAM 26 1/2A Technical Training Institute.

ELECTRIC LMR. Here again we had a nice win by a relative newcomer, young Mike Warner, who bested veteran electric flier Dale Tower, as well as his own Father.

ELECTRIC TEXACO. Taft Resident Wes Funk had the home field advantage and put up the second best time on his only flight, but his off field excursion left the win to Ed Hamler. It was Dave Warners' turn to come out ahead of his son. Dale Tower didn't fly the event because he'd loaned his nice looking Floater to CD Hardy Robinson.

O/T GLIDER. Mike Clancy is the "pro" in this event as the only LSF top level (five) pilot. He proved it by a win flying the R-40 glider, which several of us, including Mike have judged to be one of the less competitive designs. Changing rules always carries unknown hazards, and unanticipated consequences. And it caused a bit of confusion when we elected to go to two three ten minute maxes for glider, instead of the rulebook 20 minute cumulative total for 1 to 3 allowed flights. I forget exactly why this was done, but probably in response to someone's plea which sounded logical at the time. The change was pre-announced in the contest flyer per AMA requirements and told to Ed Hamler for SAM 27, but the word still didn't get to everyone.

A GLOW. Three qualified for the flyoff, but Rick Holman got a "gimme" when, I believe, Ed Hamler and Mike Clancy may have been off to the prison searching for Mike's flyaway ship.

B IGNITION. Just two entries, with Holman winning again.

C GLOW. Don Bekins was the only guy to come out ahead of Holman all weekend, and even then it was a result of some sort of "negotiated" coin toss. But Rick did have to use all four flights to qualify, because of a couple of engine over runs.

INJURY REPORT. The only known injury was from a non-flying incident in which a standard #11 Xacto blade was applied to a finger to check out whether a first aid kit was on hand.

RADIO RECALL: Big government is coming after you! Jose Tellez relays this message, supposedly from the feds, who somehow got hold of the Spectrum Transmitter problems. So if we ever want to get serious about ridding ourselves of those dangerous plastic props once and for all, we just need to put these guys on the case.

NEWS from CPSC

U.S. Consumer Product Safety Commission

Office of Information and Public Affairs

Washington, DC 20207

FOR IMMEDIATE RELEASE

April 2, 2009

Release #09-179

Firm's Recall Hotline: (877) 504-0233

CPSC Recall Hotline: (800) 638-2772

CPSC Media Contact: (301) 504-7908

Radio Transmitters for Model Aircrafts Recalled by Horizon Hobby Due to Impact and Laceration Hazards

WASHINGTON, D.C. - The U.S. Consumer Product Safety Commission, in cooperation with the firm named below, today announced a voluntary recall of the following consumer product. Consumers should stop using recalled products immediately unless otherwise instructed.

Name of Product: Spektrum DX6i Radio Transmitters used with model aircrafts

Units: About 15,000

Manufacturer: Horizon Hobby Inc., of Champaign, Ill.

Hazard: The defective radio transmitters can cause model airplanes and helicopters they control to fall from the sky while in flight and crash into bystanders or property. The propellers can also spin unexpectedly injuring a person standing too close or working on the aircraft. This poses impact and laceration hazards to consumers and a risk of property damage.

Incidents/Injuries: Horizon Hobby is aware of two injuries that resulted in multiple cuts to the hands.

Description: The recalled Spektrum DX6i radio transmitters are used to control model airplanes and helicopters. "Spektrum DX6i" is printed on the front of the transmitters. The transmitters were sold individually or as part of three different ready-to-fly model aircraft. Item numbers and product date codes included in this recall are listed below. The item number is located on the product's packaging. The date code is located on a label inside the transmitter's battery compartment or on the underside of the battery compartment door.

Ed Note: The date codes were listed on the original message, but got lost along the way. But most Spektrum owners already know about the problem as we published it in our February issue. You Spektrum owners can call the Hotline above to check whether your transmitter is involved.

The problem was with the stick pots, and Horizon will pay shipping costs both ways to replace them.



Many of the neatest glider designs originated from countries outside the US. This is Ed Hamlers recently finished “Kane” design in its’ debut over Taft. Ned Nevels photo.

Jack Hiner, our member from Illinois specializes in electric and diesel power. Pure ether has become hard to obtain over the years, so this alternate source is a valuable clue. I’ve heard of other brands of starting fluid that will do the job, if you have no John Deere dealer nearby.

Refurbish your Old Diesel Fuel

By Jack Hiner

If the lid has not been properly tightened and sealed on a container of diesel fuel that has been opened and stored for a long time the ether content will evaporate, causing some hard starting problems. The following procedure will restore your fuel to like-new attributes..

Get some John Deere tractor starting fluid in a can. The can indicates 80% ether and 7 ounces. I get about 8 ounces when finished. I hold the can upside down and spray out the propellant.

Then I place in the freezer for a couple hours to slow down the ether molecules. Then on a cool Day away from any flames or sparks, I punch two holes in the top of the can with an awl. One hole to pour the ether the other a breather. I pour in into the gallon can all 8 ounces. Earlier this year a fellow gave me a partial gallon of fuel from the late 1990's. I ran one of my diesels on this fuel and it required a higher than normal compression setting. Adding a can of John Deere starting fluid to the almost full gallon made the fuel like new. If you know a druggist you may be able to get some ether from a drug store. Some guys do but I have not tried this since the late 1950's. It make take two cans if the fuel is real flat. Too much ether just makes starting even easier with maybe a bit of power lost. When tightening the lid on the metal can I use a strap wrench. Also for removing the lid. Wash the lid and can before tightening to remove oil. After you think it is tight enough hold the can upside down to see if there is a leak. Also after a couple days if you smell ether you have a leak.



TIRED OF THE DUST AT TAFT? Then try the soy bean field at the Muncie Indiana national flying site.

Mike Myers describes his problems with spread spectrum below:

I was flying a Speed 400 ship at the Rose Bowl Lawn last week and got "shot down". I've had some interference problems before at the Rose Bowl--but not while flying a 2.4 GHz radio. I was using a Futaba 6 ch FASST transmitter and receiver. That is supposedly a "full range" receiver.

I'd figured that the interference problems were behind me when I switched away from the 72MHz radios. My past problems were primarily on Ch. 34, and the most frequent failure mode was an uncommanded full down elevator.

One of the most "frequent flyers" on the Rose Bowl Lawn (he's there about three nights a week for two or three hours each time) says he's been "shot down" perhaps 10 times--using both the 72 MHz and the 2.4GHz radios (he flies the Spektrum 7 ch transmitter). [I now have both the Futaba FASST and the Spektrum Dx7. I've not been hit on the Spektrum--yet.]

When I got shot down I was relatively far out (as the Rose Bowl Lawn flight space goes) and on a line that ran directly between two notorious or perhaps nefarious but intermittent sources of interference.

I think my problem can be traced to not following Tandy Walker's method of a wooden jig keeping the aerial wires at 90 degrees to each other. He showed pictures of that on SAM Talk some time ago. Rather I'd been following the Ed Hamler method. He tapes the two wires to the sides of a 90 degree balsa triangle.

The antenna wires are in the same plane horizontally, but have their legs spread at a 90 degree angle. When I got to the scene of the crash, I could see that I'd stuffed the receiver in the fuselage without taking sufficient care to maintain that 90 degree angle. The tape had slipped and the tips of the antenna wires were fairly close to each other.

I raise the incident only to make the point that the 2.4 GHz technology while supposedly interference free, may not be. It's better than the 72 MHz stuff--but it can still be overpowered--especially if you get sloppy (and in this case, I did get sloppy) about maintaining appropriate antenna leg spacing.

Mike Myers

FINAL NOTES FROM TAFT: Steve Remington stayed at the favorite Caprice Motel and reports. "The Caprice Motel has set a new international record by providing toilet paper that is so thin you can read a book through it - no lie!"

Bob Holman reports that the wing that was confiscated from his trailer by the thermal gods belonged to Phillip Stephens, his granddaughter Jennifer's' boyfriend. Unfortunately it was Phillips first model.

THE INTERNET is good and bad for hard copy written publications. All kinds of good information is available, such as the stuff on the previous three pages. But that instant communication to the world also means it's nearly impossible to bring fresh material to print that hasn't been seen before by some portion of the readers. But we like to present useful information here, regardless of its source, so we'll continue to pirate anything from any source, as well as generate our own material. So let's hope the few guys who've seen some of the material before can live with a little repetition.

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