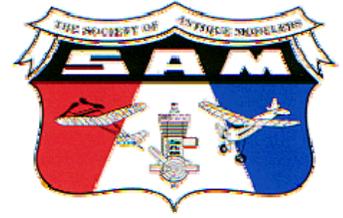


**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF  
ANTIQUe MODELERS. SEPTEMBER 09 #239**



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**NEXT CHAPTER MEETING** will be at Bob Angels' on Wednesday October 21.

**SCHEDULES:** The SAM 27 Annual Crash 'N Bash at Schmidt Ranch occurs Sept 25-27 this year. You can get a head start on LER events Friday, but they conclude with fly-offs Saturday. So Friday attendance isn't mandatory in order to fly the full schedule. The flyer inside announces an odd combination "Combined ANTIQUE and Electric LMR". I've no idea how that strange combination will work.

**SAMCHAMPS WEEK** is October 5-9.

**THE 34<sup>th</sup> ANNUAL JOHN POND COMMEMORATIVE** will be held October 24<sup>th</sup> and 25<sup>th</sup> this year to close out the West Coast season. Last year the guys from up North made an effort to attend which made for a good turnout. Let's hope that can happen again if everyone hasn't used up all their ships at the two earlier events listed above. Check the flyer inside and mark your calendar.

**BEYOND THAT:** The Southwest Regionals at Eloy Arizona will be held January 16-18 2010.

**COX GLOW HEADS** are available commercially again, according to Clarence Lee, a friend of Randy Linsalato, owner of MECOA. Apparently MECOA has the tooling and a supply of heads and head gaskets for all the Coxes' from .010 sizes up through .15. They also have them for Norvel engines. This is good news for most of us, but maybe bad news for those who keep looking for excuses to screw up our most popular event, 1/2A Texaco, by allowing hotter engines to be used.

**THE JIMMY ALLEN POSTAL** contest was flown by a small but dedicated SAM 26 contingent on September 14. With 25% of the builder-flyers unavailable, just the minimum three fliers drove to Taft, along with a couple of timer-observers. Fliers were Hardy Robinson, who was Chief Instigator of the activity, Jim Bierbauer, and Jim Elliott, the team leader and chief technician.

Weather was mostly overcast with occasional light drizzle. Flight times were - - well, let's say they were very modest. That is, except for one of Jim Elliotts'. It had been dark cool and overcast with no thermal activity, until Jim launched his second flight. We all watched it doing quite well as the clouds opened a little and a thermal caught the ship. And wouldn't you know the weather had held so little promise that Jim hadn't set the dethermalizer. We watched in amazement as the little ship circled up out of sight not to be seen again. We'll save displaying the results until the postal event is finished and we can show all the scores.

**Invitation**  
**34<sup>th</sup> Annual SAM 27 Crash & Bash**  
**Schmidt Ranch, Elk Grove, California**  
**2009 September 25, 26, 27**

**AMA Sanction #09-0824 with \$1000 Added Pur\$e**  
**First Place MUGS and CASH PRIZE\$**

**All Flying Event Entry Fees will be \$5 each, no maximum.**

**All flying events will be RC and presented in accordance with the 2006 SAM Rulebook EXCEPT  
Old Time Glider, Commemorative, and Speed 400 LMR.**

**Schedule of LER Events**

**FRIDAY, September 25, 3 PM – 6 PM and**

**SATURDAY, September 26, 8 AM – 6 PM**

**A, B, C, Ignition LER and A, B, C Glow LER**

**Combined ANTIQUE and Electric LMR**

**Ohlsson 23 and Ohlsson Sideport**

**Saturday Noon Lunch \$5**

**Flyoffs begin Saturday at 2 PM**

**Schedule of ENDURANCE Events**

**SUNDAY, September 27, 8 AM – 3 PM**

**1/2 A Texaco, 1/2 A Scale, Class A Texaco, TEXACO,**

**Brown Junior LER and Texaco, Electric Texaco, Speed 400 LMR**

**Old Time Glider - 10 AM**

**Sunday Noon Lunch \$5**

**Flyoffs begin Sunday at 2 PM**

**Schedule of Additional SPECIAL Events**

**Friday Night TACO Buffet \$5, 6 till 8 PM, reservations call (916) 684-2265**

**NEW Commemorative Event – Any Champs Commemorative Model**

**(Pacer, Mercury, D-VIII, Record Hound, Trenton Terror, Dodger, etc.)**

**Launch flights all weekend, score glide time only, no max, best flight wins.**

**SAM Sweethearts Happy Hour - 5 PM Saturday**

**Robert's TRI-TIP Banquet with Napa Wines \$15 - 6 PM Saturday**

**Raffle Drawing at 3 PM Sunday, Tickets 6 for \$5**

**Grand Prize – Fred Emmert's Full Size RC Silk Covered MISS AMERICA**

**Directions to Schmidt Ranch : Traveling south on I-5, exit Hood Franklin Road, turn left (east) over overpass, turn right (south) on Franklin Blvd (J8). Traveling north on I-5, exit Twin Cities Road, turn right (east), turn left (north) on Franklin Blvd (J8). Camping OK, NO hookups.**

**Nearby Motels: Best Western John Jay Inn, 15 Massie Court, Sacramento (916) 689-4425; Motel 6, Mack Road at 99 Sacramento (916) 689-9141; Motel 6, 7407 Elsie Ave. Sacramento (916) 689-6555; Holiday Inn Express, 620 Lincoln Way, Galt (209) 745-9500.**

**COMPUTER CRASH OF THE MONTH:** We've slowed down on this feature because we've run through most of the basic ways to crash using computer radios. But if this one looks like a repeat, bear with me and look more closely. It's a *new way* to perform the single most popular crash, that of programming the wrong model into the transmitter. If you're not yet flying a computer radio, you can skip this page, because you'll have to find some other way to make your model bite the dirt.

The incident occurred just last Saturday at our regular flying session at Drum Canyon Farm. The pilot was using his first computer radio, one of the popular Futaba 6EX 2.4GHz's. After a slightly erratic takeoff, most of the flight went OK until the pilot decided to make a trim change in mid air. The ship headed down and crashed heavily.

The pilot looked at his transmitter and announced "Here's the problem. I'm flying ship number one and the computer screen shows ship Number 6." While the pieces were being collected, I compared the transmitters' settings between ship #1 and #6. Each of the servos for ship #1 was set for normal rotation while each of the settings for ship #6 was reversed. There's no way the ship would have been controllable through most of the flight with reversed servos, so the change between #1 and #6 models had to have occurred during the in-flight trim adjustment just before the crash.

**Here's what happened:** The pilot said he'd checked that model #1 was properly entered before takeoff. But while in the air he'd entered programming mode to try to make an elevator trim adjustment. That's when the crash occurred.

When he showed us the transmitter after the crash, the #6 for model 6 was flashing in the lower right corner of the screen. That indicates the transmitter was still in the programming mode, not normal flight mode. While in that mode, he must have pressed the input lever down, which would have changed model #1 to model #6 because there are only 6 model numbers and #1 will loop backwards directly to #6. With all servos now reversed a crash was inevitable.

**PREVENTING THESE PROBLEMS:** This information refers specifically to the Futaba 6EX, but much is also applicable to other computer radios.

1. Never try to make a programming change in mid flight. We had a similar occurrence and crash last year when a programming change was attempted in flight. There are just too many details to do this successfully. You can't fly, watch a computer screen and maybe refer to a manual all at the same time!
2. Needed trim changes can be made in the programming mode, **but:** during flight they can and should be made only with the trim levers. Trim changes with the trim levers are the one change that can be made without being in program mode. And fortunately you can't easily get into programming mode by accident. You'd have to work at it.
3. Learn to recognize the flight ready screen. When you switch on, the transmitter will always be in this mode, never in programming mode. You should always see your correct pre-programmed model name and/or number in the upper left corner. A small "A" (for aircraft) should appear below that, but most importantly, you should see a voltage reading (followed by a small V) in the lower right corner. And it should read more than 9.8 volts before flying. Any other pattern or anything flashing is a warning that you're in programming mode. You move out of programming mode to normal flying mode by pressing both the mode and select switches simultaneously. Or in an emergency, you can just switch off and on again to escape the programming mode.
4. Avoid touching those switches, levers, and buttons while flying. It's easy to press on a trim button unknowingly and come up with a bad result. EPA, or End Point Adjustment allows us to get lazy and not make a proper mechanical correction when there's too much control throw. If you were to start with 60% EPA and accidentally lean on the trim button, it will drive that servo to 120% and probably an out of control condition. Also, using EPA to shorten large control movements puts unnecessary strain on the servos.

# 34th ANNUAL JOHN POND COMMEMORATIVE

## OLD TIME RC CONTEST

Sponsored by SAM 26, the Central Coast Chapter  
Taft California, October 24 & 25 2009

SATURDAY: Class A ignition  
Class B glow  
Class C ignition  
Texaco  
Electric Texaco  
Ohlsson Sideport  
O/T Glider  
SOS Electric  
Speed 400

SUNDAY: Class A glow  
Class B ignition  
Class C glow  
Antique combined  
1/2A Texaco  
1/2A Scale  
Brown Jr. LER  
Electric LMR

AWARDS: Through third place in each event, plus the John Pond perpetual Sweepstakes trophy based on all events flown. And the Perpetual Texaco trophy will go to the high time in Texaco.

ENTRY FEES, despite inflation, remain at a mere \$6 per event, with a \$36 maximum if Paid on initial entry.

RULES: SAM and AMA rules for 2009 will be followed with reasonable regularity.

SCHEDULE: Registration opens 8:00 A.M. both days. Pilot briefing 9 A.M. Saturday, 8:30 Sunday, with flying immediately after. Last takeoff 4 P.M. Sat., 3 P.M. Sun.

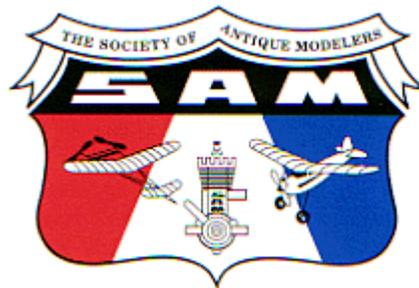
BANQUET: Saturday 7 P.M. at the Ranch House, 200 Kern St. near the Caprice motel. Order off the menu. Saturday's awards will be presented.

CHECK with the C.D. mid week before the contest regarding the event. No problems are anticipated, but it's always a good idea before traveling. And remember if there are weather problems where you live, Taft sits in a unique little weather zone of its own. Over the years we've never lost more than 2 or 3 flying hours to wind, rain etc. on any weekend.

OHLSSON SIDEPORT will use a 45 second run time for all engines.

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**FROZEN UP ENGINES** are often found among our treasurers. Unless an engine is treated properly before storage, the odds are that it will be stuck and immovable months or maybe years later. Incidentally, a gas 'n oil mix using plain old motor oil does a fair job of keeping things free during storage. You can even run a four stroke glow engine on this mix before putting it away. That will insure that all the corrosive alcohol etc. is flushed out.

I've used and heard about all kinds of techniques and miracle liquids that soak right into the cracks and crevices and free up an engine. I have yet to find one of these suggestions that will work on the really tough cases. A penetrant would have to move through as much as an inch or more of congealed fuel residue to loosen a badly frozen engine. Most of the easier cases can usually be solved with almost any type fine lube or penetrant, plus applied heat from a heat gun. You first put any good light oil in all the places you can open up and reach. Put on a prop, don a heavy glove and apply the heat to the case. Put just enough torque on the prop so as not to break anything, and when the prop finally moves any at all, you're home free.

Soaking overnight in lacquer thinner is often recommended, but I've never had much luck with that. Other recommended soaks are wd-40, penetrating oil, Kroil, Mouse Milk, PB Blaster, brake cleaner, anti-freeze, Evapo-Rust, and more of the fuel that was last used in the engine. (Continued next page).



Believe it or not you're looking at an electric RC model of a stork. It was built in Germany using a complex geodesic internal framework. The motor is up front and a long drive shaft extends to the rear propeller. That prop folds back during glide to become the storks' legs which normally trail behind in flight just as you see in the picture.

**FROZEN ENGINES CONTINUED.** For the slightly tougher cases, overnight or longer in a heated crock pot usually does the job. Automotive anti-freeze is usually recommended for this. I've also found cooking oil works well, and is less likely to harm finishes.

And Gerald Martin says he recently freed up a small diesel using Hoppes Bench Rest #9, available at gun stores. Gerry says it's a high grade penetrant-lubricant. But a recent suggestion came across on SAM Talk, which solved a really tough case where most of the above had failed.

The subject was an Ohlsson engine whose owner had tried several of the tricks mentioned without success. Among his problems was actual rust binding up the piston-cylinder assembly. The suggestion he received would only work when the piston is stuck high enough to close the exhaust port. The idea is to remove the spark plug, fill the combustion chamber with light oil and re-seal with the plug. Then heat the cylinder with a heat gun, so that the expanding oil starts the piston on that initial move. An oven would work for you heat gun-less silk and dopers.

That treatment was successful. But there was some comment that the treatment might blow the Ohlsson cylinder loose where it's staked on to the case. This sometimes happens to running Ohlssons, especially those where George Tallent has raised the compression over stock. But that didn't happen in this case, because the pressure is only inside the combustion chamber between the piston and the blind cylinder bore.



**TANDY'S SAILPLANE:** Tandy walker has just completed this magnificent Sailplane for the upcoming Sam Champs. He's been working steadily on it for over ten months, and posting daily reports on the internet. The reports each include up to a half dozen clear photos and complete narrative of each step. Tandy puts more detail and time into jigs and alignment fixtures than many of us spend on a complete airplane. He shares all setbacks and re-works any detail that's less than perfect. Power is a reproduction McCoy 60 from Aero Electric. It should give the Bombers some serious competition. His entire series of reports will probably be available on the SAM web site. It's required reading, especially if you're building a Sailplane.



Here's Bill Schmidt's New Ruler if you're looking for an interesting looking design. The WAM newsletter says it's for 1/2A Texaco, but somehow the engine in the photo looks like a Vivell or similar, although it must be a Cox.



Here's Jim Elliott at Taft Launching his rubber powered Jimmy Allen ship. After about five minutes of ever higher circling flight, it got smaller and smaller never to be seen again.



FROM THE HI SIERRA NEWSLETTER: Is this guy nuts or what? OK-I want one.

The four German built model aircraft engines he currently uses provide 200lb of thrust each, enough to enable the 110lb foldable carbon wings, and Yves Rossy in his 120lb flying suit, to climb at 200ft a minute.

### **Spark Plug Repair** By Ol' Charlie Reich

Almost everyone who uses Champion spark plugs in ignition engines has experienced the problem of the center electrode coming loose from the porcelain and sliding out of the plug. It is not necessary to scrap the plug when this happens. The center electrode can be cemented back in and the plug salvaged.

One method suggested a few years ago by George Aldrich (of "Nobler" fame) was to use Loctite 620 to cement the electrode.

Clean and wash the center electrode thoroughly in alcohol, coat the stem of the electrode with Loctite, insert it, pull it out and re-coat it, and re-insert it into the porcelain. Apply some heat (heat gun, etc.), and allow to set overnight.

Ed's comment: Loctite keeps changing their number designations, so #620 may or may not be easily available. Use whatever is the strongest available. One older tube I have is designated "640 Sleeve and bearing retainer and was the strongest I could find at the time. RLA

Here are 2 ideas for the '47 O&R mount plate:

From George Tallent: #1: put the plate on upside down to get the thrustline a little closer to what it would be with the lugged case. You will have to file the mount plate a bit at the back end to get it on there.

This 1/4" or so movement of the thrust line didn't really seem very important, but I put one engine together this way anyhow, feeling that GT knows his way around these things. Once the engine was set up that way, I realized that a lugless .23 would now fit on regular .23 spaced beams. With the plate mounted as originally intended, beam mounts need to be spaced quite a bit wider apart because they have to clear the case screw bosses. Better than that, if you drill holes in the plate right up to the edge of the case, you can mount a lugless engine on lugged engine holes. Some spacers are needed now because of needed clearance for the bolt heads from the case and my whiz-bang Harbor Freight miniature cut-off saw made quick work out of cutting equal length pieces of brass tube for that:



Editor's note: This was one of the many items that come across the internet.

Sorry, but I forgot who sent it to give credit.

It's a useful suggestion, because there are so many different mounting dimensions for O&R's that you need all the versatility you can get. That's just in case you have to change engines to one of another configuration.

This scheme would probably work on the O&R 60 also.

**THE FINAL WORD:** I'm not sure whether you'll receive this in time, but our chapter's shot at the 1/2a Texaco postal is Saturday September 19. Any SAM 26 member anywhere is welcome to participate at your own location on that day. Just follow the SAM rulebook for the event and report scores to any of the guys listed on the front masthead as soon as possible. Include your ship's name, wing area and weight.

I'm not sure of the timing of the next newsletter due to the upcoming flying events, including the 'Champs and our own Pond Commemorative. I'd like to include results of the Pond event, but we'll play it by ear as they used to say. In any event that's why the newsletters are numbered in simple sequence, so you'll know if you've received them all.

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