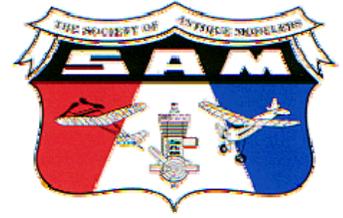


THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS. **OCTOBER 09 #240**



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NEXT CHAPTER MEETING will be at Bob Angel's on Wednesday October 21.

HARDY ROBINSON is recuperating from some serious surgery to remove a chunk of pancreas which was malignant. He lucked out in one sense because they found the condition early via a routine test for another problem. After two weeks in the hospital he attended our Saturday flying session just a few days after his release. But it takes a while to recover from two weeks in bed.

AND DAVE LEWIS missed the SAM 27 meet and the SAM Champs due to another serious surgery which removed a kidney. Best wishes for continued recovery to both these gentlemen.

WE WELCOME three new chapter members: **Steve Hulse** joined us a month or so back. Steve is from Bakersfield, so we hope to meet him at the John Pond Commemorative at Taft. **Jim Hainen** and **Bill Squire** both joined at the SAM Champs. Jim was attending the 'Champs from Vicksburg Mississippi, and was referred to us by Chuck Hutton. Bill Squire lives in Murietta, California and was also referred to us by some other Good Samaritan.

FINAL REMINDER about the John Pond Commemorative October 24 & 25. Flyer was in the last newsletter. Be There!

BRODAK MANUFACTURING has long been a prime supplier of kits and accessories for control line flying. But they have lots of other goodies as well. They have one of the largest supplies of props of any mail order house. They have the old BY&O line of props in the low pitches that we use, and also some sizes of **Rev Ups**. Unfortunately they don't list too many in the low pitches such as the 10-4's I like for B and C glow. The BY&O's have never looked too efficient to me, but I've never tried them. Lots of free flight guys like them, maybe for their authentic old time appearance. You can Google Brodak, or:

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JUST THINKING OUT LOUD: We take it for granted, but have you ever wondered about the following? A common flat mirror reverses the image you see from left to right. But it's two dimensional, so why doesn't it do the same thing with up and down? Why isn't your face upside down in the mirror? If you've never considered this a problem, is it just possible that you may be a vampire? Maybe I should consider sobering up for the rest of the newsletter.

QUICK SAM CHAMPS REPORT: The weather was windy and threatening for a couple of days before the contest. But Monday dawned with mild temperatures and quiet winds. Tuesday was another story when the wind blew all day, and few flights were put up. CD Steve Roselle had some weighty decisions to make and he made them well. Tuesday's events were moved to Wednesday, and those who flew Tuesday were given the option to keep their scores or start over on Wednesday.

Don Bishop has a history of heading home when the weather goes bad, or if he "isn't having any more fun". Usually when he does this, the weather improves right away. Tuesday morning Don announced "I'm going to do you fellows a favor and go home, so the weather will probably improve." Don was right, and the rest of the week was just fine for flying with mild breezes and warm but reasonable temperatures.



THE CONTEST OPENED with a mass launch of Spirit of SAM ships. Here the group gathers to await the start. We're looking west and the launch will be to the right, or North. The SOS ships were allowed to complete their other two flights at the fliers own convenience.

Takeoffs were upwind either to the north or the south all week as the breezes shifted between morning and afternoon. Landings were made on the opposite side or downwind. There weren't any serious accidents reported except occasionally to aircraft.

Those mountain peaks in the background are probably at least 8 to 12 miles away.

This XP-something-or-other twin boom was a Ben Sheresaw design and was flown I believe by a member or friend of the Dave Warner family. It wasn't really competitive, but generated a lot of interest and displayed some ingenuity of design for takedown for transportation.



We are looking north here. The mountain gap just above a couple of heads to the left is railroad pass. The highway into the HQ Fiesta Henderson Casino goes through the pass and is also the road to Las Vegas a bit further up. It's approximately two miles from this spot to that north edge of the lake bed where you see the brush begin. I know, because I paced it off one day. Don't ask why.

WARPING MICAFILM WINGS. This job turned out to be much easier than I thought. On a test flight before departing for the 'Champs I had to fight some severe warping in a Micafilm covered wing. Micafilm has really strong adhesion, as anyone knows who's ever tried to remove the stuff for repair or recovering.

I usually use an electric popcorn air popper for wing warping, but I found out that really wasn't a necessity for this job. Micafilm is quite flexible and rubbery when heated. All I had to do was apply torsion to the wing and use the film iron in between the ribs to reshape the wing washout. It wasn't necessary to loosen the adhesion at the ribs at all. Micafilm is subject to getting little dents in the surface, but the tip of a heat iron removes them easily.

At the 'Champs I test flew the ship the day before its contest flights, and found I'd hit the mark reasonably well as to the amount of twist. And the re-alignment stayed put nicely without changing.

Here's a Trenton Terror takeoff, steered by SAM 26 member Chuck Hutton and launched by someone I don't quite recognize. View is toward the east in the general direction of Boulder dam.



Speaking of Boulder dam, Eut Tileston showed some photos of the new bypass bridge construction designed to reduce the gridlock traffic at the dam. They are very concerned about the dam security nowadays. So I hope Eut didn't fly his camera plane to get the pictures, or his little ship would have risked a surface to air missile plus his own arrest as a suspected terrorist.

There are several Trenton Terrors being flown, many are probably holdovers from the '07 'Champs where the Terror was the featured model of the year. Contest management has finally been trying to select featured models which can be used effectively in competition for future events beyond just their one time appearance at the annual event.

WesternVice President Dick Griswold had to react to a change of venue for the bean feed, when it was scheduled for the only day that turned out windy. It had been planned for outdoors. As it turned out the bean feed was generally considered to be the one of the best in SAM history, with great food in a sheltered indoor setting. Good job Dick!

The only complaint I heard about the contest had to do with the fact that not all contestants had previously attended this site, and there were no instructions or map in the contestant package as to where to find the field. Once you've been there, things are so wide open with visibility for miles that you can't get lost. The problem was quickly solved with a sketched out map.

FUTABA 2.4 GHz BINDING: I received a phone call asking why a new Futaba 6EX 2.4 Mhz transmitter with two receivers would not play with a similar set purchased earlier. You can link a transmitter to play with any number or receivers. But you can't set up two transmitters to play interchangeably with a given receiver. To swap to a different TX you have to go inside the ship to the receiver and re-bind to the new TX you'd want to use at the moment. The second part of the question dealt with difficulty in binding.

Futaba's instruction for binding (linking a transmitter to play with a receiver) is a little confusing and has caused lots of people problems in interpretation and execution. The way the instruction is written, it sounds like the little linking pushbutton is on the transmitter, when it's actually on the receiver. It's also hard to locate. It's tiny and is nestled between the two antenna wires where they exit the receiver case.

AM VS FM RADIOS: Back when FM was becoming the prevalent form of modulation, many of us found that despite industry propaganda, our AM radios rejected spark ignition RF interference better than did FM. One theory was that AM was probably less sensitive all around than FM and was therefore less affected by the spark static. An occurrence at the SAM Champs seems to support that theory.

We kept our travel trailer parked at an RV park in Boulder City. One evening we turned on the trailers' radio and were greeted with loud static on AM. Switching to FM, the static disappeared and the stations were clear. I stepped outside and looked around. Across the driveway about 60' away was an electrical relay box that was emitting a buzz at about the same frequency as the static.

The trailers radio is much more sensitive than our tow vehicles radio and it picks up many more stations. On a hunch I got in and turned on the tow vehicles radio for comparison. No static on AM or FM. The conclusion was that the less sensitive AM radio was also less sensitive to the unwanted static. And, of course it also proved that FM will reject RF noise better than a very sensitive AM radio.

FREE MAGAZINES; Jim Elliott lives in Goleta California and has a batch of old model magazines he is going to toss out unless someone wants to pick them up. He doesn't want to pack and ship. If you're interested, call Jim at 805-685-4387.

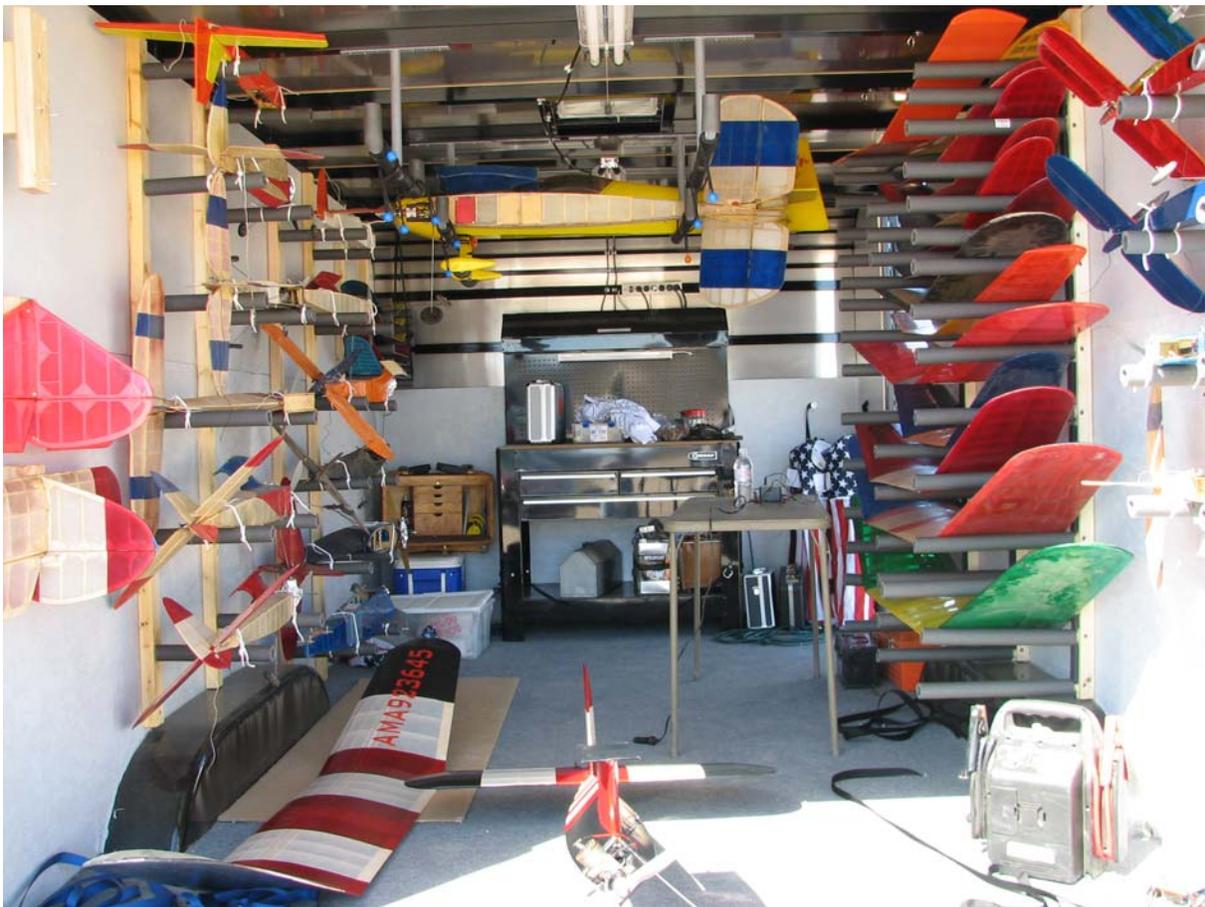
MODEL OF THE YEAR: For each SAM Champs, a model is selected as model of the year and usually featured in a special event or in some special way. **Dave Harding** has volunteered to be Contest Manager for the 2010 SAM Champs. And if my memory hasn't failed again it's to be the **Kerswap** as the featured model for 2010. Other candidates mentioned during the selection process were the Stardust Special and Kloud King. The Kerswap got its name due to a particular sound heard all too often when a free flight ship is being trimmed out. Dave's commanding presence would probably have made Napoleon Bonaparte select him as one of his generals. He'll make a good Manager.

SAM LIFE MEMBERSHIP cost is setup according to your age at the time you ante up. Many organizations use this system. The older you are the cheaper it is, because the fewer SAM Speaks, and other SAM perks you are expected to enjoy before your membership "expires". Availability of this class of membership isn't widely known, but you can contact SAM Secretary Tommy Gray for the details. Recently Tommy had an inquiry of an applicant and quipped: "He was so old SAM had to pay him."

2010 PLANNING: The SCIFS club has a contest at Taft on March 6&7 2010. So if you want to fly or hobnob with the free flight crowd put that on your calendar. If on the other hand you want to steer clear of such an event you should still put it on your calendar.

THE SABBITINI COLLECTO in Fresno is scheduled for March 20, 2010.

WHICH MEANS that our spring annual contest at Taft should be scheduled for the weekend of March 27-28. I had to look up the stupid calendar on the stupid computer because I don't have a real paper calendar for 2010. Wouldn't it be nice if the turkeys that put out those alleged 16 month calendars sold them now instead of waiting until December to release them? Better yet, why don't they make those calendars run four months into the future year, instead of giving you four months of the previous year, which you already have on your old calendar?



HERE'S WHAT you'll be up against at all future contests. This is the Holman's newer bigger walk-in trailer, with a capacity for about 25 nicely secured models before having to resort to setting any extras on the floor. Next, I'm afraid that workbench up front may be scheduled for replacement by a complete woodworking and machine shop. Rick, Phillip, Bob and whoever else did a great job of outfitting this rig for transporting damage free ships. There are even storage places on the ceiling as you can barely see in the photo. And there's plenty of room for support equipment. We should all be so lucky.

IMPORTANT BYLAWS CHANGE: Enclosed with your latest issue of SAM Speaks was an insignificant looking little voting ballot that had a couple of SAM VP candidates listed. As I recall none were opposed so you may have ignored the whole thing. But also listed was a Bylaws change that would nullify our 5 year rules change cycle and make it a 4 year cycle. I submitted my “**no**” **vote** and here are the reasons why.

We were on a merry go round of rules changes about ten years ago and the membership decided by a solid majority to make the changes only every 5 years. During every rules making process, there had always been a big fuss and many of the changes caused dissention in the ranks especially when some equipment was made obsolete for competition. Rules had been a constantly moving target, and the changes always left some unhappy.

Then the '05 rules committee didn't complete their job on time and the rules had to be made effective a year late in January '06 rather than January '05. But the schedule has since been restored and the rules for January 2010 are on track.

Basing his reasoning on the above interruption in the cycle, SAM President Jim O'Reilly announced that a Bylaws change was needed to establish the dates for future changes and proposed and endorsed the change to a four year cycle. But there's really no need for such a change. The person or persons who edited the original 5 year vote into the rule book had made an arbitrary change to the wording that had been voted in. That change left the dates less clear in the rule book, but still clear enough to be interpreted correctly.

I talked to Jim O'Reilly at the SAM Champs, and he has his own reasons for desiring a four year cycle, but there is still no compelling reason for this proposed change. The original wording as voted in can and should just be administratively put back into the rulebook. Otherwise one man's administrative error will have nullified a vote that was well thought out, debated, and voted on some time ago. There was no proper discussion or debate of this current Bylaws proposal. It was just pushed forward like some of the bills by the current Congress.

The original wording was simple and clear. The rules cycle begins in January of years ending in 4 and 9 and the changes become effective on January 1 of years ending in 0 and 5. I urge you to take the trouble to vote **no** on this change if you want to keep things stable with the 5 year cycle that has worked so well. Otherwise the food fight will begin all over again in just three years from the January 2010 effective date of the current change. Please pass the word, as many may have already voted yes just based on the one-sided recommendation made in SAM Speaks.

THE 1/2A TEXACO POSTAL was flown by our little group on 9-19-09, and here are our modest results. It was a fine clear sunny windless day but with almost no lift. Even the buzzards were either flapping or walking. Potentially we had at least 5 more folks who might have joined us, but all had something occur that prevented flying on that chosen day.

Sizes are in square inches of wing area and flight times are in seconds. Total is the best 2 flights of the three allowed.

<u>NAME</u>	<u>MODEL</u>	<u>SIZE</u>	<u>FLT 1</u>	<u>FLT 2</u>	<u>FLT 3</u>	<u>TOTAL</u>
Bob Angel	Playboy Jr.	354	526	266	575	1101
Jim Bierbauer	Bomber	350	113	349	420	769
Hardy Robinson	Playboy Jr.	354	318	440	41	<u>758</u>
Best three (and the only three) fliers total						2628

AERODYNAMIC RESEARCH: At the SAM Champs I unintentionally did some basic research that I'd never seen or heard of as being addressed before. The second flight of my 1/2A Texaco Playboy Jr. was mostly out of control the entire time. It flew as if there had been a one ounce weight added to the tail. There was constant porpoising and circling to damp it out seemed to make things worse.

After landing, I checked the ship over thoroughly for anything loose or broken. The radio worked OK and I did a range check. I didn't find a problem and unwisely put up the third flight. This time it acted as if a two ounce weight had been added to the tail. I couldn't control the stalling, and turning it to bring it back upwind was impossible due to violent roll tendency. It also wandered into the best thermal I'd encountered at the meet. So twisting and stalling, it got away and wandered off down field until I spun it down well out of the landing area.

After recovery I found the problem I'd missed earlier. The wing center is covered in lightweight black film. In the warmth of the desert and probably in the closed car, the under-camber had let go under the center wing section. The wing was well vented to prevent air pressure buildup inside, so it was just a matter of poor adhesion of the covering material in the heat. What was really surprising was the extreme trim change from the under-camber to the flat bottom airfoil configuration. The fact that the bottom covering was unattached to the concave ribs could also have allowed the airfoil thickness to vary as it pitched up and down.



ED HAMLERS' dramatic takeoff stance always shows he's on a serious mission and means business! Ed won the glow championship at the "Champs. That appears to be Chuck Hutton from Ann Arbor Michigan timing.

ELECTRIC MOTOR HAZARDS: We could probably run a series of articles on various ways electric motors can bite you unexpectedly. It could be something similar to the series of ways to crash using a computer radio. But I won't do that, aside from maybe this one time.

I was strolling through the dry lake/desert at Henderson when I saw a model up ahead. It turned out to be an electric ship that had strayed from its owner. It was kind of messed up and one prop blade was broken. I gathered the parts and started back toward RC headquarters. Soon I met an approaching car obviously looking for the model. As the car got about 50 yards away the electric motor suddenly came alive. Fortunately, I was holding the model so that the thrashing single blade didn't nail me, but there was little I could do other than panic slightly and hang on.

The motor ran for several seconds and finally stopped. Only then could I safely look for the small cutoff switch and shut things down for good. That's something that with smarts and experience I should have done earlier. It turned out that the out-runner motor had wrapped up its' own wiring until it finally pulled one of the three power wires loose and stopped itself. The ship's owner said he didn't have the transmitter turned on and apparently just some stray current from the approaching car had activated it. Weird.

THIS LITTLE CUTIE BELOW was built by Phil Pierce, who sent the pix over the airwaves. I'm not sure whether it's Phil's' brainstorm or from some published plan. Anyway it's awfully cute or awfully ugly depending on your eye for such things. Maybe it's best that the origin remain a mystery.



THE LAST WORD. There's a disturbing trend emerging among the electric fliers. Some seem to feel that an electric competition model is exempt from certain of the SAM rules. Specifically, many of them are "streamlining" front ends and in some cases even shrinking fuselage sizes in order to get improved performance.

Guys lets remember the rules! You don't change basic shapes and outlines of SAM OT airplanes, whether gas, glow, or electric! Electric motors are getting more powerful all the time and such rules fudging isn't needed to produce decent flights. This needs to be addressed further in SAM Speaks.

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