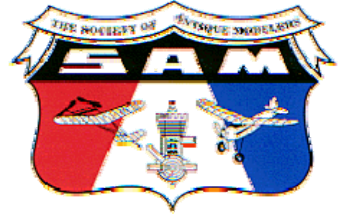




**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF  
ANTIQUe MODELERS. DECEMBER 2009 # 242**



**DICK FISCHER-PRESIDENT**  
215 ARABIAN WAY  
ARROYO GRANDE, CA 934520  
805-489-4078

**JIM BIERBAUER-SEC. /TREASURER**  
519 W. TAYLOR ST. #381  
SANTA MARIA, CA 93454  
805-928-0918

**BOB ANGEL-EDITOR**  
1001 PATTERSON RD.  
SANTA MARIA, CA 93455  
805-937-5145

---

**MERRY CHRISTMAS** and let's save a tree by accepting this newsletter as a greeting from all of us to all of us.

**OUR CHRISTMAS DINNER MEETING** at the airport Radison Hotel Restaurant went well. The crowd was down on Sunday evening so we had good food and excellent attentive service. Thanks to Jim Bierbauer for setting it up. And Jim will also host our next meeting at his house on February 17.

**DUES TIME:** Dues for 2010 should be sent to Treasurer Jim Bierbauer at his address above. Please make your check for \$15 payable to SAM 26. Let's get 'er done.

**DON BEKINS** has volunteered to be the RC Contest Director for the Muncie SAM Champs in September next year. Dave Harding had volunteered earlier to be the contest manager.

**THE SOUTHWEST REGIONALS** at Eloy Arizona will open the contest season on January 16-18. Beyond that, our own Spring Opener at Taft March 27/28 will start the local season.

**THE CHAPTER ROSTER** is included in this issue, just so we'll know who we are! Most of our members live far from our home base in the Central coast area (Santa Maria, Lompoc, Goleta, Santa Barbara California etc ;). Other than by roster, mail and telephone, about the only time we have to get acquainted personally is at our Taft contests.

**NEW 2.4 RADIO CONVERSION:** Futaba (and others) sell their 2.4 sets at relatively low prices, but they "getcha" on extra receivers at up to 100 bucks a pop. I'm fascinated with the new HiTec ad for low cost 2.4 GHz module/RX combinations that sell for just \$69. If you have a modular type transmitter you get a 2.4 GHz module and a receiver for that price. These are said to be full range RX's, available for Futaba, Hitec or JR transmitters using frequency modules.

Better yet, extra receivers are just \$34 for a 6 Channel, or \$29 for a four channel. We never need more than 4 channels, but looking these up on their web site, the 6 and 8 channel RX's are the only ones with dual antennas. While the 4 channel is still full range, I think I'd want the extra safety margin of two antennae. And the HiTec web site prices were about \$10 cheaper for both TX and RX than the quotes above from a February 2010 magazine ad.

I have one of the older Futaba 7U modular transmitters that still uses slide type trims instead of the less desirable (by most) digital trims. I like it. Its only drawback is that it's heavier than the new 6EX transmitters. But a lot of people sent their 6EXs back when they saw how lightly built they were because they felt they were too cheesy:

**REMOVING MICAFILM:** It was finally time to replace the Micafilm covering on the 20+ year old Kloud King. The Balsa-Rite adhesive used on the wood had turned brown in the sun years ago and the discoloration showed through the translucent covering. So for years, I've been telling anyone who was curious that the ship was built in 1938, which is (sort of) true.

It's a pretty straightforward job with Monokote and other heat shrink plastic coverings, but Micafilm is one of the messiest coverings to remove. With most films, you just apply heat and tug the material loose. But with Micafilm the fibers tend to hang on to the adhesive that was applied separately to the wood. As the film separates it usually leaves a fuzzy mess of fibers hanging onto the wood, to be dealt with later at a slow tedious pace.

So I posted a question on SAM talk asking for any helpful hints. Ralph Cooke answered, suggesting using lots of heat. I'd been using heat, but just enough to release the covering. Most of it, that is. So I found the secret, as Ralph suggested, was lots of heat, plus more patience. I worked the heat gun in close at 1 or 2 inches and pulled the covering away much more gently, allowing more time for the adhesive and the wood itself to be heated more completely under the covering.

It worked out well. I found the slower I hurried, the faster and cleaner the job went. The clear (whitish translucent) film comes away most cleanly. On some of the colored films the color coat tends to separate itself from the fiber base, sort of like a layer of paint that didn't adhere well. This makes it harder to heat through to the adhesive, and requires even more time and patience. I managed to slightly char the wood in one spot so the process takes some experience.

Most of you know this already, but much of the secret of removing any heat shrink material is to cut the film into smaller sections with a sharp knife, so you're removing reasonable bite sized chunks at a time. I find a single edged razor blade does this best with little or no damage where you have to lightly score cross the wood backed areas. Open bay areas can of course be sliced all the way through for removal.

If I work with Micafilm again, I'll use Sig Stix-It for adhesive instead of Coverites' Balsa Rite. The Sig product has fewer problems. Micafilm comes closer to resembling a tissue & dope job, but I think I'll go with a regular plastic film for the re-covering.



Here's the special event ship for the next SAM Champs. It's the simple little Kerswap design. They will fly in other classes besides this one which appears to be 1/2A size. This one was built by our fairly new member Jim Hainen. Jim is from Vicksburg Michigan with primary membership in SAM 40 there.

**BY-LAWS CHANGE:** You've probably read the President's column in SAM Speaks, addressing the fact that our 5 years rules cycle has just been switched to a 4 year cycle.

Some time ago, after a lot of thought and discussion in SAM Speaks, we voted by a good margin to stretch the cycle to only allow rules changes every five years. This stopped the rules from being a continuously moving target. It allowed us to build a ship with confidence that it would be good for at least 5 years, before some activist might come up with a better idea that made our equipment obsolete. The by-laws wording as voted in was very clearly written, saying the rules cycle would begin in years ending in 04 and 09, with changes to become effective on January 1 of years ending in 05 and 10.

Later, a rules committee failed to meet their deadlines, resulting in a late change that came one full year late at 6 years instead of five. But the next Committee got the cycle back on track by getting the job done in four years. This restored the By-Laws perfectly because we are now on track for the new rules to be effective January 1<sup>st</sup> 2010. So for 2010 and beyond, all would have been well and the by-laws would have been just fine if left alone.

But after each rules vote, the rules and by-laws are often turned over to one person to format them before printing the new rule book. It often happens that this one operative takes it on himself to make little "tweaking" changes to what was approved. In the case of our rules cycle, this resulted in some re-wording into a fuzzy definition that could be mis-read by anyone not familiar with the history. And of course it was mis-interpreted by at least a couple of people and passed on to new President Jim O'Reilly who decided a vote was needed to make the rules turn over every four years instead of five.

Article X of our by-laws specifies how our by-laws are to be amended. Reading them carefully, I'm not sure those procedures were followed completely, but let's give the Board the benefit of the doubt. However, had the by-laws been interpreted as they were originally voted on it would have been clear that no change was needed.

Sometimes we (myself included) don't pay close enough attention, but there was no dissenting argument presented before the vote took place. So based on the good will of our President and his personal recommendation the vote passed. After voting against, I Emailed the President and the SAM Board, asking that the vote be nullified regardless of outcome, as it was based on a mistake and the fact that it had not been properly examined and vetted by the membership. I asked for this to take place at the annual Board meeting during the SAM Champs.

I received some support for this from the board, but after discussing with President O'Reilly at the 'Champs, he felt the vote was too far along to nullify. Also he favored the 4 year cycle anyway and believed it would pass. Jim elected not to bring it up at the Board meeting, and of course the vote passed when the ballots were counted. I trust the vote count, but I don't believe the number of votes was ever reported to the membership. I imagine few votes were cast.

**There is time to turn this error around** before the next 4 year cycle begins. It would require another by-laws vote, which can take place at any time. If there's enough interest, I'll submit such a change, but I'd first like to know the general sentiment among the membership. There's some administrative effort required, and I see no reason to run our President and Board members through the process unless we feel that an informed majority of members would like to stick to the 5 year cycle.

So I'm asking for feed-back from any and all members in the form of a straw poll. Please let me know how you feel about restoring the 5 year cycle. And I especially ask that those who are happy with 4 years to reply also, so I can decide whether to go forward with the change. You can Email me at [samrcflier@verizon.net](mailto:samrcflier@verizon.net) or phone 805-937-5145, or write to 1001 Patterson Rd., Santa Maria, CA 93455.

Incidentally, I can say with some pride that I was not on the Rules Committee that didn't get the job done on time, but I did work on the one which got it back on track.

SAM 26 Membership Roster - As of December 15, 2009 58 members  
(Doesn't include exchange newsletters)

Bob Angel  
1001 Patterson Rd.  
Santa Maria, CA 93455  
805-937-5145

Bob Angus  
6640 N. Columbus  
Tucson, AZ 85718  
520-299-9034

Charles Applebaum  
P.O. Box 297  
Freeland, WA 98249

Richard Beard  
251 S. Ventura Rd. #225  
Port Hueneme, CA 93041  
805-794-9329

James Bierbauer  
519 W. Taylor St. #381  
Santa Maria, CA 93454  
805-928-0918

Don Bishop  
404 N. First St.  
Lompoc, CA 93436  
805-736-9371

Tom Boice  
1880 Turner RD.  
Xenia, OH 45385

Mark Bouscaren  
917 E. Pine St.  
Lompoc, CA 93436  
805-736-5512

James W. (Bo) Buice  
P.O. Box 100339  
Ft. Worth TX 76185  
817-926-6065

James Buice  
12010 W. County Rd. 52  
Midland TX 79707-1348  
915-561-8857

Dan Carpenter  
1053 Silver Stallion Dr.  
Vista CA. 92081  
310-376-4080

George Clarke  
2067 Katybeth Way  
Morgan Hill, CA 95037  
408-776-8237

Ralph Cooke  
7705 Eastdumfries Ct.  
Bakersfield, CA 93309  
661-397-9479

Bill Copeland  
4863 Primrose LN.  
Livermore, CA 94551  
925-449-1105

Cecil Cutbirth  
6160 Thousand Oaks Dr.  
Lincoln, CA 95648  
916-645-8513

Larry Davidson  
66 Casa Mia Circle  
Moneta, VA 24121-5307  
540-721-4563

George Dobry  
1621 Pomeroy Rd.  
Arroyo Grande, CA 93420  
805-489-7203

Ken Durant  
P.O. Box 735  
Wofford Heights, CA 93285  
760-376-2847

James Elliott  
422 Coronado Dr.  
Goleta, CA 93117  
805-685-4387

Tom Empey  
8753 Nashville Rd.  
Eddyville, OR 97343  
514-456-2661

SAM 26 roster - P2

Robert Facto  
3420 NW Elmwood Dr.  
Corvallis OR 97330  
541-753-0439

Dick Fischer  
215 Arabian Way  
Arroyo Grande, CA 93420  
805-489-4078

Mike Flaherty  
240 Houston Way  
Pismo Beach, CA 93449  
805-489-6329

Wes Funk  
220 E. Kern St.  
Taft, CA 93268  
661-763-3905

Bob Grice  
4351 Greenvale Rd.  
Fair Oaks, CA 95628  
916-961-6257

Richard Griswold  
500 E. San Moritz Pl.  
Tucson, AZ 85737  
520-742-6468

Jim Hainen  
12893 Bayview Dr.  
Vicksburg, MI 49097

Edward B. Hamler  
3379 Crystal Ct.  
Napa CA 94558  
707-255-3547

Jay Higgs  
2109 Carrere St.  
Bakersfield, CA 93308

Jack Hiner  
2213 Printiss Dr. Apt 104  
Downers Grove, IL 60516  
630-852-0154

Bob Holman  
Box 741  
San Bernardino, CA 9240  
714-885-3959 (Bus.)

Rick Holman  
1847 Church St.  
Redlands, CA 92374  
909-793-9713

Steve Hulse  
2717 Akers Rd.  
Bakersfield CA 93309-60

Chuck Hutton  
3019 Lexington Dr.  
Ann Arbor, MI 48105  
734-761-9304

Dan Ladwig  
13587 S. Park Dr.  
Magalia, CA 95954

William Leachman  
4320 Charles Pl.  
Amarillo, TX 79106  
806-352-6139

Dave Lewis  
4709 Malero Pl.  
San Jose, CA 95120  
408-246-2257

James Lollar  
418 W.18th St.  
Ada OK 74820-7626  
580-332-4734

Robert Macdonald  
3500 Sahara Ln.  
Bakersfield CA 93313  
661-831-8759

Gerald Martin  
127 Ave. F  
Herford, TX 79045  
806-364-2669

SAM 26 roster Pg. 3

Bob Meyering  
7421 Old Bridge Rd.  
Highland, CA 92346  
909-862-7058

Richard C. Monaghan  
1040 Fraasier LN.  
Lenore, ID 83541  
208-476-9501

Paul Morneault  
7622 Rochester  
Goleta, CA 93117  
805-685-1357

Frank Osborne  
445 Hartnell Rd.  
Santa Maria, CA 93455  
805-934-1775

Monty Pate  
P.O. Box 1368  
Woodland, CA. 95776  
530-661-6001

Steve Remington  
1324 De La Vina St.  
Santa Barbara, CA 93101  
805-560-1323

Stuart L. Richmond  
2079 E. 37th Ave.  
Apache Junction, AZ.85219  
STL RICHMOND @AOL. COM

Rick Roberson  
16787 Beach Blvd. #241  
Huntington Beach, CA 92647

Hardy Robinson  
1456 W. Trimera Ave.  
Santa Maria, CA 93458  
805-739-0329

Keith Smith  
15358 Violetlane Way  
Canyon Country, CA 91387  
661-251-5261

Bill Squire  
39523 Via Montalvo  
Murietta CA 92563

Bob Sundberg  
683 San Fernando Dr.  
Santa Barbara, CA 93111  
805-683-8500

Jose M. Tellez  
P.O. Box 733  
Laguana Beach, CA 92652  
949-494-0403

Dale Tower  
8755 Bolsa Ave.  
Westminster, CA. 92683  
714-893-9990

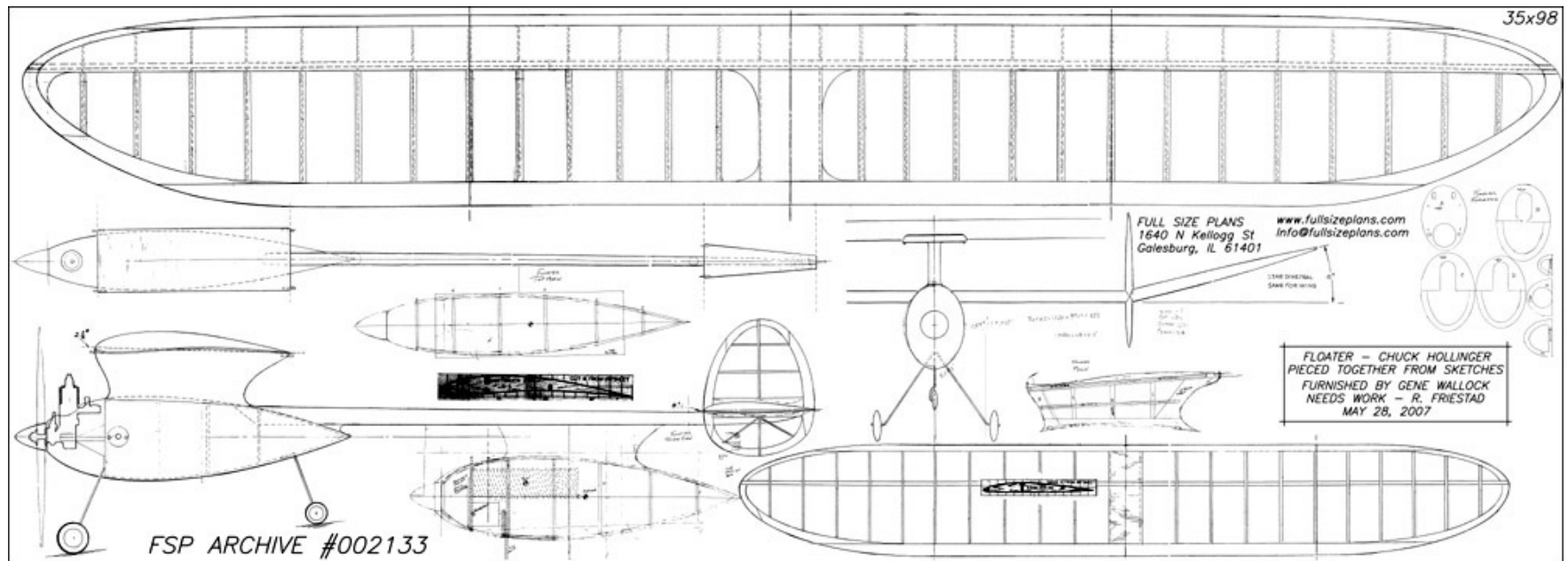
Tandy C. Walker  
3602 Lynnwood Dr.  
Arlington, TX 76013-1120  
817-274-9600

David Warner  
8348 Satinwood Ave.  
California City, CA 93505  
760-373-3407

Van Wilson  
Box 667  
Willow AK 99688  
907-495-5070

Mike Young  
13611 Sioux Rd.  
Westminster CA 92683  
714-350-1403

Please send additions or corrections to the editor. For Email privacy (spam etc), we don't generally publish Email addresses. But the Ed has "E" addresses for over half the members, should you need Email contact. Our disbursed membership has only one class of membership, that of full member. Dues are the same for all. We encourage use of our articles and ask that source credit be given and we try to reciprocate.



**ARCHIVE #002133 - HOLLINGER NOMAD - PIECED TOGETHER FROM SEVERAL ORIGINAL PENCIL SKETCHES BY CHUCK HOLLINGER AND FURNISHED BY GENE WALLOCK - THIS PLAN IS BUILDABLE BUT COULD USE CLEANUP AND REDRAWING - FULL SIZE PRINT IS 35x98 INCHES**

The Chuck Hollinger “Floater” (not Nomad as listed) is shown above. The mostly completed plan was furnished by Roland Friestad, Proprietor of “Full Size Plans”. SAM is looking for a volunteer draftsman to complete the plan with the formers, etc; which were never developed. Dale Tower built an electric version from nothing more than the above, so obviously a “real” model builder can complete the ship from what’s available.

It’s a classy looking ship and would no doubt be quite competitive, with its’ clean overall design and that high aspect ratio wing. Floater was no doubt the appropriate name. It’s a later design, so it isn’t classified for Antique competition, just Old Timer. It’s not readily apparent, but that extra vertical projection on the left wing in the frontal view represents one of the twin rudders.

## AN ODD IGNITION PROBLEM:

At the SAM Champs, Bill Cullen presented me with an unusual problem and asked if I had any clue about either the cause or the cure. I didn't have a clue! I'll let Bill present it in his own words below:

The ignition problem I encountered at the Champs with my O.R. .60 powered Clipper was finally solved by returning the unit, an AeroTech IGN-SW, to the factory. A prompt replacement was supplied by AeroTech owner Marvin Stern who then analyzed the apparently defective unit.

You may recall at the Champs I had completed a test flight with the Clipper, but the engine seemed to run "rough". I attributed the problem to a poor needle setting and put the airplane away to await better lift later in the day. When the time came to fly, I set the airplane up as I had earlier and tried to start the engine. No luck, not a pop. I then thought the spark plug may have failed - as those things do at contests. When I touched the alligator clip on the plug I got a strong electric shock - I verified that the points were not closed. Apparently for some unknown reason at the time, the entire electrical system had become energized. Anywhere I touched the engine brought me another shock.

Not being dumber than I look, I stopped touching the thing. Well, that seemed to wrap up any additional flying so I put it away. That is when I questioned you about the "symptoms". You were not the only one I talked to that day and everyone gave me the same answer - I dunno???

After further analysis by Marv, he allowed as how one of the transistors had failed. Further questioning produced the fact that the failure could be typical of leaving the unit switch on for a prolonged period of time. Looking back I can't swear that on the test flight I turned the switch off with the throttle, or if the engine just quit? **LESSON: ALWAYS** turn the ignition switch off - even if the engine quits of it's own accord! **LESSON 2:** it is comforting to confirm that with the switch off, only a very minor battery drain continues.

I have the new unit installed and it seems to be working as advertised. I am copying Marv Stern on this message as he may need to correct my recall of the results and any further comments he may have. Bill Cullen

Hi Bill,

I'm glad to hear that your problem has been solved. I still can't figure out why you should have received a shock by just touching the engine itself. The only possible way is if the primary of the coil was storing an energy field which was discharged through the secondary winding causing a HV discharge through the engine ground, causing you to get a jolt. When I have some time I'll set up these conditions on my bench and see if in fact it will duplicate your problem.

Merry Christmas and a Healthy and Happy New Year.

Marv Stern

Hi Bob,

Just to clarify Bill's comments, I recommend turning the ignition unit off **WHEN THE ENGINE STOPS BY ITSELF**. If the points happen to be closed at the time, the unit will pull a great deal of current (similar to a short circuit), causing the output transistor to burn up. If the points are open, there is no current flowing thru the output and subsequently no damage will occur.

Best wishes for the holidays and a happy new year.

Marv Stern



**TO THE RESCUE** comes **Larry Davidson**, just in time to prevent a problem such as the one Bill had with his ignition system. Larry has just released news that he'll be offering a:

NEW: Ignition Solid State Unit, SSIGNCO

This is a combined sold state unit that gives the usual solid state ignition performance as my SSIGN and SSIGN2 (TIM-4) which saves burning of the points and gives better performance for ignition engines that operate with points.

Suggested voltage is 3.6Volts, as used in my other solid state units.

Weight: 23 Grams (.8 oz.)

1-1/4" X 1-3/4" X 1/4" H

Price: \$40.00 + \$5.50 P&H

Complete wiring instructions are included and the wires are already mounted on the PC board.

It also has a circuit that is especially needed for shutting off the power from the ignition battery when the prop stops and the points are closed, which sometimes occurs on Ignition powered free flight and radio control models, like the ones used in SAM flying.

All Ignition powered models using points will benefit, including, R/C Texaco, Free flight fuel allotment and U-Control ignition powered models will benefit by saving the possible damages to the coils and solid state ignition modules.

When the prop stops and the points are in the closed position, high current will usually do damage but this unit senses, within 2 seconds (approx) that the points are closed and shuts off the power from the ignition battery, thereby saving these components.

As soon as the prop is turned to open the points, the unit is ready to operate the ignition system again.

Email for complete price list.

Larry Davidson

66 Casa Mia Circle

Moneta, VA 24121-5307

[samchamp@jetbroadband.com](mailto:samchamp@jetbroadband.com)

540-721-4563

*Editors' Comment: The basic idea above isn't new, just the updated circuit. But it is a good idea! What should also be mentioned is that it can also prevent burnout of a coil if the circuit is left active after engine shut down. This can happen with an RC ship if the engine stops on its own and you forget to shut off. And of course with FF, you can't shut off until the model is recovered.*

**THE LAST WORD:** For you Californians the annual AMA Expo at the Ontario Convention Center occurs on January 8-10, 2010.

**ADDENDUM:** It was Bill Squire who was flying that Shereshaw XP-3 at the SAM Champs. We showed the picture in the October newsletter, but didn't have a name at the time. Sorry Bill. The twin boom ship gathered a lot of interest, both for it's unusual appearance and for Bill's method of takedown for compact travel.

Robert L. Angel  
1001 Patterson Rd.  
Santa Maria, Ca 93455

