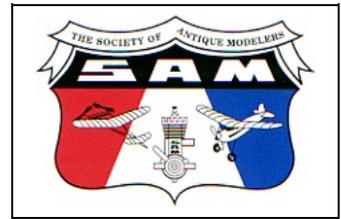


THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF ANTIQUE
MODELERS. **EARLY SEPTEMBER 2010 #249**



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NEXT CHAPTER MEETING will be at Hardy Robinson's on October 20.

DICK GRISWOLD has passed away. Dick was one of the really great guys. As the Western Vice President for SAM, he donated much personal time and his own resources to the organization. And he did the same for SAM 26, where we are proud to have had him as a member. He was plagued for years with a rare lung ailment, which finally got the better of him. But you'd never have noticed his problems, because he was always upbeat, good natured, and with hardly a negative word for anyone or any situation. He'll be missed by all who knew him.



Here's Dick with his devoted wife Ann during a happy moment at a SAM meet. Ann was always by his side, to share the driving and help in other ways when they traveled long distances to events. This couple was invaluable to your Editor at the 2007 SAM Champs by doing most of the scorekeeping work when I was the CD being pestered by a temporary mobility problem with a "trick" knee.

WE HAVE A WINNER! The rules quiz contest was won by Steve Roselle, who correctly identified the “culprit” illegal entry as none other than that of the contest’s sponsor, Ed Hamler. Ed was first to figure out that his Airborn entry didn’t fit the new 2010 rules criteria, so just for fun and as possibly a bit of penance, he put up a \$20 bill as prize for the first person to pick out the problem entry from the Spring Annual results.

During the last rules change cycle, one of the screwball changes that sneaked quietly into the Antique rules was that an ignition engine powered ship may no longer be scaled. Ed’s scaled down Airborn was legal last year with its’ Anderson engine, but not this year. So we have yet another example of perfectly good ships being made obsolete through an unneeded rule change.

AND WELCOME to **Steve Roselle** as our newest member of SAM 26. Steve is the exchange Editor of the First Class SAM 21 “Clipper” publication. After winning the above rules prize he decided to donate the 20 bucks to SAM 26. Since that more than covered a year’s dues, we in turn awarded Steve full membership in the prestigious SAM 26 organization.



THE 35 TH RUNNING of the John Pond Commemorative is coming up, so here’s a short trip back in time to the 2006 edition where we held an informal “flying concours” event. There were minimum rules and you flew what you brought. Hardy Robinson’s Taube easily won the most votes. The four cycle engine added a scale like sound for the final touch as Robby made slow passes overhead with the sunlight shining through the translucent wing coverings.

AERODYNE is back in business. A few years back, Al Heinrich got so busy with outside work that he passed his part time supply business on to his son Dan, who later got so busy with other business, that Aerodyne went underground for awhile. Now Al is back with model builder's plans, some kits, and fuels and such. He can be reached at home at 760-947-6085, or via cell phone at 760-684-2030.

THE 4 VS 5 YEAR RULES CYCLE issue isn't dead. Incoming SAM President Ed Hamler agrees that the delay in getting the 2005 set of rules enacted did not require the change to a 4 year cycle. Especially considering it was put back on schedule for 2010. At the September annual Board meeting, Ed has agreed to re-visit a possible By-Laws change back to the 5 year cycle. If they give a favorable nod, we'll definitely proceed to a vote. Otherwise, "maybe".

For comparison, the California budget is running late with no completion date in sight, and there's no call to shorten the next cycle.

LOOSENING STUCK ENGINES. Besides injecting solvents, and/or an overnight in a heated crock pot, one of the quickest ways to free a stuck engine is by using heat. One respected columnist recently suggested that a high temperature heat gun, such as used for stripping paint was needed for this chore. That's not normally the case. I happen to have such a gun, but have freed up many stuck engines using just a lower temperature film iron gun. I've never resorted to the hi-temperature gun and think such temperatures might just fry the old castor oil even harder. For those silk and dope purists who wouldn't be seen with a film gun, Mama's oven will work, provided she doesn't throw you out along with the engine.



The English Nordec 60 has a strong resemblance to the early McCoy 60 black case model. It should provide similar performance, but it's another rare one you'll probably never see flown.

OLDE TYME RC CONTEST

Sponsored by SAM 26, the Central Coast Chapter

Taft California, October 30 & 31, 2010

Note: This is a date change (It was the 23 & 24th)

SATURDAY: Class A ignition
Class B glow
Class C ignition
Texaco
Electric Texaco
Ohlsson Sideport
O/T Glider
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: Every entrant will receive a commemorative plaque with space for add-on sticker awards through third place for each event. Also, the John Pond perpetual Sweepstakes trophy is based on all events flown, and the Perpetual Texaco trophy will go to the high time in Texaco.

ENTRY FEES are a mere \$8 per event, with a \$38 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.

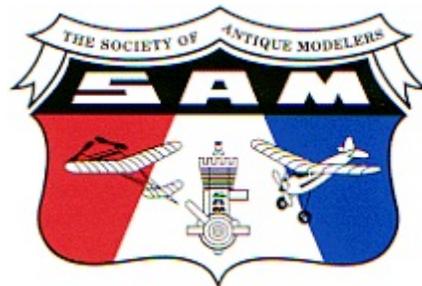
BANQUET: Saturday 7 P.M. at the Ranch House, 200 Kern St. near the Caprice motel. Order off the menu. Saturday's awards will be presented.

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.

CAMPING on field is fine, but there are no hookups (bummer, huh?).

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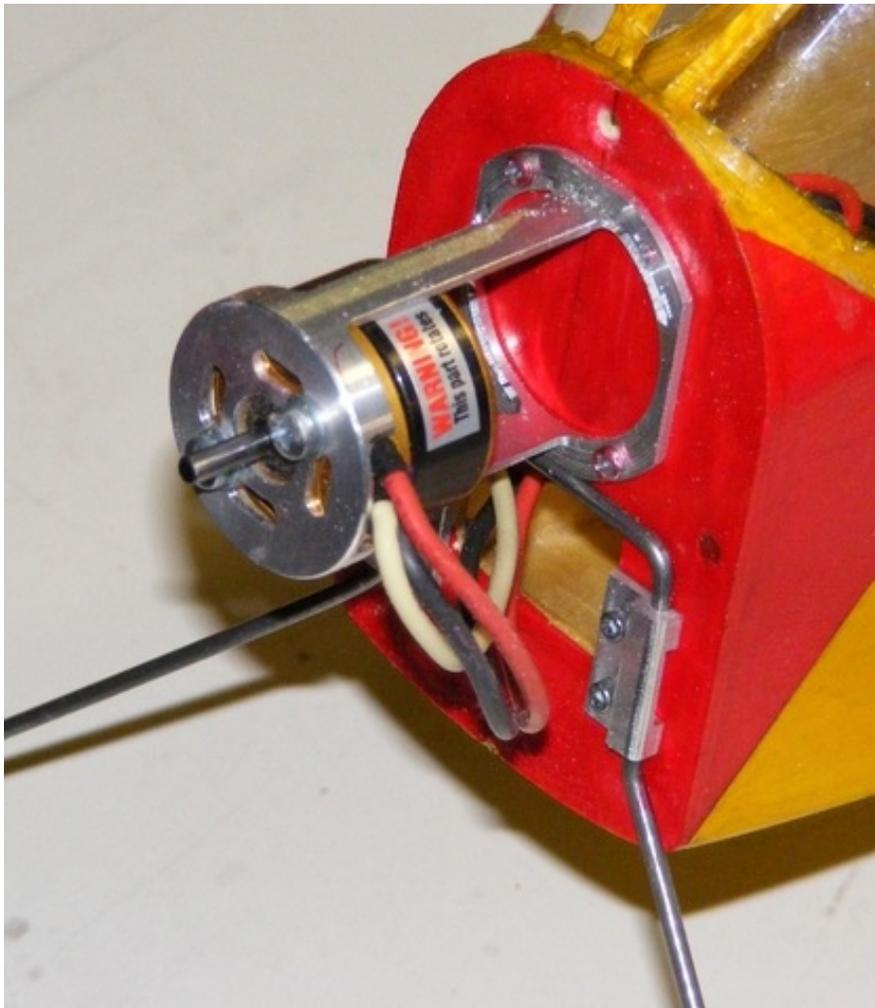
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WHY, YOU MAY ASK, did we change the dates for the big contest? The City of Taft has scheduled its' 100th anniversary "Oildorado Days Celebration" for the 10 days overlapping our earlier schedule. They are hoping to attract some 70,000 people, but were afraid most would be down watching us fly models when they found out there was a contest going on. Well, that may have been an exaggeration, so I'll tone it down. Actually there is a pretty good chance of conflict for Motels between their 70, 000 and our slightly smaller group. I'd still suggest early Motel reservations, because the favorite Caprice in particular has been booked for some time with by seismic study crew. Try the Holland Inn, or the Topper for instance.

SOME TAFT FACTS: If you have a burning need to know more about little old Taft, or its coming celebration, just Google "Taft Oildorado Days". Were you aware for instance that Taft was once known simply as "Siding number 2"? Or did you know that in 1910, Taft had the largest oil blowout in world history, eclipsing even the current piddly little Gulf oil spill? It erupted for a year and a half, spewing up to 100,000 barrels of oil a day.

SPEED 400 electric fliers may be interested in these useful custom machined aluminum motor mounts from Loren Cramer. They fit the same firewall mounting holes as a Cox reed valve engine. They wouldn't be considered pricey for a big fuel burner, but in this case, they happen to cost over twice the price of the cheap little S 400 motors. Here's Lorens' note below:

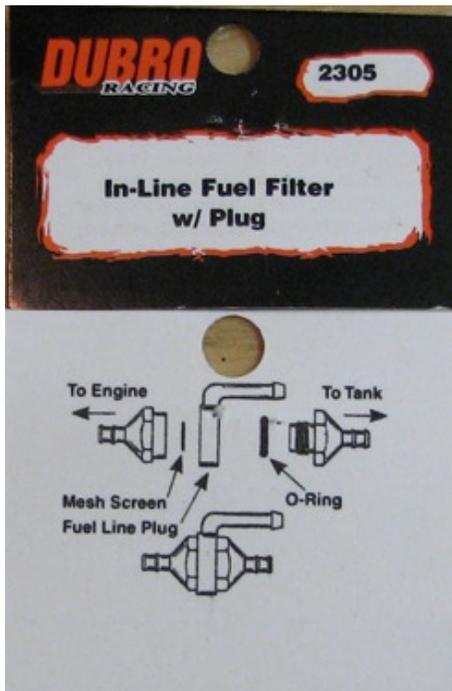


My Speed 400 Motor Mounts are still available and probably will be as long as there is a demand. They are \$25.00 each plus \$5.00 total for shipping. I can be contacted at lorenkramer@att.net if anyone is interested. They are also easily modified to fit an AXI 22xx or E-Flite Park 400 Outrunner

TANDY WALKER has been posting every step of his progress toward the SAM Champs, along with lots of clear photos. He'd sent his malfunctioning McCoy 60 off to George Tallent to find the cause of flameouts. It turned out to be nothing more than a clogged needle valve jet, so Tandy flushed out the tank, then bought and installed a fuel filter.

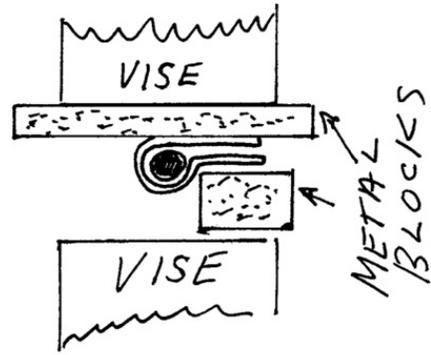
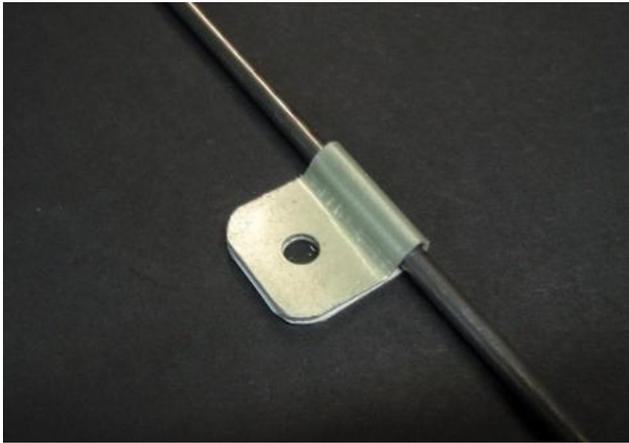
The filter was new and interesting to me, and my first impression was that they'd incorporated a black plastic filler valve. A question to Tandy about its function, plus a little further thought said that wasn't the case. The fill plug idea wouldn't have been practical anyway, as you'd have to clamp off the fuel flow forward when filling, and plug the filler hole after, for no net gain.

The black plastic piece is just used as a plug, so you can pull the rear line; fill the tank, and then hang the fuel feed line on the plug to prevent fuel flow until you're ready to fly. The plug is removable if not wanted. But it looks to me like its' best feature is to instantly identify which direction the fuel should flow, so you don't remove it and later re-install it backwards, so the accumulated crud is on the wrong side of the screen.

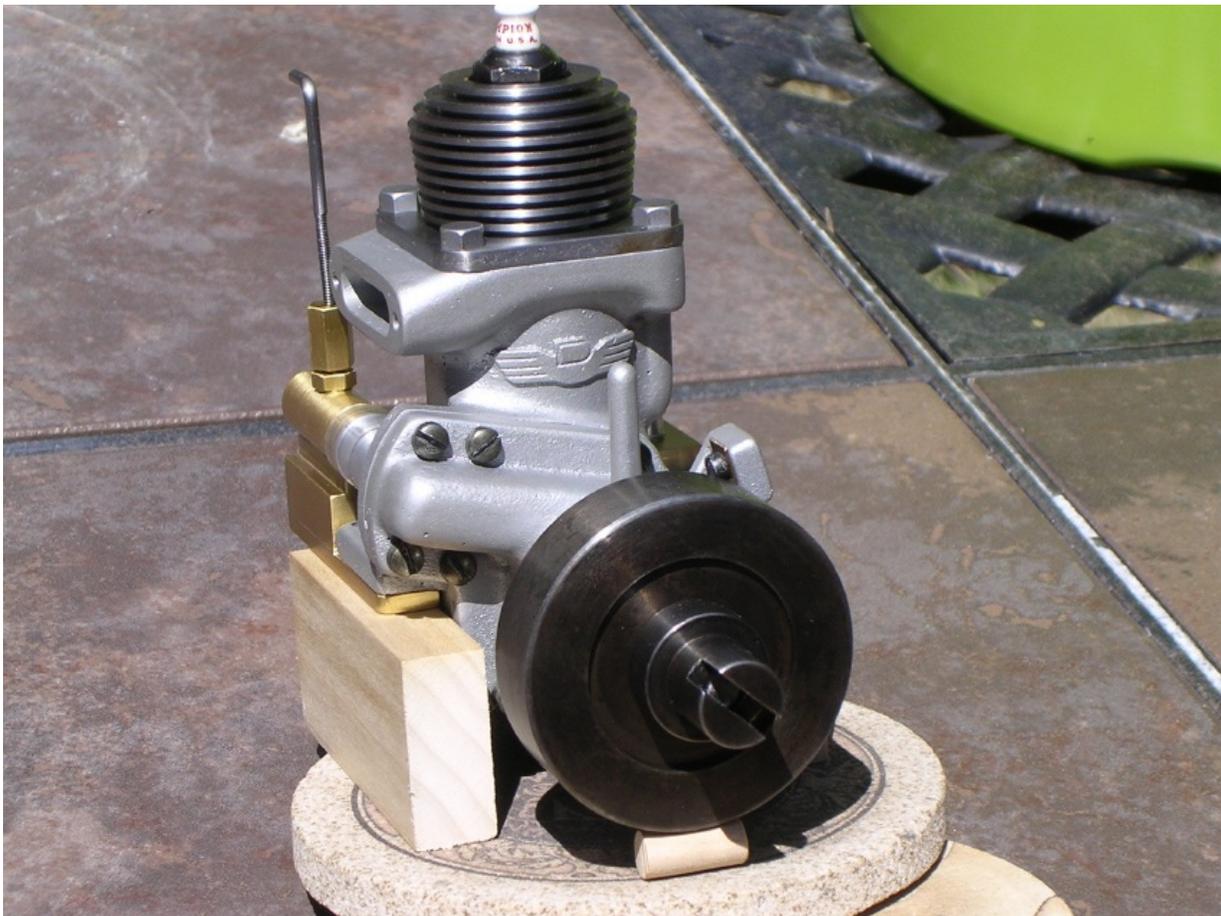


I've always used fuel filters and recommended them. I suspect that with no filter, about half of your engine running problems will be related to erratic fuel flow from debris in the fuel supply.

AN OFF TOPIC QUESTION: My openly congenial and friendly next door neighbor has a nice big juicy orange tree planted in the middle of his back yard. But the dumb lemon tree was planted so close to the fence that I could easily reach over and take a lemon whenever I'd like- as if anyone ever wanted a stupid lemon. Do you suppose this neighbor has some sort of repressed hostility?



LANDING GEAR STRAPS are a simple do it yourself project as shown. This was passed over the internet, courtesy of Roy Bourke.



IT'S A DOOZY! We're all aware of Duesenberg's fine automobiles and engines. But did you know they also made this fine looking model engine along with model race cars? High quality is very evident here. And the early 20th century expression "It's a doozy" actually did stem from the high quality of the Duesenberg autos. Like their bigger engines this one was supercharged with a blower hiding behind that flywheel. And that blind cylinder says they planned to have no blown head gaskets due to the higher compression.

ELECTRIC FLIGHT CAUTIONS: Jack Hiner forwarded the note below about battery problems. For the electrically uninitiated, a BEC unit is the controller that connects to battery, receiver, and motor to allow the receiver use the same large capacity battery that drives the motor. It shuts off the motor when voltage begins to drop, but allows current to safely (we hope) still run the receiver. The BEC eliminates the need for a separate set of receiver batteries. But that may not always be desirable as noted below. Here's Jack:

I just got off the phone with Jay Burkart back from flying electric events at the Tennessee SAM contest.

Jay was flying Electric Texaco using a BEC and two cell Li-Poly in the model. He's using the Hitec Aurora 9 2.4 GHz system that has telemetry from the model to the transmitter. After 40 some minutes Jay's transmitter started beeping. The two cell Li-Poly voltage was dropping rapidly and Jay was around 2,000 foot altitude. The Aurora 9 transmitter gives a voltage read out of the on board battery pack. He dove down to prevent a fly away and will no longer use BEC for Electric Texaco.

BEC can also be a problem with Ni-Cd packs in the LMR event. I remember Mike McIntyre in a two man fly off with Luther Peters in LMR running out of battery when both guys got strong lift and long flights in the fly off. Mike was lucky and his model landed on the field but with some damage. Jack

BUT: If you use a separate RX battery, yet still want proportional motor control instead of just on and off, you need to keep the BEC in use. That requires a change. Since Jack's note was posted to SAM Talk, someone asked how to make that change. I.E., how do you isolate the BEC so that it still functions when a separate RX battery is used? Here's Jack's answer:

All that's needed is to isolate the red wire from the three pin connector that goes from the ESC to the receiver. I've done this on one model and works with no problems to date. This is the third flying season for this model. The installation required a servo extension cable for the ESC as the receiver and servos were in the tail. So rather than cut the red wire in the ESC cable to the receiver I cut the red wire in the servo extension cable. Jack



This is an ESC or Electronic Speed Control in approximately its' actual size. approximately its' actual size.

When one posts something technical on SAM Talk, they're usually not done, because lots of questions keep coming. Jack Hiner ended up writing a concise treatise on basic SAM RC electric event requirements as follows:

For the Speed 400 and the Electric Wakefield R/C events BEC works well. That is because we do not try to suck all the capacity out of the battery pack as we do for the LMR and especially Electric Texaco events. I use 2 cell 1300 mAh Li-Poly packs in both events with BEC and take only around 50% capacity from the Li-Poly packs for these two event. Windy conditions I may use 2100 mAh 2 cell Li-Poly packs.

The Speed 300 6 volt motor we use for the Wakefield event will not last long drawing much more than 10 amps. The Speed 400 6 volt motor for the Speed 400 event similarly will not last long drawing much more than 10 amps. Besides with the Speed 400 3 minute motor run drawing much over 10 amps and you will

be going out of sight before then end of the motor run. Best for Speed 400 event to start off less than full throttle and advance the throttle as needed to take full advantage of the 3 minute motor run.

BEC works well with the 4 cell Ni-Cd 350AAA packs we use in the SOS event. Usually the BEC shuts down the motor at around 3.6 volts. When the voltage starts to drop there is not enough voltage to turn the prop so you still have enough capacity for the receiver and servos. Besides very difficult to fly an SOS model with 135 sq. in. wing area at high altitudes. Also the glide on these little models at around 5 ounces is not so great. Then wind has more of a detrimental effect on a 5 ounce 135 sq. in. SOS model than an 85 to 100 ounce Electric Texaco model with over 90 inch wing span.

So BEC works well for SOS, Speed 400 and Wakefield events. Extra weight is more of a problem with these three events. Many use BEC in the LMR event with Ni-Cd packs. I have used BEC with Ni-Cd packs for LMR with no problems to date. I do not think I would use BEC for LMR with Li-Poly though some folks do. BEC for Electric Texaco I would not use with Ni-Cd or Li-Poly packs. Most LMR and Electric Texaco models are large enough that the weight of a separate battery pack for receiver and servos is no problem. Jack

Mike Meyers had a lithium battery catch fire, but fortunately he avoided a house fire. That's because he had the battery contained in a purpose made ceramic "Battery Bunker". Mike wrote up his experience which appeared in David Gee's Safety column in Model Aviation. Usually these fires are the result of either battery damage, or overcharging. But Mike didn't describe in the article what did or might have caused the fire. So Dick Fischer asked Mike if he knew the cause. Below is Dick's question and Mike's answer.

Do you have any idea why the battery caught fire? I've always assumed that if one used a dedicated charger and a balancer then the risk of fire would be very low.

I was using (and still do use) a dedicated Astro LiPo charger. I also sometimes use a Hyperion Charger. What I've found with the Astro (which is now maybe 8 years old) is that the circuitry can sometimes be fooled. If you press the "start" button on a LiPo pack that is almost fully charged, the Astro circuitry may not recognize that condition, so starts to charge again. The LiPo pack gets a double charge--in one case the battery simply swelled up and almost burst. I threw it away, but there was no fire. I believe that the fire was a second example of that fault.

AND MIKE CONTINUES:

All this simply reinforces the idea that you need to be careful with LiPos. My SCIF club mate, Bud Matthews had a \$50,000 garage fire when his wife called him in to dinner while he was charging LiPos.

EDITOR'S COMMENT: Ceramic battery bunkers or similar units such as converted military ammo cans are recommended. But they are big bulky items if carried to the field. An alternative is a "Li-Po sack". This is a specialty item made of heavy duty closely woven fireglass. It has snap closures and is designed to contain a battery fire. It will hold several batteries and lays flat. But the makers warn that a fire can still scorch anything the sack may be laying on, such as a wood surface. By contrast, Mike's ceramic bunker didn't overheat or transfer any noticeable heat to the outside.

ETHANOL is available locally in Santa Maria at Trojan Petroleum, 1665 West Betteravia. Bring your own container as they dispense from 55 gallon drums. It runs just under \$5 a gallon. The place is hard to find as it sits well back to the north of the street. After passing A Street, going West, look for a yard full of big rigs, and turn right at the Pacific Pride sign. Unfortunately they don't carry nitromethane.

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