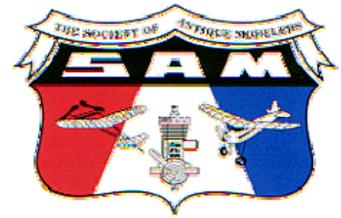


**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF ANTIQUE  
MODELERS. LATE JAN/EARLY FEB - 2011 #253**



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**NEXT CHAPTER MEETING** will be Wednesday Feb. 16 at Jim Bierbauer's 7 P.M. If your significant other has tossed you out of the house for forgetting Valentine's Day, you can at least stop by Jim's for a cup of coffee and refreshment.

**ROSCOE LOW** passed away on Jan 18 at age 86. He was a quiet gentleman, a family man and one of "The Greatest Generation". Ross sustained a leg wound in the service of our country during WWII which slowed his mobility a bit for the rest of his life. He had a long modeling career and designed the "Charger", a SAM legal OT (1942) design. After becoming active in SAM, he built and flew an electric version, which he appropriately called the "Electric Charger".

One of Ross' sons, Kenny was also active in SAM competition and an excellent flyer. He competed at Taft along with his dad on a regular basis until moving to Oregon, along with some of the other smarter Californians.

**MARK MARCH 26 & 27** on your calendar for our Taft spring opener & Save the flyer inside.

**TAFT ACCESS:** So far we're OK with regard to the "for sale" status, but the heavy rains have washed out the direct road in from the highway, according to a message sent by John Riese of So. Cal. But he says the alternate entrance to the East worked for him, and he even sent us a map. So keep in touch for the latest before you head out to our spring annual. Chances are the regular entrance may be restored in time for our event.

**RUBBER BANDS:** Ralph Cooke gave me a clue and some samples of some "just right" rubber bands that I've been seeking. They are supposedly available at either the Office Depot, Office Max or maybe Staples. If it's Office Max, I may still be hunting, because they closed up locally some time ago. Anyway they're bright orange #64's in a clear package. But they're quite different as #64's go. They stretch much farther so you don't need to pair them up for use on a wide chord wing. And they're not as harsh and tight as #135's, so they don't tend to crush things on application. So you'd just need to add a couple more. As a bonus, Ralph says they are much more resistant to rapid degradation from sun exposure.

**'CHAMP'S HOTEL;** There's a heck of a deal on the Headquarters hotel for the Henderson SAM Champs the week of October 2-7. The Headquarters will be closer to the field this year at the Hacienda Hotel/Casino located between Boulder City and Hoover dam. And the SAM room rates are just \$29 a night. Call (800)-245-6380 and do it before they sell out at the low rate.

**FUEL BLENDING CLASS:** Dick Douglas sent a couple of questions to Steve Roselle, who in turn sent it to several others of us for help. His question about dope sources received several answers, and I sent the answer below to his fuel mixing question. Dick had won a gallon of high nitro fuel and wanted to re-mix it to an appropriate blend for a vintage Torpedo greenhead. He'd been using 10% nitro, 25% castor and the remainder methanol in the Torpedo. I've mixed fuel for over 60 years and have worked out numbers like this before. It's not a simple formula, just general approach. I hated to waste all this "intellectual property", so am presenting it again here.

Dick, the mix you've been running sounds about right for a greenhead to me. You wouldn't need all castor oil, so just adding enough castor to the synthetic to bring it up to 25% total oil should work fine. Now for the arithmetic:

A gallon = 128 oz., so 25% = 32.0 oz. nitro is in the original gallon.  
19% = 24.32 oz. oil in the original gallon  
56% = 71.68 oz. methanol in the original gallon.  
100% 128 oz.

To mix a new gallon at 10% = 12.8 oz total nitro is needed  
25% = 32.0 oz. total oil needed  
65% = 83.2 oz. total methanol needed  
100% 128 oz

Nitro is the ingredient we need to dilute the most; so we key in on it first. We won't need to add any nitro, and fortunately it's the most expensive ingredient anyway.

We need a ratio of  $32/12.8 = 128/X$ , or  $X = 51.2$  ounces of the original mix to start.  
That will give us the needed 12.8 ounces of nitro in the new mix.

So 51.2 ounces of original mix @ 19% = 9.728 oz of oil already there, and we want 32 oz total.  
So we add 22.272 oz of castor oil. That may sound like too much castor, but remember, we're going to dilute the original mix with lots of methanol.

51.2 oz of original mix @ 56% = 28.672 oz of methanol already there and we want 83.2 total, so we add 54.528 oz of methanol.

So we now have 12.8 oz nitro, or 10%  
32.0 oz mixed oils, or 25%  
83.2 oz of methanol, or 65%  
128.0 100%

That original gallon will yield a total of exactly two and a half gallons. The reason that works out so neatly is we're keying on the nitro to start and at 25% diluted to 10% that's a 2.5 ratio. For the final half gallon, just reduce all the quantities to half. You can round those fine decimal numbers to make the actual mix as it isn't that critical. I just showed the decimals as final proof that the numbers add up. Shake well before ingesting.

If someone shows me a really simpler method of doing this after I've been doing it this way for years, I might bang my head against the wall. Now, graduates, suppose the free gallon had been a 23%/21%/56% mix and the mix wanted was 5%/22%/73%. Can you work that one out?

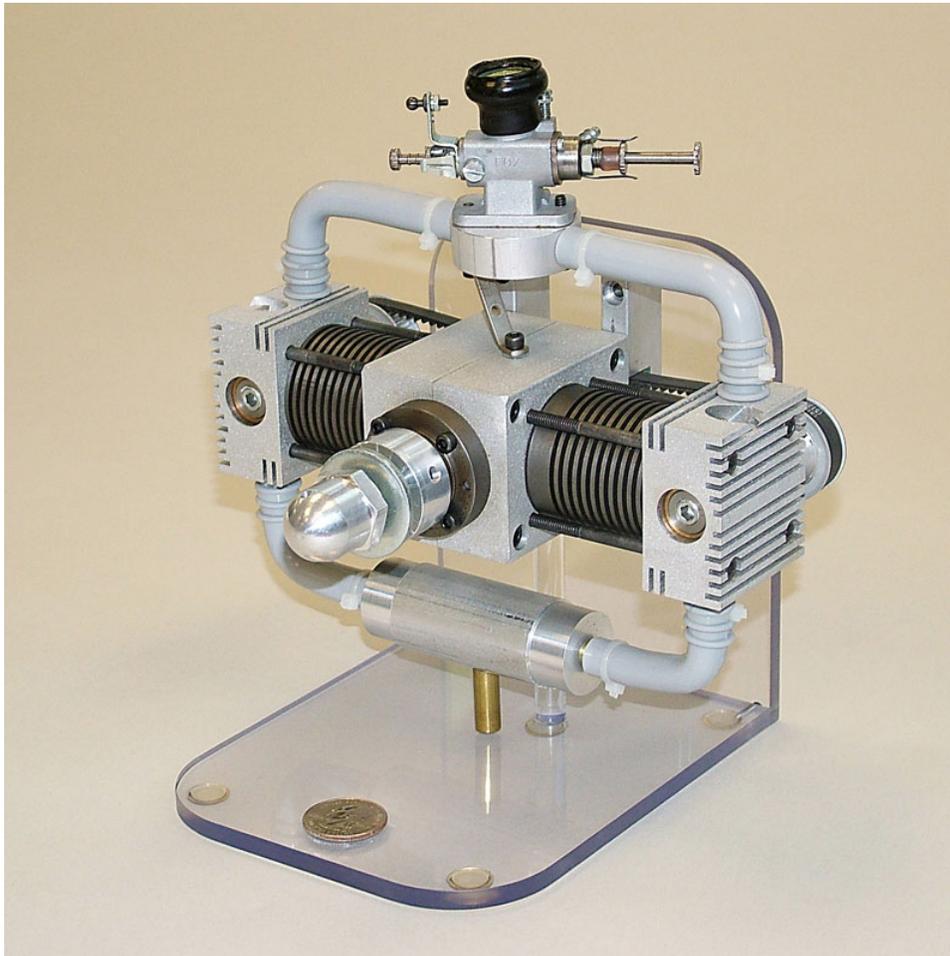
**NOEL JENSEN** and some history: Noel was the fellow who helped us secure our home field flying site at Drum Canyon Farm several years ago. Noel and family lived in the house closest to the field and was caretaker and handyman for the farm. Noel was an RC modeler and flew there himself. He later moved to Montana, taking his machine shop along and we didn't hear much from him after that.

Then farm owner Bill Brown retired and sold the farm to present owners John and Nadine Debruin. We sweated out whether we'd be able to continue flying there, but the Debruin's turned out to be great owners and John was an ultra light flier who sometimes flew a little RC.

**FAST FORWARD** to December 2010. Browsing through The Internet Craftsmanship Museum, I picked up the text and photo item below, showing just what a skilled machinist Noel Jensen is.

**The "Little Dominator" Model Aircraft Engine** was designed and built by Noel Jensen of Montana, circa 1993. L=8", W=8", H=9"

When Noel Jensen needed an engine for his model airplane he drew a couple sketches, went into his workshop and produced a rotary valve, twin cylinder, air cooled engine that he called the Little Dominator. His engineering and machining skills led him to a simple design and efficient powerplant. The engine's one-inch bore and 1.1-inch stroke turns a 16/6 propeller at 6000 revolutions per minute. The engine burns methanol on glow ignition and utilizes belt driven rotary (cylindrical) valves for induction and exhaust.

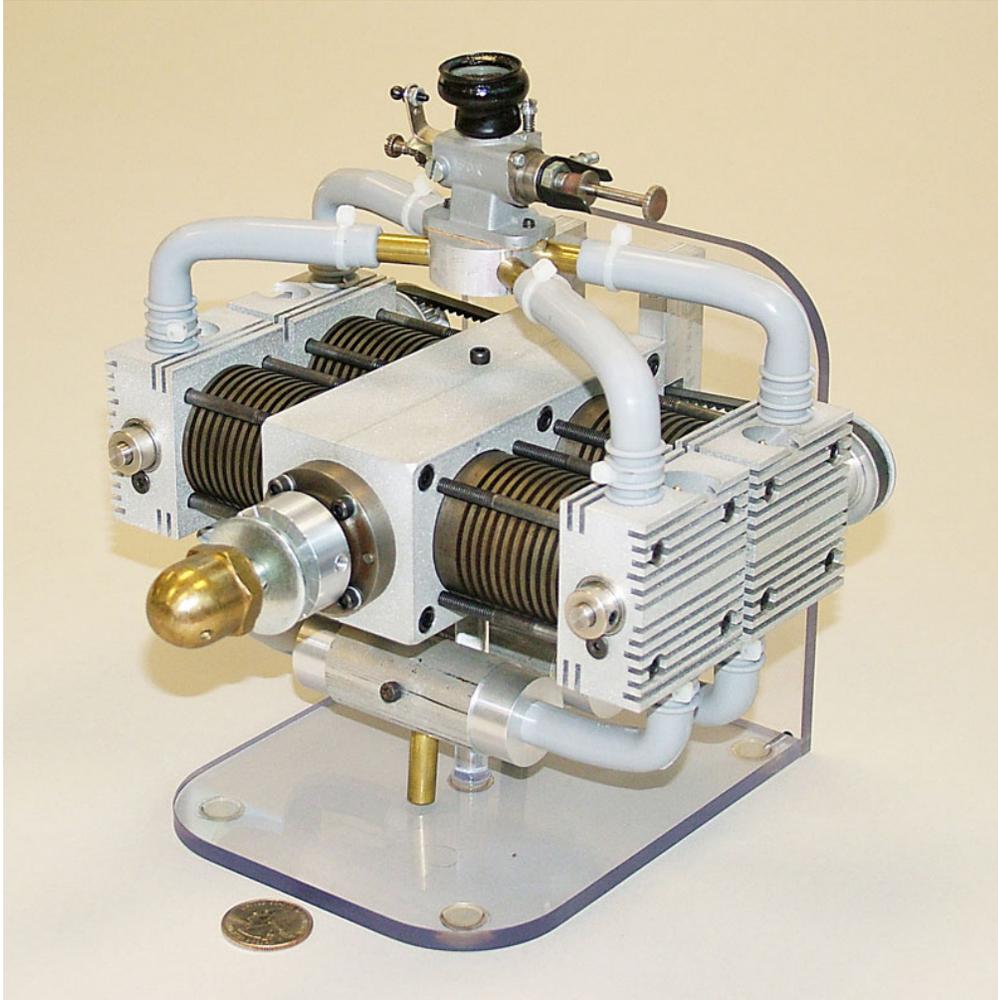


You can see the serrated drive belt and one of the pulleys for the rotary valves at the back of the engine.

Notice how Noel made clever use of rubber exhaust extensions for the intake and the exhaust pipes feeding into the muffer below.

That's a quarter down in front for size comparison. Overall it's a really sophisticated yet simple design.

**BUT WAIT THERE'S MORE.** If a little is good, a lot more must be better.



Here Noel expanded his design to a four cylinder, using the same basic construction.

Both machine screws are holding the carburetor in this photo. You did notice the temporarily missing one on the twin didn't you?

That same quarter again shows size.

**THAT SAFETY WARNING** about staying away from in front or to the side of a spinning prop was reinforced for Ralph Cooke and me at Eloy. I was timing for him and as we were getting ready to launch, the propeller suddenly shed both blades and the unbalanced engine revved high and erratically. Ralph said the prop was new. We didn't find either blade immediately, but later happened on one about 25 feet out front.

**OUR CHAPTER** was well represented on the RC side at the Southwest Regionals at Eloy. Ten of the 19 entrants were members of SAM 26.

**DESERT DRIVING:** Part of my route to Eloy took me down highway 95 at night. That's a lonely desert road paralleling the Colorado River and it has lots of curves and dips. I was noticing that other cars and I were surprising each other with our bright lights as we popped up over the rises and had to quickly dim them, often less than a hundred yards apart. It took a while, but it finally dawned on me that there wasn't enough of the usual haze, dust, smog and general air pollution to produce that halo of light reflection that we usually see before we actually see the other vehicles headlights.

THE 29TH ANNUAL SAM 26 SPRING SEASON OPENER AT TAFT – 2011



Sat. Mar. 26, 2011:

Texaco  
1/2A Texaco  
Combined Antique  
LER class A ign.  
LER class B glow  
LER Class C ign  
Electric Texaco  
OT R/C Glider

Sun. Mar. 27, 2011:

LER class A glow  
LER class B ign.  
LER class C glow  
1/2A Scale  
Ohlsson Sideport  
Brown Jr. LER  
Electric LMR  
Speed 400

SCHEDULE: Registration opens 8:00 A.M. each day. Pilots meet 8:30, with flying immediately after. Last flight airborne by 4 P.M. Sat., 3 P.M. Sunday. .

AWARDS through third place for all events.

We also present perpetual trophies for the following events: The Don Barrick Memorial trophy goes to the winner in class C Ignition, one of Don's favorite events. The Ron Doig Memorial trophy is for 1/2A Texaco, one of Ron's favorite events. The "big" Texaco trophy donated by Charlie Applebaum/Templeton Texaco. And the Sweepstakes trophy for points gathered in all events flown.

ENTRY FEES: \$8/event, \$38 maximum when paid upon initial entry.

NOON BREAK SATURDAY to fly O.T. gliders.

SATURDAY NIGHT BANQUET, at the Ranch House Restaurant, near the Caprice Motel, 200 Kern St. 7:00 P.M. Saturday's awards will be presented.

WE SUGGEST that you check with contest management the week before for any field condition changes.

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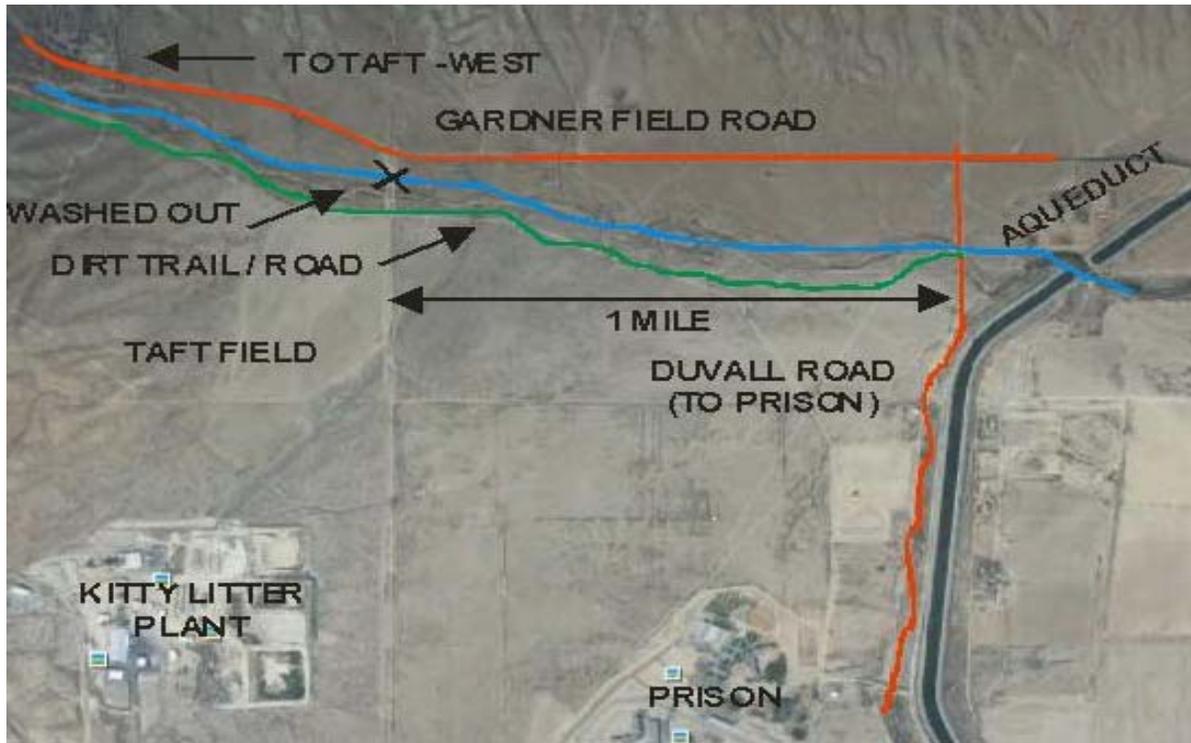
Hi Bob,

Hope you had fun in Arizona; I sure did. Enjoyed talking to you and all the other fliers.

I went to Taft last week and was unable to get on to the field due to the entrance being washed out. I was able to get there by coming in from the east on a dirt road parallel to the main highway. See the attached MS word file which I made up using a Google Earth picture as a basis.

Once you get there the field is still sorta torn up by the local yahoos with their pickup truck and dirt bikes. But the weather is still great. I think it is still the best place to fly.

John Riese



John's note is from mid January, so we're hoping the regular entrance will be restored by late March. If not, I've used that East entrance before and it works. The dirt road (in green) has a few forks, coming back west so you generally want to stick to the right hand ones. That road also may be improved some now that the prison patrol uses it regularly.

**MORE ABOUT RUBBER BANDS:** This was recently plucked from the internet. Some plastic bags aren't suitable for storing rubber bands, while some are.

1. Completely fill a bag with water, and put it into a basin of water.

If it sinks, it contains PVC and is bad for rubber storage. It will rot the rubber in time. If it floats, it is safe for rubber storage. *Keep them all out of the sun when not in use.*

2. Take a clean unused plastic bag and burn it.

If it burns with a clear-edged blue flame, it's OK.

If it burns with a smoky yellow flame it contains PVC and shouldn't be used for rubber storage.

After showing the sample Orange rubber bands (see PG.1) to the guys at the field, Jim Bierbauer had a newer bag of #64's (regular color) that had the same improved stretch characteristics as the orange ones. I stopped by Office Depot on the way home and bought a bag of newer stock from a different (made in USA) manufacturer than before. There is a definite improvement over what I'd bought there before. They might not have the same sun resistance of the orange ones, but I bought the big 1 pound economy sized bag and will not try to use them forever.

**RESULTS-SAM RC @ SOUTHWEST REGIONALS  
ELOY ARIZONA JANUARY 2011**

<b>A IGNITION</b>	<b>SHIP</b>	<b>SIZE</b>	<b>ENGINE</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>TOTAL</b>
1 Bob Hawkins	Bomber	260					8:40
2 Peder Samuelsen	Westerner	480					7:22
3. Rick Holman	Lancer		McCoy .19				3:97
<b>B GLOW</b>							
1 Bob Angel	Stardust Spl.	660	Torp cross flow				9:14*
2 Rick Holman	Stardust Spl.		Nova Rossi				9:10*
3. Peder Samuelsen	Westerner	757					4:50*
<b>C IGNITION</b>							
1 Bob Hawkins	Bomber	1260	McCoy 60				12:55*
2 Rick Holman	Bomber		McCoy 60				11:00*
3 Bob Angel	Bomber	1206	McCoy 60				?
<b>TEXACO</b>							
1 Fred Foster	RC-1	1008					18:21
2 Peder Samuelsen	Bomber	1260					13:23
<b>ANTIQUE</b>							
1 Rick Holman	Bomber	900					12:00*
2 Peder Samuelsen	Anderson	1000					DNFO
<b>1/2 A TEXACO</b>							
1 Phillip Stephens	Bomber	288	Cox				15:55
2 Bob Hawkins	Bomber		Cox				15:19
3 Charlie Applebaum	Bomber		Cox				12:15
<b>E TEXACO</b>							
1 Dave Harding	Stardust Spl.	1050					36:28
2 Luther Peters	Peerless Cub	660					26:20
3 Steve Muskal	Playboy						25:47
<b>SOS ELECTRIC</b>							
1 Jack Hiner	Silver Bullet						21:23
2 Luther Peters	Stardust	200					12:43
3 Colin Widdison	Korda Outdoor						10:51
<b>WAKEFIELD</b>							
1 Eut Tileston	Cleveland Gull						5:05
2 Luther Peters	Gull						?
<b>SPEED 400</b>							
1 Dave Harding							16:89
2 Keith Smith	Airborn	288					16:38
3 Robin Bithell	Brigidier	350					10:94
<b>Elect. LMR</b>							
1 Steve Muskal	Playboy Cabin						18:27*
2 Dave Harding							?
3 Jack Hiner							?
<b>B IGNITION</b>							
1 Bob Hawkins	Bomber	620					11:12
2 Rick Holman	Bomber	490					8:54

\* = Flyoff times

Mornings were cool and flying started late, but by 9 or 10 shirtsleeves were comfortable. Winds were light and just enough to establish positive takeoff and landing directions.

2011 SW REGIONALS OT RC CONTINUED							
	SHIP	SIZE	ENGINE	1	2	3	TOTAL
<b>A GLOW LER</b>							
1 Rick Holman	Stardust Spl.		Nova Rossi				14:00
2 Bob Hawkins	Bomber	450	Nelson				14:00
3 Ralph Cooke	Airborn	460					4:11
<b>B IGNITION LER</b>							
1 Bob Hawkins	Bomber	620					11:12*
2 Rick Holman	Bomber	490					8:54*
<b>C GLOW</b>							
1 Rick Holman	Bomber	900					1080
2 Don Bishop	Bomber	900					1030
3 Fred Foster	Playboy	806					884
<b>1/2A SCALE</b>							
1 Eut Tileston	J2 Cub	271					10:12
<b>BROWN JR LER</b>							
1 Bob Hawkins	RC-1						8:43
2 Phillip Stephens	Folly						6:56
3 Bob Angel	Kloud Queen	830					6:26
<b>O&amp;R SIDEPORT</b>							
1 Bob Hawkins	Bomber	1260					17:06*
2 Bob Angel	Clipper MK I	678					16:37*
3 Rick Holman	RC-1						?
<b>PURE ANTIQUE</b>							
1 Bob Hawkins	Bomber	1260					16:21*
2 Bob Meyering	Bomber	1220					13:49*
3 Phillip Stephens	Bomber	1207					10:00*
4 Bob Angel	Bomber	1206					9:23*
5 Rick Holman	Bomber	1220					8:07*



This must be the preparation for the “McBomber “ antique flyoff.

McBomber is the short name for a McCoy 60 powered Bombers which many fliers prefer because they can compete effectively in two classes, thus eliminating transportation problems. Doug Klassen photo



Keith Smith designs AMA sailplanes and has flown in those events for some time, but I believe the Eloy event was probably his first SAM competition.

He hails from Canyon Country California.

Here he poses with his electric powered Airborn.

Keith attends with a big friendly dog that's everybody's friend. But he's careful to keep him on leash and away from the airplanes. Sorry but I forget the pooch's name.

Photo by Doug Klassen



Would you believe there are actually four guys flying in this tight formation?

It seems that Fred Foster (with transmitter) is the only one who doesn't see the ship at the moment.

Not to fear though, he has lots of help from his friends.  
Bob Angel photo

**DUES TIME:** There are still some unpaid's for 2011. It's like pulling teeth each year to get every last one to ante up. We're still furnishing the most information for the fewest bucks, so let's let Treasurer Jim Bierbauer get this part of his job completed for the year by mailing him a check for \$15 payable to SAM 26. Jim's address is on the front cover. A few guys such as Dan Carpenter routinely add a few bucks to the kitty each year, for which the Chapter is beholden. We run a tight ship money wise, unlike our highly overpaid local and national politicians.

**THE JIMMY ALLEN POSTAL** results finally came through. The good news is that our chapter finished "on the podium" in third place. The bad news is that there were only three groups entered this year. SAM 27 won with 983 points, the Flying Aces Cactus squadron of Mesa Arizona was second with 728, and we finished with 646. Our three man team consisted of Jim Elliott, Hardy Robinson and Jim Bierbauer. Perhaps more pre-event publicity, including rules and dates needs to be published for this year, if the event is to thrive once more.

Robert L. Angel  
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