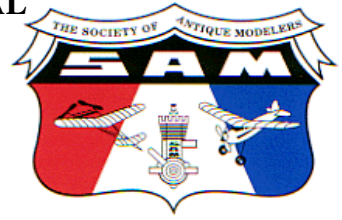




**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF  
ANTIQUÉ MODELERS JANUARY 2020 #346**



**DICK FISCHER-PRESIDENT**  
215 ARABIAN WAY  
ARROYO GARANDE CA 93420  
805-489-4078

**JIM BIERBAUER-SEC/TREASURER**  
519 W. TAYLOR ST. #381  
SANTA MARIA, CA 93458  
805-928-0918

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

---

**THE NEXT CHAPTER BUSINESS MEETING** should occur on or about February 8 in Santa Maria. Anyone close enough who would like to attend, please verify date and location a few days in advance with any of the characters listed above.

**THE DECEMBER MEETING** was our annual Christmas banquet held at Pepper Garcia's in the Santa Maria Airport terminal building. The dining itself went well and Dick Fischer won the new Anderson Spitfire engine, donated some time ago by Roy Hanson for the specific purpose of increasing attendance. However having won before, Dick generously donated it to Phil Bernhardt who'd driven the farthest, having come up from Long Beach. Since Dale Tower was a passenger with Phil, we also managed to dig up a nice Arden and presented it to him.

**MARK YOUR CALENDAR**, if you haven't done so already, for our John Pond Commemorative annual OT RC contest, coming the weekend of March 21 & 22; the third and fourth days of spring. The contest flyer was in the last issue. We've moved it earlier into the former spring contest period to avoid conflicts between the SAM Champs and another fairly nearby contest. We're hoping for better attendance as a result.

**We're abandoning** the fall contest date, but might consider a less structured gathering at Bakersfield in sort of a fun fly atmosphere.

**EVEN THE AMA** is discontinuing events. I'll flag this item for the many who don't read Model Aviation from cover to cover. The long standing trade shows, more recently known as the AMA Expos', became history last year. Both the East and West shows have been overtaken by internet advertising and sales to the point where the shows have dwindled and are no longer profitable.

**DUES REMINDER:** We still have several members who haven't mailed their modest dues payment for the current calendar year. You know who you are, so why not take care of that matter now by writing a check made payable to SAM 26 for \$15 and mailing to Treasurer Jim Bierbauer at his address at the top of this page. Don't overlook the unit #381 in his address.

**WE LOST A MEMBER:** I'm not sure if he's deceased, moved, or has been abducted by aliens. If anyone knows the fate of **Ken Durant**, of #2 Split Mountain Rd., Wofford Heights, CA, please let your Editor or Treasurer know. He's been receiving paper newsletters, but the last edition was returned as not deliverable or forward-able. And his phone is deactivated. A couple years ago, a wildfire came very close to his house, so we hope he has just relocated as a result.

SOUTHWEST REGIONALS MODEL AIRPLANE CHAMPIONSHIPS  
2020 RESULTS

<b><u>A Ignition LER</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Ed Hamler	Airborn		Shilen OT	200	
2	Bob Angel	Bomber	340	Elfin 2.5	155	

<b><u>B Ignition LER</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Ed Hamler	Airborn			609	

<b><u>C Ignition LER</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Bob Angel	Lanzo Bomber	1206	McCoy .60	1044	
2	Rick Holman	Lanzo Bomber	1260	McCoy .60	1004	
3	Bob Meyering	Lanzo Bomber		McCoy .60	979	

<b><u>Pure Antique</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Bob Angel	Lanzo Bomber	1206	McCoy .60	1104	

<b><u>Ohlsson Sideport</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Rick Holman	Benny Boxcar		O&R .60	480	
2	Bob Angel	Torpedo II	671	O&R .60	LOF	

<b><u>Spirit of SAM</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Jim Wiseman	Riser Rider			13:07	
2	Jack Hiner	Crusader			11:32	
3	Bob Galler				6:40	
4	Jack Hiner*	Wren			10:55	
	*Can only win one entry					

<b><u>1/2 A Texaco</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Ed Hamler	Airborn			9:26	

<b><u>Texaco</u></b>		<u>Plane</u>	<u>Area</u>	<u>Engine</u>	<u>Score</u>	<u>Flyoff</u>
1	Jack Hiner	Airborn	1929	Laser .80 FS	11:06	

Weather was quite mild and comfortable for a wintertime contest

<u>Electric Texaco</u>		<u>Plane</u>	<u>Area</u>	<u>Motor</u>	<u>Score</u>	
1	Jack Hiner	Airborn		NEU	35:16	
2	Jim Wiseman	Leisure Bomber	630	Astro 10 G	35:06	
3	Phil Pearce	Lanzo Bomber	630		32:20	
4	John Poco	Boxcar			23:08	
5	Bob Galler	MG-2	425	Turnigy	20:32	

<u>Electric LMR</u>		<u>Plane</u>	<u>Area</u>	<u>Motor</u>	<u>Score</u>	
1	Jim Wiseman	Bomber			1126	
2	Bob Galler	Fubar			812	

<u>Wakefield Class Electric LMR</u>		<u>Plane</u>	<u>Area</u>	<u>Motor</u>	<u>Score</u>	
1	Jim Wiseman	Hereward		Speed 300 G	787	
2	Bob Galler	Eugene II	205	Speed 300 G	429	
3	Richard Dick	Gull	275	Speed 300 G	339	

<u>Speed 400 – 60 / 10</u>		<u>Plane</u>	<u>Area</u>	<u>Motor</u>	<u>Score</u>	
1	Walt Angus	Fubar	375		838	
2	Jim Wiseman	Fubar	375		639	
3	Richard Dick	Kerswap			462	

<u>Speed 400 – 90 / 10</u>		<u>Plane</u>	<u>Area</u>	<u>Motor</u>	<u>Score</u>	
1	Larry Jolly	Ichabod B			1119	
2	Walt Angus	Fubar	375		1054	
3	Jim Wiseman	Fubar	425		900	
4	Rick Holman	Fubar	375		836	
5	Bob Galler	Fubar	375		685	
6	Richard Dick	Kerswap			562	

THE RC AREA HAS BEEN MOVED ALMOST A MILE CLOSER TO THE FREE FLIGHT FLITELINE SINCE YOUR EDITOR HAD LAST ATTENDED. THAT WAS SAID TO BE DUE TO LOSS OF FLYING PRIVILEGES IN THE LARGER AREA TO THE SOUTH.

THIS PUT A FEW FF SHIPS DRIFTING INTO THE RC AREA, BUT ON THE PLUS SIDE, THE ROAD INTO THE RC AREA FROM THE PAVED ROAD WAS SHORTENED CONSIDERABLY.

<b><u>Speed 400 – 120 / 10</u></b>		<b><u>Plane</u></b>	<b><u>Area</u></b>	<b><u>Motor</u></b>	<b><u>Score</u></b>	
1	Jim Wiseman	Fubar	425		1200	
2	Larry Jolly	Ichabod B			1066	
3	Rick Holman	Fubar	375		951	
4	Richard Dick	Kerswap			704	
5	John Poco	Benny Boxcar	400		1048	

<b><u>Spirit of SAM</u></b>		<b><u>Plane</u></b>	<b><u>Area</u></b>	<b><u>Engine</u></b>	<b><u>Score</u></b>	<b><u>Flyoff</u></b>
1	Jim Wiseman	Riser Rider			13:07	
2	Jack Hiner	Crusader			11:32	
3	Bob Galler				6:40	
4	Jack Hiner*	Wren			10:55	
	*Can only win one entry					

<b><u>Electric Gas Replica</u></b>		<b><u>Plane</u></b>	<b><u>Area</u></b>	<b><u>Engine</u></b>	<b><u>Score</u></b>	<b><u>Flyoff</u></b>
1	Bob Galler	Clipper MK II			817	
2	Richard Dick	Viking	200		633	
3	John Reynolds	Clipper Gladiator			552	

<b><u>Old Time Glider</u></b>		<b><u>Plane</u></b>	<b><u>Area</u></b>	<b><u>Score</u></b>	<b><u>Flyoff</u></b>
1	Jim Sneed	Sinbad 93"		1118	
2	Larry Jolly	Thermal Siffer		1007	
3	Ed Hamler	Kane		637	
4	Richard Dick	Thunder King		540	
5	Bob Galler	Sailwing 100"		290	

<b><u>Woodie Glider</u></b>		<b><u>Plane</u></b>	<b><u>Area</u></b>	<b><u>Score</u></b>	<b><u>Flyoff</u></b>
1	Larry Jolly	Mirage		1200	
2	Bob Galler	SD 100"		737	
3	Walt Angus	Wanderer		710	
4	Rick Holman	CG Glider		61==	

Events Not Flown by anyone:

- A, B, C Glow
- Antique Glow
- ½ A Scale
- Brown Jr.

Entrants: 14    Flights 154

Thanks to Walter Angus for getting results out promptly. Walt sent them to all fliers with the following note:

- Thank you for attending the SAM RC contest near Eloy. We flew all 3 days with generally good weather each day and on Sunday had a great steak and potato dinner provided by Ann Maly. Thank you Ann.
- The event was attended by 14 flyers and the weather could not have been much better. Saturday we had a little breeze but not too bad with temps in the high 60's followed by two days in 70's with light winds.

Cheers,

**Walt Angus**  
**SAM Secretary Treasurer**



Here's a shot of the RC activities, with either Bobby Meyering or Rick Holman taking off from the left. The FF fliers in the background may look a little closer than they actually are due to the telephoto lens. That looks to be Jack Heiner in his swivel chair at the far right.

Free flight is far from dead – as long as there’s a place to fly!



The FF turnout was as large or larger than your Editor remembers from the last trip to Eloy. I took this in mid afternoon Saturday, when a breeze came up, but was still flyable for the RC guys. The free fliers had anticipated it and got their flights in earlier.



Here are a couple of examples of a neat fairly new style of folding swivel chair suited for the OT flier. The one on the left came from “Glide Gear” and the one at the right from Cabelas. Jack Hiner is more than a six footer himself and favors the taller more heavy duty chair for easy in and out. I think it’s the one from Cabelas.

These are especially useful for RC fliers who have a touch, or even a more severe case of vertigo, especially when flying almost straight overhead. I get a little vertigo and after taking off standing up had often asked a timer to put a chair behind me to plop into when the ship was well overhead. Rick Holman made a good suggestion to just place the chair a footstep away from the launcher pedal and launch from a sitting position. Works out well.

**SPEAKING OF VERTIGO:** This sounds a little weird, but here's my interpretation of what legitimate medical people (i.e., Johns Hopkins, etc) claim: They begin with the idea that you have hollow spots inside your head filled with liquid and surrounded by little hairlike sensors. This is in the heads' computer area that observes, senses, and regulates head and body position.

As we age, the liquid thickens from maybe less than SAE5W to SAE 30W or even higher viscosity. So the liquid gets more slushy and the computer slows; leading to slower readout upon changing your head and body position. This results in vertigo, and or dizziness. Actually they define those two items in separate terms, in which vertigo makes the world seem to spin around you while dizziness makes you seem to spin around in the world.

To top that, the medics claim that little crystals reside in your head and creep out of place into labyrinths (tunnels and crawl spaces) and hollow spots, worsening the whole problem, which results in Benign Paroxysmal Positional Vertigo, or as they term it BPPV.

There are several physical maneuvers designed to let the crystals creep back into their proper resting place. Physical Therapists administer these treatments, but there's also a lot of "do it yourself" instructions on the internet, which seems more practical since some exercises need performing three times a day for a limited time period. Of course the toughest maneuver will be sifting the useful information from all the "False Positives" inserted by the thousands of outfits trying to make a living off the internet.

There are a number of different variations of the positional maneuvers if you surf the net. A couple of the more popular ones are the Canalith Repositioning Exercises and the Epley Maneuver. There's also a Semont Maneuver and even a ½ Somersault, in which you almost end up standing on your head.

(Off the subject): Sometimes I ask little kids, especially the peskier little rascals, if they can stand on their head. If they answer No, I offer to stand on it for them.

(Back on track): Why are looking at all this in the first place? Well if you're flying your model it might get high overhead causing you to fall down. You can probably just get up, dust yourself off, and ignore the laughter, but your model could crash.

Whether or not any of the preceding works for you, if you're dizzy in the head, it might be simpler to just get one of those swivel chairs from which to fly your model.



We look south from the FF area, with RC lined up in the background. Apparently it takes lots of equipment to fly a small rubber model.

**FUEL FILTERS** are (were) simple little plastic things, which at one time you could buy in packages of three for a couple of bucks. I got interested when I saw a Tower ad for this Saito engines fuel filter.



Item L5JFBL02F. Tower Hobbies had the Saito engines fuel filter for sale @\$15, or 2 for \$28.30. At first glance, I thought that at that price, it surely included a rotary fuel shutoff. Alas, no – that black arm is just a mounting bracket. Maybe we should hold a design contest for a potentially useful filter/cutoff.



**Jim Sneed** flew this Sinbad for a win in the Old Time Glider event at the SWR. Jim is a relative newcomer into SAM competition.

**OK ENGINES** is selling inventory and will be closing permanently on February 28.- Again.

**BOB GALLER'S SPARKY:** Those who read the OT column in Model Aviation may wonder about the bit of errata in the February column, describing Bob's SOS ship. Obviously it isn't powered by a spark ignition engine. The little blooper came about when I submitted the caption with the word "Sparky" which was edited into "spark ignition powered" by a well meaning Editor who obviously thought I was using Sparky as the slang reference for spark ignition engines.



## **Proposed Guidelines and Flight Rules for Classes A,B and C Electric LMR**

**SAM 21** member, **Brian Sargent**, has been gathering flight data and input from various sources in an effort to make participation in at least the 'Electric Limited Motor Run' event more straight forward and understandable for the average modeler, and to provide a more relaxed level of competition for modelers who are more interested in having fun than they are in becoming 'electrical engineers'. The following is his first 'cut'... Your comments are invited at: [b.h.sargent@gmail.com](mailto:b.h.sargent@gmail.com) or call: **408.656.3662**

Entries shall be an electric powered SAM old timer design having a minimum of **8 oz. per square foot**.

Electric motors may be permanent magnet, brushed, brushless, direct or indirect via gear/belt speed reduction drive. No folding props. Scaling is allowed to a max of 120 inches.

The **three classes** will be:

**Class A:** minimum wing area of **225** sq. in. to a max of **450** sq. in.

**Class B:** minimum wing area of **451** sq. in. to a max of **675** sq. in.

**Class C:** minimum wing area of **676** sq. in. to a max of **1470** sq. in.

The batteries (LiPo) to be used for the 3 classes is a part of this project that is yet TBD.

For now the sizes are:

**Class A:** 2S1300 mah

**Class B:** 2S2200 mah (One size battery per class)

**Class C:** 3S1800 mah

**Motor run** time is also a TBD but for now it is set at **45 seconds**.

Maximum Flight times will be:

**Class A:** 7 min

**Class B:** 8 min (Same flight time as LER class events)

**Class C:** 9 min

Models shall ROG. Motor run shall be continuous. Scoring will be best 2 of 4 flights.

*Reprinted from 2016 September SAM21 Clipper.*



**THE LAST WORD:** SAM 21 proposes to expand electric events to include three LMR events. There's little doubt that electric power is becoming more dominant, even in SAM. Rick Holman and I were lamenting the fact that at our last contest, there were only three of us flying ignition engines, out of 14 entrants. Mike Clancy distributed copies of the proposal from the previous page for comment, and introduced it with the following (condensed) comments:

Electric power is becoming the most popular power source for old timers. The proposed rules are for LMR only. They'll put electric in line with ignition and glow systems. They'll give pilots a choice of airplane sizes. Currently, only very large ships are really competitive. These rules should bring out competitors who for a variety of reasons prefer smaller ships. We'll try out these rules at the fall SAM 27 Crash 'n Bash. Please let me know what you all think.

Mike Clancy, SAM 27 & SAM Western V.P. mikelsfv@comcast.net or 415-328-5334

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

