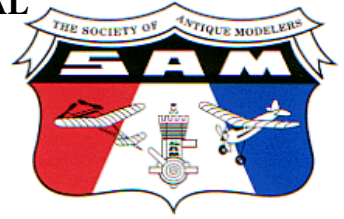




**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUÉ MODELERS. APRIL 2020 #348**



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THE NEXT CHAPTER MEETING should have occurred in early April, but due to the flu epidemic and stay at home orders; we're just keeping in touch by telephone and E mail. There isn't much happening here at home base anyway with chilly weather, the 65 mile one way commute to fly and the stay at home recommendations. And our members in the rest of the country aren't a lot better off.

WE HAD TO CANCEL the date for the spring annual due to the virus outbreak. We tried to get out timely notices to everyone who had recently attended or was likely to attend. More than a week before the contest there were all kinds of event cancellations, so everyone should have either gotten the word, or asked. We had AMA post our cancellation notice on their web site, which was quickly followed by a similar string of cancellation notices from all over the country.

WELCOME TO BOB GALLER as a newly joined SAM 26 member. Bob has been commuting to our Bakersfield contests lately from Rio Rancho (Albuquerque area) New Mexico. He's been doing a good job of promoting OT glider for some time. More recently he got a promotion from Regional Vice President to President of SAM. This came about after Allen Heinrich resigned for health reasons.

WE FURTHER WELCOME JIM SNEAD who joins us from Cypress California: Jim is an accomplished sailplane flier who has been recently getting into SAM flying. Jim and your editor had competed in sailplane contests in the past, but with the large entry lists back then, had never gotten well acquainted. At the Southwest Regionals in January we spent some time together, recalling mutual friends and event histories. Jim won the OT glider event at that meet with his Sinbad.

COVID 19: Two questions: A. Since the virus is the only thing you can hear or read about in the news, has all the other garbage they've been feeding us daily been meaningless all along?
B. covid 19 caught the medical and emergency establishments totally unprepared with no plans, equipment, quick paths to vaccine development, etc. Does that mean they'd learned absolutely nothing from covids one through eighteen?

THE SCHMAEDIG STICK is a Carl Schmaedig design from 1937, putting it in the Antique category for contest purposes. It spans 84 inches with an area of 986 square inches, which allows a glow engine of up to .44 cubic inches to be used, so a .40 makes a reasonable choice. The stick enjoyed a brief run of popularity in SAM after our chapter ran a one design contest for it. Here on the Central Coast, we had enough active local fliers at the time that we initially produced 7 standard sized sticks and flew them for several years. More were built later.

I like the design because the simple crutch engine mount allows various auxiliary mounts of ¼" plywood to be bolted on top and a number of engines to be used just for the heck of it, or for competition purposes. I ran McCoy 60's, O&R sideports and front rotors, and leaving the spark equipment in place ran OS and K&B 29 and 40 glow engines.

My first stick came to a spectacular end after the factory changeovers to narrow band RC equipment. The new factory supplied receivers used different connectors and Futaba supplied extension cords to mate old "G" connectors to "J". The factory had to produce thousands of those cords on short notice and many turned out to produce faulty connections. There are no doubt some of those old connectors still around and they should be discarded.

If you should get interested in building the stick, you may have a hard time locating the listing in the SAM directory of eligible models. It's listed there as "Flying Stick" instead of the term Schmaedig Stick, which we popularized years ago. That was with the intent to distinguish it from the Lanzo Stick, as well as other stick models. It would be well if someone would cross reference the ship as "see Flying Stick" in the SCH alphabetic section of the directory.



THE STICK pictured came over from the land of OZ (as you can see from the AUS. I.D. number) to fly in one of our earlier SAM Champs at Boulder City NV. Sorry, but the gentleman's name escapes me. His simple color scheme pretty much matched the one I'd used.

Bob Aberle, a prolific builder and plans draftsman, later published a scaled down electric version of the stick. I helped him a bit with that project, and helped answer an accusative letter he received criticizing the covering of the stepladder type stick fuselage. Chet Lanzo had not bothered to cover the fuselage of his stick, so the letter writer apparently felt that no stick should ever have the fuselage covered. The Schmaedig Sticks had remarkably good competition success early on, which may have been the root of the fellows' problem. Leaving that draggy area uncovered makes no sense, both performance wise and due to the near impossibility of keeping it clean and not oil soaked. The accusation pointed out that the plan instructions didn't mention covering that fuselage area. Part of the response to that was that the instructions didn't mention covering the wings either, but it seemed like a good idea.

I'll have to admit that much of the Stick's early success had much to do with just keeping the engine running. While there were large numbers of contestants in those earlier days of SAM; most had not found or rediscovered the secrets of running engines, especially the sparkers. Many events were won by engines that were not necessarily the hottest, but those which ran consistently for the time allotment.

Later on, as more transistorized ignition systems were used, performance improved all around. It took a while, but most SAM fliers learned to deal with ignition and fuel systems for the hotter engines. And I believe the spread of good technical information through our newsletters, SAM Speaks, etc.; had a lot to do with many of us learning useful lessons that were not readily available in such easy reach those many years ago.

THE O&R 23 EVENT: I later built a smaller Schmaedig Stick scaled down to the required 450 square inch (minimum) size specified for the new O&R 23 event. A couple of years later, an arbitrary rule change decreed that scaling was no longer allowed. That change was made without going through the SAM By-Laws rule change procedure. As you can imagine, the change made most of the existing models ineligible overnight and greatly reduced the available new choices.

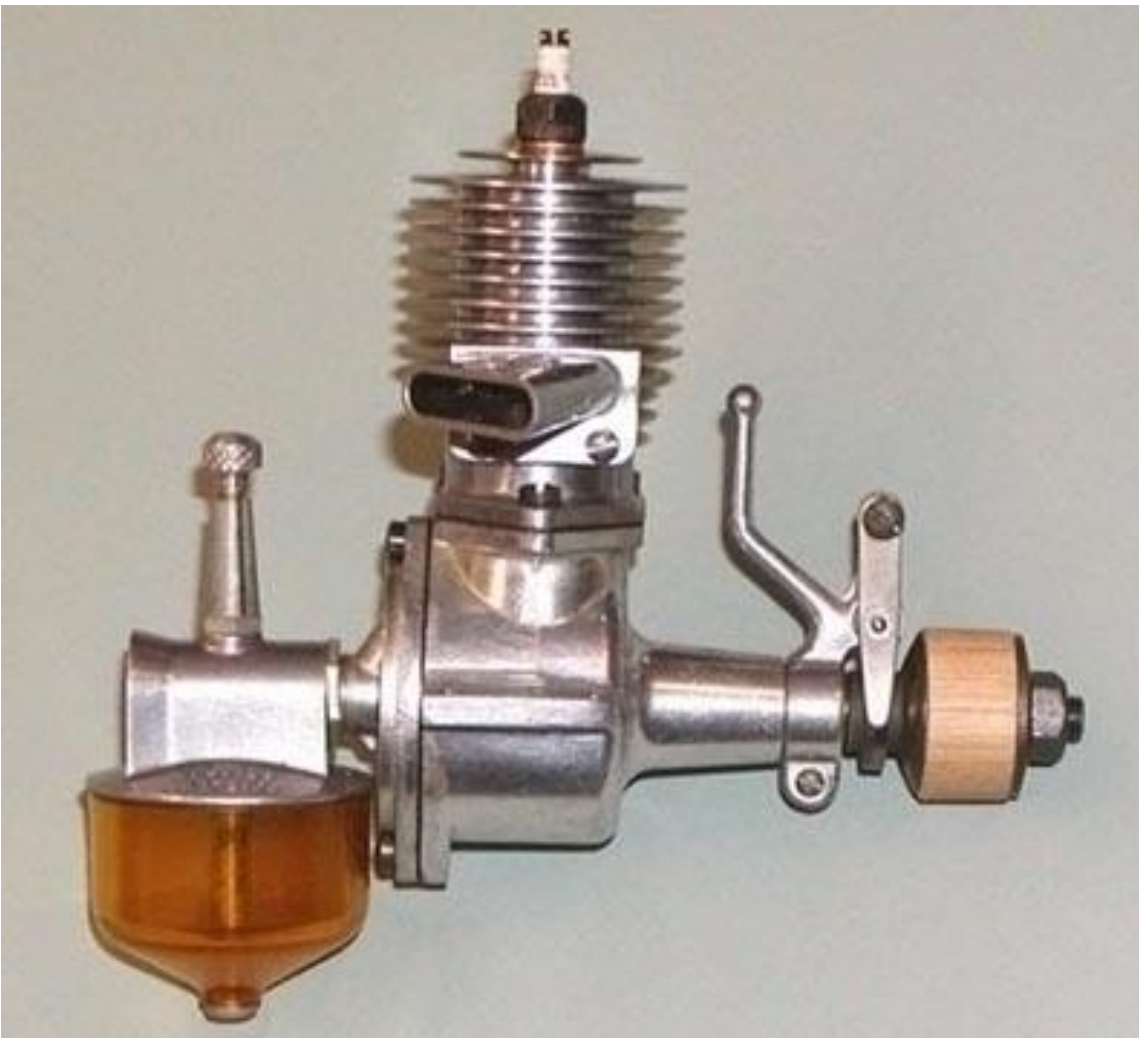
Most of us didn't bother to build new ships and the event lost momentum. The orphaned stick still hangs on my garage wall and may get a flight or two in every few years. Besides the O&R 23, I've flown it with O&R 19's, and the nice little Hornet 19 repro engine, and even a McCoy 29. Recent attempts at revival of the O&R 23 event have yet to regain the original interest. That's kind of a shame because of all the 23's currently available on EBay, and the fond memories many of us had of that engine.

VEGETARIAN: An ancient tribal name for the village idiot who can't hunt, fish or light fires!

CAMPING: Where you spend a small fortune to live like a homeless person.

INTERNET ENGINE SALES: I check in on E bay regularly, if for no other reason than to admire the many engines or versions thereof which I'd never before seen or heard of. (Yes I can almost hear my old English teacher lecturing me from her grave about using a preposition to end a sentence *with*). But how else you gonna say it? It's seems sort of clumsy to say "an engine of which I had never before heard".

Anyway, it would appear that engine prices are rising back toward former levels. Maybe yes, maybe no. Lots of relatives are selling off former collectors estates, and many of these un-knowledgeable people are posting ridiculously high prices with the equally ridiculous statement that something as common as a Cox reed engine or an old McCoy 35 stunt engine is "rare". I suppose some of these ads may "catch a fish" once in a while, but most of them go unsold. One downside of this is that the E bay sales are cluttered with re-runs of unsold engines, wasting everybody's time. But if you don't have a suitable engine and would like to enter one of the Ohlsson and Rice special events, there's no better time, as the 'net seems almost cluttered with O&R's for sale. Same with Cox 049's suitable for 1/2A Texaco



THE ROCKET 45 pictured is one of my favorite engines even though it's not a hot competitive type. I always consider it to be a sort of a Jules Verne design that Captain Nemo would have used during a rest and recreation stopover on a remote island.

For some reason, a higher than usual number of these engines are still found in their complete and unblemished state. Were most just bought for their looks and never used? Actually they start easily and run well, so would make a good choice for sport flying. That timer is a marvel of simplicity which can be left alone, never seeming to need adjustment for gap or dwell.

I did brush up against a small problem with a Rocket once, where a former owner had lost the tank retaining screw. That screw threads up into the hollow intake tube. A slightly longer screw had been substituted which closed off the fuel pickup holes near the bottom of the tank. The engine would fire on a prime, but there was no way it was going to run until the problem was located and that screw was shortened.

These engines were made by May Motors, named for owner George May. They were made with several variations, but all in basically about the same displacement and overall configuration. There were even race car variants and water jacketed versions for model boats. The American Model Engine Encyclopedia shows pictures of 11 different versions. They were manufactured in Detroit, and you may have heard the unusual story about how General Motors bought out their name during introduction of the Oldsmobile "Rocket" 88.

The only Rocket I recall seeing fly was in a Texaco ship built by a friend. He sometimes likes to string people along. One day at Taft, the perfect opportunity came when a fellow asked about the unusual engine. He was told that this engine was probably the best kept secret for SAM competition, and the drum rotor intake was similar to what's being copied by the hottest modern racing engines today. The story spinner allowed as how he was just flying it in Texaco to get it broken in until he would unleash it for LER competition.

SAM RAYBURN at the SAM Champs? Years ago the Speaker of the U.S. House of Representatives was Sam Rayburn; a well-known name in politics over the years. Sam had passed away in 1961 but his name was still frequently in the news as the longest serving speaker.

I believe this event occurred at the 1992 Champs in Lawrenceville IL. I was walking down the neatly arranged line of shade tents along the edge of the full scale aircraft ramp when I overheard a group of ladies conversing under a canopy. One said "I wonder if that might be SAM Rayburn the former Speaker of the House?" I glanced back at the swinging door of a neat white cargo trailer which I'd just passed. Large visible lettering spelled out Sam Rayburn.

I couldn't resist joining the ladies conversation and assured them that yes, the speaker of the house was a model hobbist and was here competing. I also confided that he'd been signing a few autographs whenever he returned to his trailer, and they could probably participate if they were so inclined. What they didn't know, but I'd seen walking by, was that the trailer had two rear doors swinging open in the middle and they were seeing just the nearest one. The second door completed the Texas fliers' favorite home area location, which was Lake Sam Rayburn, a good fishing reservoir North-East of Houston Texas. I spent the final couple of days at the contest avoiding those ladies.

HINGE SLOTTING: I'd discovered a structural flaw in a Ben Buckle kit design. Unfortunately I found it while in the air. One thing led to another and now I'm building a new empennage for the Ben Buckle ship.

Here's the best way I've found to locate each hinge at exactly the same height on each half, and also to fine tune the exact width you need to allow the adhesive to be most effective.

Use a drill press with a slitting saw. I think I've remarked before that if I could only have one power tool, I'd pick a drill press. Mine is a 60+ year old Craftsman floor model. A benchtop model is also totally adequate for our work. But a floor model handily supplies its own bench and leaves a place to stack boxes of stuff below. As we all know, a shop never has enough horizontal work space.

The slitting saw was plucked out of my Dremel type rotary tool supplies. It's not quite big enough to reach all the way in, so I have to finish with one of the many hinge slot digger tools. Have you noticed how so many of the supplied Dremel tool accessories are just cheap easy to make items that never get used? I have a large impressive looking kit of little drum sanders, tiny odd shaped stones, etc., most of which never get used. It boils down to a half dozen items which came with or were added to the original tool. Slitting saws for these tools are a bit scarce.

The slot height can be easily set for the saw on the drill press, and as long as you have a flat bottom empennage, all the slots can easily be made at the same height. In this case, I also wanted each slot gap to be a little thicker for the hinges I was using. That's easily accomplished with the presses' Vernier adjustment to a different height and sawing into each slot again.





WHAT HAVE WE HERE? This potentially useful item is a fuel filter with a built in primer. It popped up unannounced on the computer screen in an ad for Apex RC products. Apparently it has a one way valve at the tank end, allowing you to give that little rubber bulb a squeeze, sending a primer shot to the engine. A bit pricey for a fuel filter at 12 bucks, but free shipping.



This slightly improved version includes a mounting screw and is 50 cents cheaper. Go figure! Maybe just a knock-off version from one Chinese factory to another.

Now if they'd go ahead and add the fuel shutoff feature they'd double the usefulness once more. Maybe a US supplier should start that one.



This sharp looking Mayfly was a Carl Snyder 1940 design'. It has a 60" span.

This one was built by Jack Jella, as exhibited at one of the SAM Champs concours.

Jack was a spark plug for the Salinas California area Modelers RC club, and was an OT free flight flyer.



Here's Jim Sneed, one of our two new chapter members.

This was taken at this year's Southwestern Regionals.

Jim holds his winning Sinbad OT glider.

I believe this photo was one by Lisa Meyering.



And this is Bob Galler, our other new member with his nicely finished Record Hound..

This photo was taken at the SW regionals a few years ago by Doug Klassen.

Bob Builds lots of different types of models, including sailplanes and electrics.

You can also see Bob in action in the February Old Timers column of Model Aviation, launching his Sparky SOS model.



And here we have Rick Holman explaining to Bobby Meyering what he should have done differently, punctuating it with a slap up alongside the head. Bob Holman approves in the background. Lisa Meyering caught the action at last year's Bakersfield contest.

As we ease away from Corona Virus restrictions, maybe we'll be able to go flying again soon. Still, the news may continue to be gloomy over the economic fallout from the mass giveaways. **But speaking of economics**, *The Tooth Fairy Index* confirms that the value of a baby tooth isn't what it used to be. For the second consecutive year, the average monetary gift left behind by the Tooth Fairy was less generous. In 2019, it fell 43 cents to \$3.70, on average.

There are regional differences. West Coast Tooth Fairies are, typically, more generous than Midwest tooth fairies. The regional numbers for 2019 looked like this:

- \$4.19 was the average payout on the West Coast. Down 66 cents from \$4.85 in 2018.
- \$3.91 was the average payout in the South. That's down 21 cents from \$4.12 in 2018.
- \$3.75 was the average payout in the Northeast. Down 60 cents from \$4.35 in 2018.
- \$2.97 was the average payout in the Midwest. Down 47 cents from \$3.44 in 2018.

The first baby tooth lost continues to command a higher value than other teeth. It was worth \$4.96, on average, across the country. The non-monetary benefits of impending Tooth Fairy visits can be significant. They may include: 1) early bedtime in anticipation of the visit; 2) joy when compensated for a lost tooth; 3) a chance to discuss the importance of oral hygiene; and 4) the opportunity to teach kids about saving.

THE FINAL WORD: We need to get flying again if we're to get back to reporting more technical stuff. With an almost 1 in 10 flight meantime between failures, we gather our experience mostly on the flightline. There's one downside to the more flyable weather here on the left coast. I for one seem to spend more time repairing than building new stuff. But I suppose with social distancing, it's a good time right now to try living like those who have actual weather, and consider it to be the building season.

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