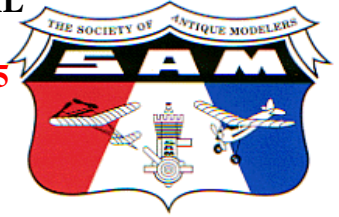




THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUÉ MODELERS. **SEPTEMBER 2021 #365**



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NEXT CHAPTER MEETING will probably be an impromptu affair at the John Pond commemorative contest to occur October 23 & 24. The flyer was in the previous newsletter, but if you need to know more regarding field directions, Motel's etc., let me know at samrcflyer@verizon.net.

UPDATES on the John Pond Commemorative contest:

If you think this is getting complicated, try running a contest today, especially while complying with the ephemeral politics of the current flu epidemic.

A FREE RAFFLE will occur once more at the meet. Each person registering will be awarded one free raffle ticket with no other tickets to be sold. At the drawing, each winner in turn will select a prize, and their ticket will be retired, so others have a better chance. Prizes will include mostly engines and kits. Most will be SAM or collector related, some will be contest competitive.

To reduce flu transmission possibilities, we'll continue to minimize paper handling. Instead of issuing conventional two piece raffle tickets, we'll just number single tickets, say 1 through 19, if there are 19 entrants. Each number drawn will correspond to your sign-up number on the AMA entry form (Flight Safety Declaration). So you don't even have to touch a ticket or save the stub. The last time we did the two piece ticket thing, there were a couple of mix-ups.

We'll do the raffle Saturday afternoon to reduce our own administratin' and confusion for those who like to quit early Sunday and head home, or who choose not to Motel it and stay over for Sunday. We can just quietly draw a ticket at a time, and notify the winner to come select a prize. If you plan to appear on Sunday only, you can still get in on the raffle by mailing me your check early, for at least \$10 bucks, and if you're a winner, someone will pick your prize.

If you're at all interested, but not on the event's "possible attendee E mail list", just let me know at samrcflyer@verizon.net and I'll add your name to the roster for further updates before the event. You can ask questions, or make suggestions to the CD's or the group.

AN IMPROMPTU SWAP MEET will also be tolerated (welcomed, actually) at the contest, so bring along anything you'd like to sell, donate, or whatever. There's lots of sheltered table space, so no cost for that. You might even consider adding to the raffle items.

EPOXY PAINTS: My final task on a recent repair job was repainting a couple of small areas with white epoxy paint. From information filtered through Dick Fischer, who is doing lots of painting on his full scale project besides models; the KlassKote guy claims that his products are compatible with the now obsolete Hobby Poxo line. He also told Dick that the epoxy itself doesn't deteriorate if well sealed, but the hardener does have a shelf life.

Dick also passed along another good clue that you should use only wooden paint stirrers, not screwdrivers and such. It seems metal scratches through the thin tinfoil on the can, causing maybe rust or other problems which will deteriorate the paint for any use later.

I have a mixture of old HobbyPoxo and some newer KlassKote paint products. I've disposed of the Hobby Poxo Hardeners, and now use only the KlassKote hardeners, thinners, etc.. For this project, I used some well-sealed Hobby Poxo that was 24 years old per the black sharpie pen note on the can. There was no problem.

I've tossed a few such older cans, as they let you know if any air has gotten to them, or they've otherwise aged out. They'll have a film, or even an odd color about them instead of the same smooth consistency as new, and the pigment will not all mix in as it should. If you're frugal, you ignore most information about throwing away anything that's old, but test and decide for yourself. You not only save a buck, but you often save time in acquiring a substitute.

The technical term is "saving string". Those of us born during the great depression remember the balls of string (we called it twine) most households saved for use on other packages. And sometimes a ball of tinfoil was also kept, although I don't remember a darn thing that it was ever used for, other than comparing its size with that from another household.

Besides the economics of using up old paint, it's nice to be able to go through a half dozen colors already on hand, and find that you don't have to hold up the job while adding a purchasing project.

I used one of the little 1 ounce clear mixing cups, calibrated in both cc's and milliliters (same thing) for accurate 1:1 measurement of the paint and hardener. Then the mix was poured into one of the sturdy wide based glass yogurt jars that Mike Myers described in the September 2020 issue of this newsletter. The yogurt is Yoplait's "Oui" brand available at supermarkets.



That Heavy wide base glass yogurt jar is a good container for brushed paint. Doesn't tip or spill easily.

The Cox .049 is for size comparison.

CLEANUP: I'd somehow collected four old quart cans of solvents which I tested to clean up the yogurt jar for re-use. The remaining paint was dumped into a container destined for the local hazardous waste facility. Then each solvent was tested for cleaning the brush and jars. All containers had been opened before and some used, so I have no idea which was older, or if aging made any difference, but there were noticeable differences in effect.

One was original Hobby Poxxy brand thinner, which oddly enough was one of two least effective in the cleanup. The other least effective cleaner was Sears #62034 Epoxy and lacquer thinner. Solvo brand Acetone was a little better, but best by far was Ace Hardware brand Pure High Strength Lacquer Thinner. Makes me suspect the Ace brand might work well as a thinner for either HobbyPoxxy or KlassKote.

I used a brush this time, but those cheap foam brushes, which are available in packs of 6 or more at the 99 cent store, among other places, can just be discarded. I've used foam brushes successfully with epoxy paints, but found some other paints will dissolve them. So test a few drops onto the foam first before possibly dissolving the brush into a fresh batch of paint.

JOHNATHAN RICHMOND, son of the late John Richmond paid a visit and presented me with one of his dad's ships that had some light crash damage and needed some repair and TLC. Most of Johns model stuff has been resold, or otherwise redistributed, but there is one more ship that Johnathan would like to donate to someone willing to finish the build. It's the nice large scale Newport pictured below. We who have seen John's work, know it's of high quality.



I'm not sure, but would guess it's a Proctor kit. If you'd like to take on the project you can contact Johnathan at jgrichmond@gmail.com. Johnathan lives in southern CA, so transportation of this big ship would be a consideration.

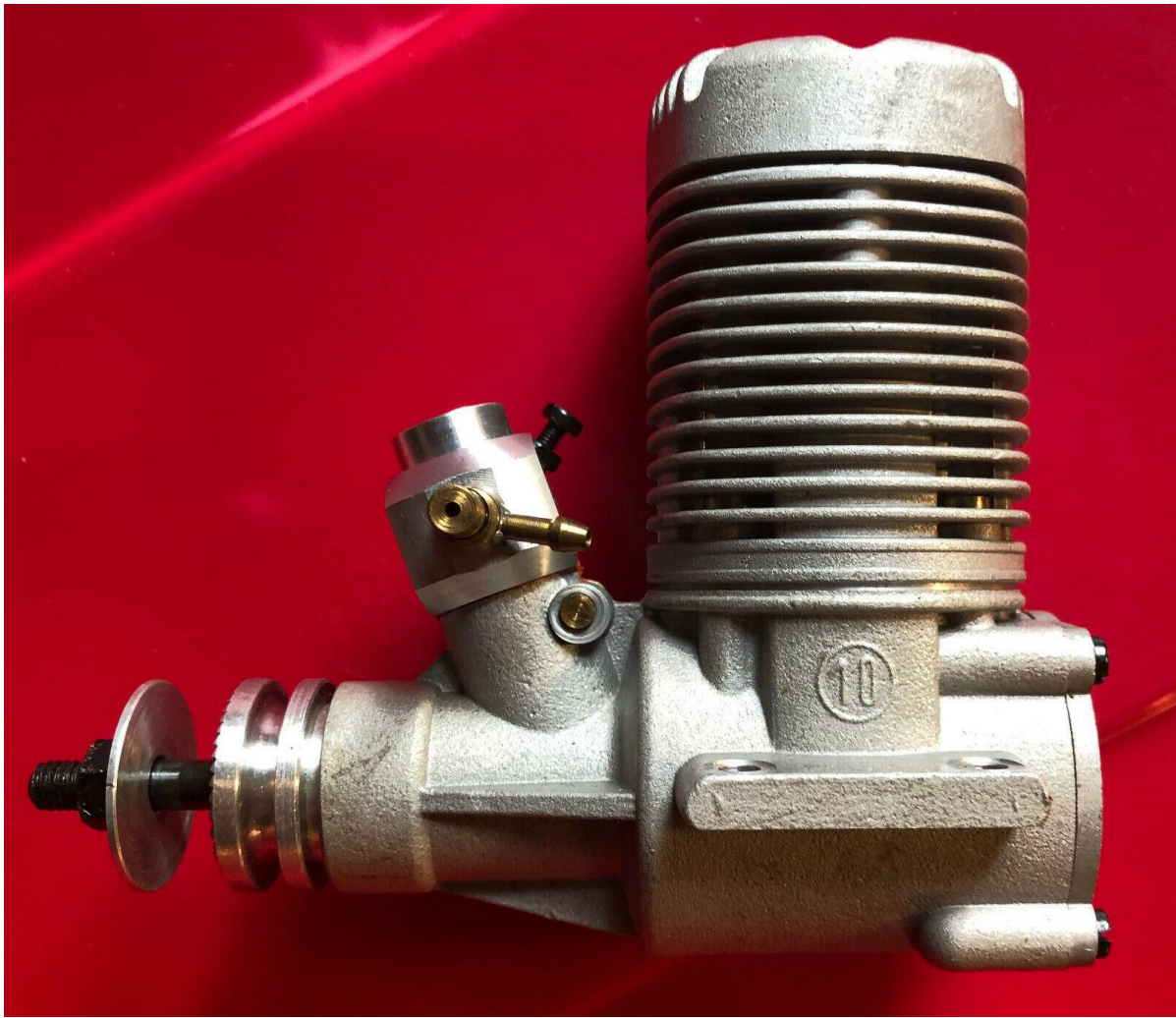
NEW ZEALAND, as you might expect, has far less people pollution than New York City, so there are still really nice flying sites like this which haven't been taken over by houses, shopping malls, high rise offices, roads, parking lots, wind farms, solar facilities, etc. But unfortunately, weather is everywhere and the report said that after weeks of sunny calm weather, the conditions changed just in time for their **Vintage RC championship** event held last April at Awatoto NZ, which is on the East coast of the northern island..

But the hardier souls flew anyway while others gave support and socialized.



The photo above was labelled "Part of the Awatoto site before the masses arrived."
And the photo below was taken a day or so later.





NOT A .10 C.I., but a 10CC, or 60 sized MVVS engine. A good illustration of a rough finish, which some might pass up for a better looking smoother one. But – it's doubtful that there's a cooling problem even with those relatively small cylinder fins. That surface roughness might add 10% or more to the cooling area. But excess cooling in some areas isn't always a good thing, as a warm bottom end can help fuel vaporization.

If even more cooling was needed in the cylinder area, a black anodized finish would provide it. These engines, like many others with rough outside finishes are well machined internally, where the action takes place.

SILLINESS: Policeman: "Step out of the car please".

Driver: "Sorry officer, I'm too drunk; you'll have to get in".

SERENITY: You're sitting peacefully in a beautiful park, enjoying the solitude, and sounds of nature, when along comes a clod who plops himself down on the bench beside you and starts a chatty conversation. What to do?

SUGGESTION: Just look straight ahead, and quietly ask "Did you bring the money".

DELONG 30: An underrated engine? Plus a little history.

This review came from the SAM 600 Chapter of Australia via their Thermaleer newsletter #65

1946 DeLong 30: This engine is not yet included in the current MAAA list of engines for '38 Antique. It is an affordable engine to use, unlike the small "Orwicks" that are listed, but are too rare and expensive to use.

DeLong and Steele started making engines in 1939, they were front rotary in .29 and .35 sizes. In 1940 the engine had the venturi on the right side of the shaft. Developments resulted in the Cannon 300 and 358 introduced in 1941.

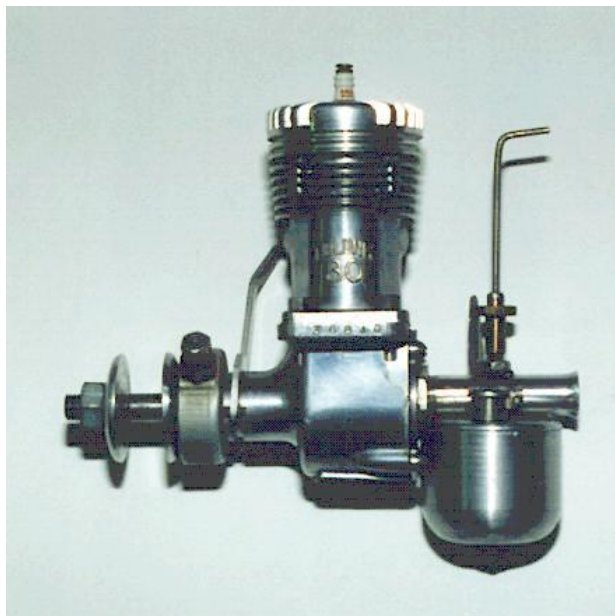
After the war in 1945, DeLong quickly introduced a sand cast motor, sold as the DeLong 30, now using rear disc induction. The company was called Super Motors Inc., based in Cleveland, Ohio.

In 1946 a die cast crankcase and outer cylinder was introduced; the engine still being quite rugged with a weight of 8ozs. The piston was made of alloy steel with a Meehanite liner. The motor could be increased in capacity to a .45 size if needed.

The engine was certainly built to last. In the instructions they state- "At the factory they are run-in by electric power for an average of four hours, and they are run-in on their own power for a half-hour. Our gas tank is made of aluminum to accommodate all types of hot fuel. Due to the fact that the sleeve is hard Meehanite and the piston hard tool steel, its top performance may not be reached until after 6 or eight hours of running".

Both Bill Britcher and myself have bought these engines, none have shown any sign of wear. The only real weak point is the pressed timer assembly. It uses a large fiber block with adjustable point. The fiber block tends to break if the nut is too tight. It can be fixed with a washer (steel) under the point, holding the block together. It does not like to run too fast, it seems best on a 11x6 wood prop, which it turns at about 9,000 revs (see Photo). It has very good power for its capacity.

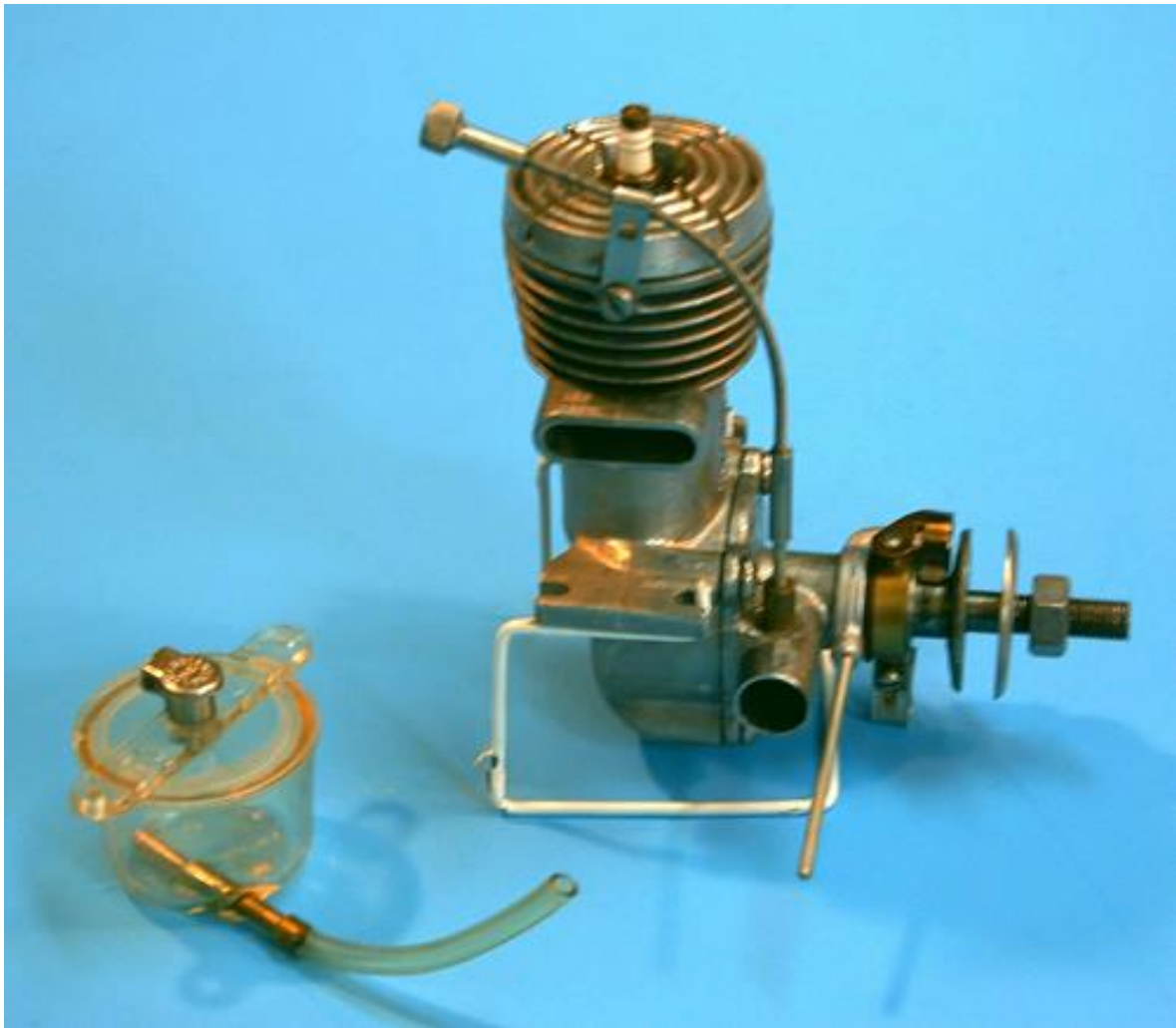
Regards, Don Howie



Delongs never got to be quite as popular as some others in their class, although they were generally recognized as good performers.

Those mounting lugs being raised well above the crankshaft center line might have been a detraction. And combined with the low slung fuel tank might make the engine a little harder to fit into a snugly cowled FF or CL ship.

I can recall a few SAM fliers using them successfully; usually more so in FF than RC.



THE CANNON 300 mentioned in the DeLong article is pictured above. The cannon .358 would look identical from this angle. That needle valve setup was a good safety item to separate fingers from props and it works with surprising smoothness.

I've always liked this engine because, like the Rocket engine, the design is different and looks like something Jules Verne would have designed for Captain Nemo's use while topside.

I like to run engines, but I've never run either a DeLong, or Cannon. Both engines seem to have hard pistons and cylinders with smooth, but tight tolerances. I suspect it would require lots of running and/or some fine abrasive lapping to get them up to peak performance.

THE SAM CHAMPS RAFFLE generated enough revenue to fund the banquet according to SAM President Bob Galler. Several of the kits donated to SAM 26 by Charley Applebaum made it back East to the raffle. And some more will be given away during the upcoming Pond Commemorative event.

MORE FROM NEW ZEALAND:

MY Cavu is finished and was test flown yesterday. Rough CG check. It only needs 45% power for take-off and I will add mix to counter full throttle looping. On full throttle it climbs well with 1400 & 2200 3s(*electric batteries*). Hoping to use it for Duration & Precision. E-Texaco may be possible depending on the ability of a 3s 350mah to get it up there, will use separate Rx battery.

Barry Hall

Cavu (Ceiling And Visibility Unlimited) was designed by Ken Willard. Its plan first appeared in the April 1938 M.A.N. Ken Willard will be remembered for his "Sunday Flier" column which ran for over twenty years in *Radio Control Modeler* magazine. His "School" series of designs (*School Boy, School Girl, School Master, etc.*) was popular. Less memorable, perhaps, is that Willard in 1962 flew what was then the world's smallest RC model, and then in 1972 changed tack and flew what was at the time the world's largest RC model.



Here's the current 1/2A Texaco postal trophy. It's been quite a while since SAM 26 possessed it, and we're not sure whether it's just been enhanced by additions to the original wooden base, or whether a new trophy was generated when it was dedicated to Frank Ehling from the original plain old postal event.

This year's event is open any day from now until through November 30 and as usual is hosted by last year's winner, SAM 114 of Western Ohio.

US 1/2A Texaco rules apply, and fine details should be available from Dennis Sedlock at dsedlock5657@att.net. Also send results to Dennis no later than 5 December.

*** STOP PRESS ***

NEW BRITISH RECORD

As we go to press a very tired Brian Lever has been in touch to say that he and the team have made the attempt on the British flying electric control line models for 24 hours from two circles on the 21-22 June 2021.

“The British Record is secured! We managed to have achieved an airtime of nearly 28 hours as the clock struck 10.00 the following morning.”

Not only is this a new record but money has been raised for St Pega's Church in the Cambridgeshire village of Peakirk to

replace the lead roof that was stolen. It is not too late to donate to this endeavour, go to Brian's page on the Just Giving charity site

www.justgiving.com/fundraising/Brian-Lever

Brian will give us a full report next month.



The British record setters flew at Peakirk Village Green, which is adjacent to St Pega's Church, to enable the local community to become involved.

THE FINAL WORD: I'm really pushing the envelope this time by barely getting the issue out via Email on the last day of the month. Next month will probably be a repeat as I hope to include results from our late in the month contest. But we don't guarantee an every month delivery, which is why we just progressively number each issue.

As of yesterday neither SAM Speaks Editor, Roland Friestad, nor I, had received any SAM Champs photos. The demise of the original chatty SAM Talk makes it a little harder for quick communication among ourselves. I wonder if we couldn't just set up our own list of interested persons, and bring back a chat room without having to rely on outside providers?

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