

**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF ANTIQUE
MODELERS. NOVEMBER 2011 #260**



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NEXT CHAPTER MEETING will be our Christmas dinner meeting. Oops - pardon me, that's our *Holiday* dinner for the politically correct. Jim Bierbauer has made the arrangements once more. It'll be at the Radison at the Santa Maria airport, Sunday December 18. Meet in the lobby lounge and arrive by 6 PM so we can get in on the early bird specials. If you'll be attending, please give Jim your headcount. You folks from outside the local area would certainly be welcome also.

ELECTIONS are supposed to be held at our October meeting. This is normally a low key affair in which everybody knows their job and everybody keeps their appointed seats. But once every few years, we play musical chairs after someone gets stressed out from the incessant demands of office. I was at the meeting, but don't remember if the elections took place or not. This year it was so low key that I might have slept through it. Nor did a couple of others remember. Anyway, unless you hear differently in the near future, I won't even have to bother changing the above masthead.

DUES TIME: Since we're in a club management mode, annual dues can be sent to the Treasurer this very day, even though you won't technically be in arrears until January 2, 2012. Why not beat the year's end rush by writing out a check right now. We've decided we can still keep the modest dues structure at \$15 for the coming year. Please make the check to SAM 26 and send to Treasurer Jim Bierbauer at the address above. There, wasn't that easy.

CONTEST SEASON ends locally with the just completed John Pond Commemorative. The first big deal of 2012 will be the Southwest Regionals at Eloy Arizona **January 14-16, 2012**. After that we'll open the California RC season at Taft with our spring annual on **March 24&25 2012**.



SPACE: You want space? Well here it is at Eloy Arizona. Those dots are actual people on the actual RC flight line. Do you see the curvature of the earth?

But it isn't as lonely as it looks. Just behind the camera is a long line of vehicles, lots more people, and a beehive of activity

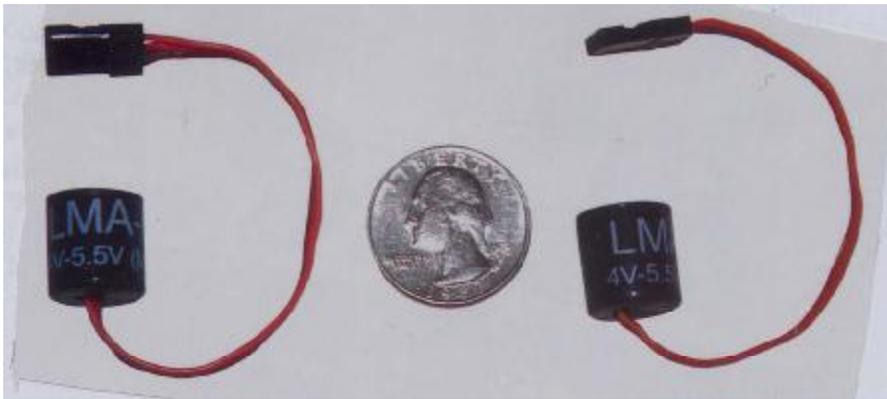
HITEC TRANSMITTER PROBLEM: Stephen Boucher sent this warning and solution. "If you open the case on your Eclipse 7 Transmitter you will find that the printed circuit board that has the metal multipoint connector that contacts to your module is "glued" to the rear cover with silicone glue. This glue can come loose allowing the contacts on the PC board to make intermittent contact with the module. THIS IS NOT GOOD! You can solve this problem by drilling thru the PC board in two places and installing two small screws to hold the PC board and its contacts firmly in place on the rear cover. Don't ask me how I found this out. Steve.

Lost Model Alarm: Did you catch this item on Pg 15 of the November Model Aviation? The tiny gadget emits an 85dB sound to help find your **RC** model should it go down in bushes, a corn field or anyplace where you can get within a couple hundred feet or less, but can't see it. It sounds ideal for Muncie, but it could also be useful at Taft and other fields where you might otherwise walk right by it when it's behind a bush, in a tree, etc.

It's light enough at 3.5 grams (about 1/8 oz.) and cheap enough at \$7.99. There are 2 models, both powered by a 4 cell receiver battery and drawing almost no current (1 MA) until it's activated.

The model LMA-P is activated **P**assively after receiving no transmitted signal for 1 minute. The model LMA-A can be **A**ctivated by the pilot from any available extra channel. The maker lists only the website to place orders at present. It's www.lostmodelalarm.com.

This little gadget would no doubt be needed more for our light weight high flying models than it would be for the general RC community, so I'll be testing and reporting on them in the near future. Meanwhile, I contacted owner Nik Dobrinski and got permission to list a street address and prices so any of us not on the internet might order directly with a check by mail. Price is \$7.95 for either model, plus \$1.99 for postage, whether just 1 or any number is ordered.



Nik Dobrinski
228 Country Club Dr. #C
Simi Valley, CA 93065



Here's a shot from our local SAM 26 flying site at Drum Canyon Farm.

The takeoff and landing area is behind and left of the camera.

Jim Bierbauer attends to his four stroke powered Bomber with his O&R powered Kloud King waits for its wings.

Moving toward the camera we have Steve Remington's Anderson Pylon and Playboy, both with O&R power, small and large.

Hang on – here’s more about the **lost model alarm**. Just as I was wrapping up the newsletter, my units came in the morning mail. So I rushed out to the shop and did some bench testing.

First I checked weight on a digital scale and found the 3.5 grams to be as advertised. They are amazingly small little cylinders about ½” in diameter and ½” long. The 3-1/2” long connector wire is about all you’d ever need, because the units could fit just about anyplace. The connector wires are color coded like HiTecs’, with yellow being the signal, red (middle wire) positive and brown negative. The brown negative equates to Futabas’ Black. They’ll work fine with any RX using modern universal connectors.

I plugged the LMA-P (passive) unit in first, switched everything on including the stopwatch and waited. At one minute, plus or minus 1 second, the unit started beeping. It beeped at a rate of about 1 second on and one second off. I moved the transmitter stick and it shut off. It had re-set itself, and after another minute of no activity, it started beeping again. Switching the transmitter off (simulating signal loss) started it beeping immediately.

Next I plugged the LMA-A (active) unit in and it began beeping. It switched off and on with stick movement, (on only the channel it was plugged into). But like the passive unit, it also began beeping immediately when the transmitter was turned off. You’d want to plug this active unit into a two position switch channel, such as a retract channel. And you’d need to be alert not to accidentally switch it on while flying, or the extra current, while low at 20 MA, could help deplete a small capacity flight battery during a long Texaco type flight.

You’d probably want to connect the “P” model into your most active channel with a Y connector. The aileron (rudder on an OT model) channel would be a good bet. They don’t seem terribly loud, but the intermittent beep would let you know immediately what you’re hearing.



And here’s our alternate field which we use when the farming activity (hay, cows, chickens, etc; gets too intense on the other side of the highway.

There’s more room over here to stretch a hi-start in any direction.

But we don’t have our handy service tables on this side.

Street Poll taker to passer- by: “Do you think our country is becoming more ignorant and apathetic?”

Joe citizens’ response: “I don’t know and I really don’t care”.