

SPECIAL
POINTS OF
INTEREST:

- T-34 RACES
- BIG BEAVER
- CRAZY IVAN
- ELECTIONS
COMING UP

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Sam Says. . .

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When the Races Came to Town

Contributed by Dennis Stanley

Saturday morning August the 10th brought grey skies, calm winds, and twenty one pilots eager to show they have the "Right Stuff" to fly fast and turn left.

This is the fourth year we have been honored to host the Triangle Series pylon races at our field. These races are held seasonally each year and consist of a group of pilots and their support people from the Central Valley and South Bay that travel to race at several club sites through out the racing season.

The racers compete in three classes of World Models T-34 Mentor airplanes powered by stock O.S. ASX or Thunder Tiger .46 motors. No modifications to the airplanes or motors are allowed and all pilots use the same fuel so as to eliminate anybody spiking their gas. One other class with only four entries was run and that was the .40 War Birds unlimited. In this group they are able to run any brand .40 size engine stock, or modified with fuel of their choice. The airplanes must be any WW 2 type fixed gear aircraft that resembles a fighter of that era.

Activity started early as few of the pilots were running some practice laps to get the feel of the course. Racing started a little after nine and continued fast and furious until the noon break. After lunch the racing picked backup as did the wind with the final heats run for each of the three T-34 classes plus the unlimited War Birds.

The winners of each heat move on to compete again until all heats are run. Then, the best of the best, run against each other in the Trophy Races. This gets real exciting when you have 5 equally matched pilots and airplanes screaming around the course wing and wing, neck and neck to the finish line.

On several occasions the sometimes wee bit of daylight seen between speeding airplanes closed to darkness as several planes went down in midair's.

At the end of the racing an awards ceremony was held with trophies given to all 1st, 2nd and 3rd place finishers. We then held a raffle and gave away two gallons of fuel to secondary ticket holders and a new World Models T-34 ARF to the grand prize winner. All-in-all a fun and exciting day was had by the pilots, spectators and staff. And, a special congratulations to our very own Dan Noland on wining 1st place in T-34 Silver competently assisted by his wife Alice.

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A little of the action at the T-34 pylon races. There was one female pilot—pictured right behind the post.

The 1/4 Scale Beaver

by Bob McGregor

1/4 SCALE BEAVER

WINGSPAN—144"
 LENGTH—95"
 HEIGHT—29"
 WEIGHT—44 LBS
 POWER—RCS215
 RADIAL ENGINE
 PROP—BIELA 30 X 12
 3—BLADE
 SPPINNER—5"
 TRU TURN
 WHEELS—7"
 SKYLITES
 UNIONVILLE HOB-
 BIES SHORT KIT
 PAINT—NELSON
 POLYURETHANE

PAINT SHCEME PAT-
 TERNED AFTER
 N194B BELONGING
 TO DON RATCLIFF

FULL SCALE BEAVER

WINGSPAN—48'
 LENGTH—30' 3"
 HEIGHT—9'
 EMPTY WEIGHT—
 3000 LBS
 GROSS WEIGHT—
 5100 LBS
 POWER—P&W
 R-985 450 HP
 CAPACITY—6 PAX
 OR 2100 LBS
 CRUISE SPEED—
 143 MPH
 RATE OF CLIMB—
 1020 FT PER MIN

When I retired in 2006 I was fortunate to be given a RCS215 five cylinder radial engine as a retirement gift. I was blown away by that generosity, but then I had to decide to what firewall I should attached the engine. Many of you saw the engine run on the test stand at the field. I didn't have an airplane big enough for that engine, so the search begun for what to build around the

big radial. I considered the Beech Staggerwing, the Cessna 195 and the DeHavilland Beaver. Even considered a Waco. After looking at the advantages and disadvantages of each and finally decided on the Beaver since it was a natural to put on floats, and I really like float flying. I did obtain a set of plans for a 30% Cessna 195 which I still might build someday.

Unionville Hobbies near Toronto had a kit for the Beaver, but by the time I made up my mind the kit had been discontinued. There evidently were a lot of large foam parts in the kit. The person that did the foam cutting for Unionville died and nobody else could be found that would cut the foam parts in the small quantities needed by Unionville. That is about the time I decided to order the kit – and guess what? You guessed it! None were left on the shelves. I was able to find a phone number for Unionville (they did not sell direct, only through dealers) and called them. I learned they were redesigning the kit without the foam. I decided to wait for a while to see if it became available in a reasonable amount of time and, to my surprise, it did! The kit consisted of a good set of plans, a few cut out parts (very few) and all the materials to complete the aircraft. The wing ribs all had to be cut by hand from 5mm foam



The build started with the fuselage. Unfortunately I did not take as many pictures with the build of the Beaver as I did with the Duck, but there are a couple of shots of the fuselage. As you can see the side is built on the 5 mm foam board with all the framing glued onto the inside of the foam board.

Photo by Robert Shaver



SAM SAYS. . .

Continued on Page 3

Aliphatic glue (Titebond or equivalent) is used for any gluing to the foam board as CA will dissolve it. All parts of the tail section with the exception of the pieces mentioned above are cut by the builder.

Then came the wings. The entire rib was cut (from foam board), then sliced vertically so the two pieces could be butted into the plywood spar. Smaller pieces were cut off the aft ends to become the ribs for the ailerons and flaps. Interesting construction materials, light but strong. The plans showed the wing being covered with either cloth or film. Since the full scale Beaver is not a rag wing airplane I chose to sheet the entire airplane. The fuselage is sheeted per the plans, but not the wings. I sheeted the wings with 1/16" balsa. After the sheeting was completed the entire airplane was covered with 1.4 oz. fiberglass. That added a little strength (and weight) to the 1/16 balsa sheeting on the wings, but also gave me a good surface for painting as well as a water resistance since the airplane will eventually be on floats. The paint used was Nelson Hobbies water soluble polyurethane. This paint was originally developed for boats and can be brush applied using a foam brush as well as by spray gun. I chose to brush it on since I really don't have a good place to spray paint.

The aircraft utilizes 10 servos – one on each aileron and flap, one on each elevator half, one on the rudder, one on the tail wheel, one for the choke and one for the throttle. When the floats are installed two more will be added – one for each water rudder. The rudder servo is the Durant Direct Drive setup. I would have liked to use that setup for the elevators, but the horizontal stabilizer was too thin to accommodate them. I used two LiFe batteries for the receiver and servos with a Fromeco



Wolverine paralleling switch. The Wolverine will switch the entire load to one battery if the other fails or drops off rapidly for any reason. The electrical system is monitored with a Voltmagic system monitor. The ignition is powered with a LiFe battery on a 5 volt 42 Percent regulator since the ignition on the RCS 215 is designed for a 4 cell Nicad or NiMh battery pack.

The kit also came with a fiberglass cowl which I originally thought would completely enclose the engine. I did not realize how fast the Beaver cowl tapers toward the front, so to accommodate the rocker arms 10 slots had to be cut in the cowl. That really turned out to be a blessing disguise since the rocker arms are supposed to be lubricated the first flight of the day, and about every 10 flights the valve lash is supposed to be checked. The cowl, however, does come off quite easily



by taking off the prop and unfastening 6 cam-lock fasteners. The kit came with music wire for the landing gear which I did not like. I ordered aluminum gear from TNT. Yes, that too added weight. It weighed three pounds. I cut a couple of lightning holes in it where it attaches to the bottom of the fuselage, which eliminated about 0.4 pounds. The completed model weighs in at 44 pounds. The wheels and landing gear account for 4.5 pounds and the engine 12.5 pounds.

R/C Subterfuges *by Crazy Ivan*

Last month I wrote about landings and stretching out your glide. This month I'll add a little safety element where as you can purposely make your approach too high and then sideslip to hit the brakes and land. To learn sideslips begin with only using a little rudder. Effectively you will have to learn to control a crooked aircraft. I recommend beginning with a left sideslip because an aircraft usually wants to stall left; strange as this sounds it makes sense because if you're holding left rudder you will have to be banked to the right to compensate. However, you should first learn to the side that you feel most comfortable with. Take it upstairs and apply $\frac{1}{4}$ stick left rudder at reduced throttle and hold it. You will need to maintain a right (opposite) banked attitude and probably will need some up elevator also to fly in a straight and level direction. The craft will be skidding left (or right) as compared to its true flight path and will look to be comparably nose high. See if you can control it with held rudder input for a full circuit around the field, I'll bet you can without much practice as it's not as hard as it first seems. If this gives you trouble, practice flat turns using only rudder and opposing ailerons as needed to remain level, a little up elevator may be needed because (usually) the rudder tends to push the nose down during flat turns. Note; if flat turning left, it is more stable to allow the craft to be slightly banked left too and vice versa for flat turns to the right. In other words bank the aircraft left or right @ about ten degrees and then apply much rudder in the same direction and maintain your 10 degrees of bank angle by applying and holding opposite aileron. Note; even more up elevator will be required here because the rudder in this banked position is positively pushing the nose down. Practice until you feel comfortable. It does feel kind of strange at first because you'll be cross sticked (cross controlled) and holding up elevator (with most aircraft, they will all react differently). Once you have mastered this you can try descending in a slip with the power off, but remember, your bank angle will be opposite of rudder inputs which is opposite of what I proposed to do during flat turns. Note too that you will have to increase your descent angle to maintain proper airspeed which is the whole idea in the first place (in-flight brakes). Be careful because rudder + up elevator = a snap, stall and spin, especially if you allow it to get to slow. Learn your aircrafts responses to power off skids before attempting to execute a sideslip to a landing. I don't recommend landing in a skid initially so learn how to release the rudder input at approximately 10' AGL and how to directionally re-stabilize in time for a normal landing. The mind bender here is that the craft will be facing off kilter to its actual flight path until you release the rudder and straighten it out (it looks really cool).

Though actually landing in a skid is relatively difficult and "proper," crosswind landing techniques aren't as important for models. We all should strive to posses this ability in both right and left skids.

(Continued next page)

(Subterfuges—continued from page 4)

“Crazy Ivan” has submitted several articles on the condition of anonymity. Ivan wishes to generate candid discussion about the content of his articles and feels this to be more likely if the author’s true identity isn’t known. Editorial privilege is used only for grammatical and punctuation alterations

Note too that landing in a sideslip is exactly “how” to correctly land in a cross wind. If the wind is from the crafts right you hold left rudder to counter the aircrafts crabbing (skidding) orientation and bank right into the prevailing wind. This is also exactly how to land on one wheel should you lose one. Though actually landing in a skid is relatively difficult and “proper,” crosswind landing techniques are not as important for models. We all should strive to posses this ability in both right and left skids. Someday when you lose a wheel or your rudder gets stuck in a non-straight orientation you’ll be glad you practiced it. Remember; you won’t get to choose which wheel falls off or which retract doesn’t come down etc. Learn both directions.

Crazy Ivan

(The 1/4 Scale Beaver—continued from Page 3)



As stated earlier, April 10 was slated as the big day. As it turned out it was a great day for flying. I put the maiden flight on the aircraft which was uneventful. The airplane came off the ground quickly and it flew great. As is true with most aircraft of that type, use of rudder is a must. Without it there is a lot of adverse yaw, so guys, learn to use the rudder! After the maiden flight and a good post flight inspection, which revealed no problems, Randy took over and put two more flights on it. On April 12 we took it

out for another flight but ended up with a little mishap that knocked the landing gear out from under the plane. A very small amount of damage was done. The repair took a couple of weeks (since my building/repair time is limited these days). I have flown the airplane twice since then. It will not aileron roll without using a little rudder, which makes it more of a tight barrel roll. Loops are easy but stall-turns (hammer-heads) take some work and good timing, but they are realistic. The radial engine sounds neat!

On July 27 Rick Maida was at the field and did a good job “wringing out” the Beaver. It held together so I guess the build job was sufficient. I have flown it a few times since and am still getting accustomed to the airplane— especially landing it.

Floats come next. I have the floats which are 65” Seaplane Supply floats. They are foam and because of the length they came in two pieces, cut at the step. I am going to use aluminum strut Material from Glenn Torrence Models to mount them so they Look as scale as possible. Stay tuned!!



Calendar of Events

August:

24 RudderGate

September:

2 Board Meeting at the home
Of Bob McGregor 7:00 PM

4 General Meeting 7:00 PM

7 & 8 IMAC Contest

13-15 Float Fly (see article page 7)

14 RudderGate (at float fly if held)
Annual Fun Fly at SCCMAS

28 RudderGate (alternate date if
float fly does not take place)

30 Board Meeting 7:00 PM (TBD)

October:

2 General Meeting 7:00 PM

5 Electric Flight Event

11-13 Float Fly (see article page 7)

26 RudderGate

November:

2 Pat O'Keefe Fun Fly

4 Board Meeting 7:00 PM (TDB)

6 General Meeting 7:00 PM

Notes: Board meetings are open to
any member wishing to attend.

Everybody is invited to dinner at the
Landing zone before the general meet-
ings at 5:30 PM or so. Come and sup-
port James and Helen who so gracious-
ly host us every month.

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Submissions for the newsletter of any
kind are welcome and will be used on
a space available basis. The newslet-
ter editor retains editorial rights to any
submission.

FALL FLOAT FLYS

The float flys for Sept. and Oct. are tentative. The lake is quite low (15% capacity) and there is a question if there will be any place to camp and launch. Many years ago when the lake was this low we were able to go to the South side by Harris Creek and have a good spot to fly. This possibility will be checked out before the end of August and you will be kept informed. If San Antonio is ruled out we will look for an alternate, but don't hold your breath.

P
A
G
E
7



Rob Ellis holding Chris Johnson's Extra. Is it a little breezy, Rob?

Robert Shaver Photo



Here's what we do best!



Photo gallery of members who have taken their final flight.
Robert Shaver photo

When the Races Came to Town (cont. from page 1)

As a club we did well on this event. We made money off of the entrance fee's the pilots pay, the raffle, and the food shack. We had an ample showing of members willing and able to lend a hand filling the positions needed to make this event run smoothly.

I would like to pay tribute to the following: Chris, our President, manned the food shack with the help of his dad and sister. Lyle Meek took on the task of Chef working the grill keeping the burgers coming. Joe Frances and Ben Gacayan sat in Pylon #1 Judges positions as did Ed and Brooke Pare' for pylon #2. Quick note. Ed and Brooke had expressed a desire to just work the morning shift but after lunch opted to stay the race because of the fun and excitement. We had Dick Moeller, Dale Oxford, Alice Noland and myself lap counting, and Bob McGregor was there working the pits doing lap counting and plane handling for some of the pilots. A very special thanks to "Hawker" Pat O'keefe and his crew for running the very successful raffle ticket sales and drawing. Jack Jella' helped with anything else that needed to be done.

It was a good day for all. And, it's worth noting that we have heard from several pilots that they like racing at our field because of the overall operation and hospitality we've been providing. Thanks again to all, and we look forward to next year.



Jeremy Meharg and Danny (Dan and Alice Nolan's grandson) were Pat's assistants selling raffle tickets.

Photo by Pat O'Keefe

Contributions in the form of articles or pictures are solicited and welcomed. Reprints of articles seen elsewhere are also accepted as long as permission to reprint can be obtained or granted. Articles or pictures may be submitted by email (see page 6) or given directly to the editor. Pictures can be in digital form or prints (digital preferred). Prints must be of sufficient quality to allow scanning. PLEASE BE AWARE, THE CONTENT OF THE NEWSLETTER IS AT THE SOLE DISCRETION OF THE EDITOR, BUT EVERY EFFORT WILL BE MADE TO INCLUDE ANY REASONABLE CONTRIBUTION. It would be a pleasure to have enough choice of material that tough decisions of inclusions were necessary.

Elections for club officers and board members are coming up. Nominations will be solicited at the September meeting. We would really like to see some new blood on the board. The same people don't serve because they want to run the club—they are there because nobody else chooses to run for the positions. For the last three years the officers positions were unopposed and there were four at the most running for three board positions. If you are interested in being an officer or board member please step up. If you are not interested in running for a position then please don't complain when things don't go as you wish. PLEASE STEP UP!!!



Inspecting Kevin Jones' collection.

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