

Sam Says



SAM HOSTS IMAC

October 2013

Volume 38 Issue 10

Special points of interest:

- IMAC Report
- We need Money? No never!
- Life member John Midgorden checks in
- Memorial Fun Fly
- Crazy Ivan
- For Sale
- Field Closure

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September 7 & 8 Extras, Edges and Yaks were tearing up the air at the SAM field. The Salinas Area Modelers hosted our second IMAC event of the year, the first having been in April. There were 19 registered pilots which is a good number for our facility. Running a single line, the day is pretty much taken up. Flying started at 9:40 AM on Saturday, but the coastal stratus kept the pilots on the ground until 10:15 AM Sunday. Saturday saw two full rounds of two sequences for each pilot, which means 76 total sequences were flown. On Sunday the unknowns are flown by all except the basic class, who flies one sequence of their knowns so they all have the same number of flights.



Photos by Robert Shaver



Joe MacGregor CD

That results in 25% fewer sequences flown on Sunday.

A number of members came out to help with the event. Chris Meharg and his father Robert manned the cook shack on Saturday. Ed Glynn and Dave Murphy were the food vendors on Sunday. Pat O'Keefe brought his motorhome out Friday and spent one night at the field and also helped wherever needed on Saturday. Jim St John was there and helped in the food department both days. He and his wife Linda brought their travel trailer out on Friday and spent the weekend. Pat O'Keefe brought his motorhome out Friday and spent one night at the field and also helped wherever needed on Saturday.

There were about six of the contestants that brought their fifth wheeler, travel trailer or motorhome and stayed there for the whole weekend. Jack Jella' brought the condiments for the hamburgers both days along with his slicer so we had perfect onion and tomato slices.

Ben Gacayon and Gary Mallett were out both days to help as scribes and/or runners. Randy Bonetti was there on Sunday doing the same. Others I saw there were Dennis Stanley, Merrill O'Grady, Tristan Williams, Steve Saulovich who brought out his printer and other supplies to help with the operation and scoring of the event, Robert Shaver who took many photographs of the event—some of which are in this newsletter, Kevin Jones who did some video work of the event using his quad-copter setup (anxious to see that), Don Meeks—Kevin's "assistant," and Larry Lassley. There may have been others I missed, but a big thanks to all that helped in any way, shape or form. It is a good money-maker for the club putting about \$800 in our treasury.



That's Chualar River Road breached in two places just west of our entrance.



Why does the Club Need Money?

An Editorial

The question has been asked by a number of members “why does the need so much money?” I will try to answer that question using the events of the past 18 years. Many of you will remember in February of 1995 the Salinas River flooded quite badly the entire length of the Salinas Valley. The river cut a path to the corner of Davis and Blanco Roads. The Monterey area was completely cut off from automobile access. The picture to the left shows what the model field looked like during high water and the picture below shows what it looked like after the water subsided.

What you see remaining in that picture is the shelters from the frequency board west. That is literally all that was left of the installation as we know it today. Before that it was pretty much as you presently see it with the exception of the small container that houses the batteries and the container by the cook shack.

At the time our treasury consisted of about \$5,000 in the checking account and \$12,500 in either one or two CD's. That was also the days when a CD earned good interest. The 40' container ended up at the mouth of the Salinas River. We had obtained it only three or four months prior for \$2,500 and there was not a lot of “stuff” in it because of the short duration of ownership. We had no choice but to retrieve the container. A salvage company was retained to do the job at a cost of \$7,000. It would have been a lot cheaper to abandon it, however liability issues did not allow that.

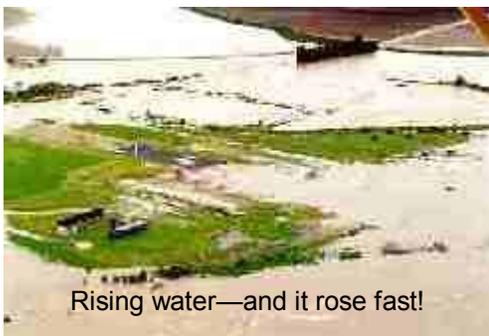
This is one time where it was very fortunate that we were situated on a land fill because the County was obligated to restore the site, i.e. fill the sink holes and make sure no refuse was exposed in any way. I should also say the sewer ponds were completely destroyed, so the reclamation was an all inclusive project for the County. Then the club was faced with rebuilding the facility. Concrete pads and run-up areas had to be formed and poured. New portable toilets had to be purchased. The run-way had to be graded and surfaced. Shelters were rebuilt and picnic benches purchased. The list goes on. Obviously the money on hand was not going to cover the cost, so every member was assessed \$100. At the time we had about 100 members, but because not everyone could afford the \$100 we ended up collecting about \$8,500. By the time the field was once again “normal” we had about \$1,000 left in the treasury.

Since that time we purchased a replacement 40' storage container. Because of the exposure to water during the flood the old one had rusted quite badly. The thing that pushed us over the edge, however, is the fact that somebody broke into the container and pretty well destroyed the doors doing it. Cost of the replacement was \$2,700. At the time we had a small tractor for mowing, and besides being quite inadequate, it was wearing out. We bought the new tractor (it requires maintenance) when we had the funds at a cost of \$12,500 which included the front end loader and the mower. The generator that was salvaged from the container after the flood finally gave out. The new generator was \$750. In the later years it was decided keeping food in the same storage area with, diesel, gas and other items was really not a good idea. The 20' container was purchased at a cost of \$2,700. Yes, it cost as much as a 40 footer, but as it turns out the smaller ones are in high demand and scarce—thus the cost. There have been other expenses that pop up that I have left

PLEASE DON'T TAKE THIS AS A CASE FOR RAISING DUES. THAT IS NOT THE CASE AT ALL. IT IS SIMPLY REASONING FOR KEEPING A CUSHION IN THE TREASURY.

Can you imagine where we would have been if we had not had a fair amount of money when the flood hit? An assessment of \$250 per member would have been necessary. This is why we have fund raising events to build our treasury. Without that we would have to beg from the membership every

time an unforeseen expense arises. This is what we want to avoid. It is necessary to use good business sense even when running a non-profit organization like Salinas Area Modelers.



Rising water—and it rose fast!



That's all that was left, folks!

LIFE AFTER SAM

BY JOHN MIDGORDEN

and during the ten years we lived here from 1972–1982. But in the midst of all the good things we are enjoying here, I miss SAM a great deal. As I explained before leaving last year, SAM is the greatest RC club that I have ever belonged to (a total of nine now). Since I was made a life-time member of SAM before leaving last June I figure its time I brought you up-to-date on my building and flying activities.



I have become very involved with the Kansas City Radio Control Association, an AMA chartered club for 59 years. As with all clubs, it is always difficult to get volunteers to serve as officers and board members (I see SAM is now going through that painful process too). I had vowed I would take a “breather” from officer involvement, but in the club’s election meeting last fall I volunteered to be secretary (I know you are all very surprised). I’m beginning to get acquainted with many of the 54 current members of the club. Since I’m getting a lot of razzing I think they have finally accepted me as one of their own.

Since I got rid of all of my flying models when we moved I’ve been busy building up my “air force” again.

One of the first things I did was to hire my nephew (who owns a cabinet business) to build a new work shop in the unfinished basement of our new home. I confess I have never had such a great place to build models (picture). I now have eight models flying (4 electric and 4 glow) with a 60 size Corsair on the building table. My Great Planes Cub is an ARF, fabric covered. I flew it through the winter, come rain or snow. I refurbished my Chipmunk (a \$10 raffle win from Jim St. John’s contact) that was damaged when I had a flame out at SAM field and it hit the engine test table. In 1998 I began a Great Planes Ultra Sport that I never got back to finishing in California. I finished it this past Spring, complete with retracts, and it goes like a bat. Then I kit built a new Tiger II which is powered by an OS 55—it has unlimited vertical. I enjoyed my Radian glider so much I bought another one (hey, Pat O’Keefe are you flying yours yet?) (pictures).



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I’ve been racking up lots of flying time and so far have succeeded in not destroying or damaging any of my airplanes. I’ve had a few close calls. I was flying my big Cub in August when one of the wing struts came loose from the fuselage attach point. With the strut hanging straight down from the wing I got a bit frazzled fearing a lot of damage during landing. As I was approaching the runway I got the plane too slow and when I put up the power to go around the crosswind got me and it flew into a big three—about 40 feet up. Fortunately this happens frequently (I guess)



LIFE AFTER SAM (CONTINUED)

and they have long poles for fetching airplanes from the “model eating trees.” Two guys got the model free while I was standing under it. It fell nose down and I caught it! There weren’t even any holes in the fabric covering. I think I escaped that episode with only minor scrapes. Then the other day I was flying my Radian glider and it was pretty low over the end of the runway and I decided to climb to altitude again. When I throttled up the prop and spinner assembly flew off. I landed safely a very tail heavy glider. When I went to pick up the prop the nut that holds the assembly on the

motor shaft was missing. One of my club friends came over and immediately found the nut in the grass! How lucky can one guy get?

The club here is not nearly as active as SAM in terms of events, contests and social get-togethers. During the Summer monthly meetings are held at the flying field and a free dinner of BBQ dogs/ polish sausages and drinks is provided. Fall, Winter and Spring meetings are in an EAA hanger at the Lee’s Summit airport (only about four miles from the RC field). Our president this year has been promoting a float in a number of local city parades trying to drum up interest in RC. The club earned a Best Non-Commercial Award trophy in a 4th of July parade in the City of Sugar Creek.

The big money maker for KCRC is an annual Swap and Shop Event held in February. Its a real big thing and they usually sell around 140 tables for guys to display their “junk.” People come from all over the Greater KC Area to sell and to buy. The club usually makes around \$3,000 at these events. They have a New Years Day fun fly (no matter what the weather), a 3-D fun fly, and a War Birds fun fly at the field. Other than that it is just go out and fly when every you want to. One interesting thing is that most of the weekday guys fly from around 11 A.M. into the afternoon. They don’t like the sun in their face (north-south runway) and unlike SAM field, the wind doesn’t get worse in the afternoons.

I’m definitely slowing down as I approach number 82. I bought a wonderful folding stool that I sit on when I fly. My building frenzy has slowed down, now that I have so many models to fly. I’ve been taking lots of movies and plan to put together a nice video for the Club’s annual banquet in January.

I enjoy getting SAM Says.... and reading and seeing all the SAM goes on. If any of you want to spend the time emailing me, I would be greatly honored to hear from you. And I promise I will respond. May the RC God’s smile favorably on all of you!



Don Meeks’ Decathlon

PLEASE NOTE:

The flying field will be closed September 30, October 1, and October 7 for the long awaited runway refurbishment. There will be one more day TBA for striping.



Chris Thomsen’s Jet “Reaction”

Calendar of Events

September:

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

October:

2 General Meeting 7:00 PM
5 Electric Flight Event
11-13 Float Fly (see article page 7)
26 Ruddegate (Last of Season)

November:

2 Pat O'Keefe Fun Fly
4 Board Meeting 7:00 PM (TDB)
6 General Meeting 7:00 PM

December:

7 Toys for Tots
8 Annual Meeting and Christmas
Dinner at the Landing Zone
6:00 PM Social Hour 7:00 PM
Dinner

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.

Club Contact Information

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Submissions for the newsletter of any
kind (this includes opinions) are wel-
come and will be used on a space
available basis. The newsletter editor
retains editorial rights to any submis-
sion solely for the purpose of correcting
spelling, grammar, etc.

R/C SUBTERFUGES *by Crazy Ivan*

FLAPS (Danger)

Using flaps can sound like a good idea but if not understood they can get you in a-lot of trouble too. The first thing to realize is that the 1st 10-20 degrees of flaps adds much lift and not that much drag but more than 20 degrees of flap deflection does exactly the opposite, it adds a tremendous amount of drag but not really that much more lift. Note that your ailerons, elevator and rudder act the same in that the first 20 degrees of deflection does twice as much in comparison as the second 20 degrees does; acting much like reverse exponential.

An interesting aspect of flaps is that they physically change the angle of attack of their portion of the wings via lowering the trailing edge. This is much like cutting your wings and angling the root section up and then re-gluing the tip section at a differing (downward) angle. Though this significantly reduces a tip stall tendency (acting like excessive washout) the tip section of your wings are offering little help in producing lift. Effectively you have created a very high lift root section and your tip section isn't creating much lift at all so... you're really only using half of your wings to produce lift. Yes you can fly slower in utilizing flaps in that your half span is capable of producing more overall lift (with some help from the tip section) than the entire wing can without using flaps.

Amazingly too is that flaps actually cause a nose down or negative pitching moment of the wings themselves but, reality is that they cause a downwash on your tail surfaces that by far overpowers the wings' increased negative pitching moment. This is why all aircraft designs react differently when utilizing flaps; it all depends on where the tail is positioned in relation to the wings. Example; a short coupled aircraft will generally pitch up worse via the application of flaps than a long tailed aircraft will. Tail height also alters the relationship, example; A Tee-tailed craft escapes the "direct" downwash that's created by flaps but still usually resides in a lesser zone of "residual" downwash. I have however flown a Tee tailed aircraft that pitched down with the application of flaps.

Flaps; the five contiguous "layers" of danger

Applying flaps changes the crafts elevator trim via causing the nose to "pitch up" so you have to hold down elevator to compensate. Drag is increased too so you have to hold even more down elevator to create a steeper descent to maintain your speed. This represents a double dose of a control input that pilots tend to resist in that usually on approach you're holding a little up elevator in response to flying slower. Holding down elevator generally feels awkward and takes away all the "feel" of airspeed because your held stick position is no longer "from" a known airspeed trim setting.

The 2nd layer of trouble occurs in the drag that's created; the best thing to do is imagine that you're dragging a parachute behind your plane and recognize that if you level out you're going to stop and drop like a stone; you can no longer level out at 3ft above the runway and expect the craft to slowly decelerate and settle into a nice landing.

The 3rd layer of trouble is in thinking you can just add some throttle to soften the deceleration; Well OK you can but in doing so, the nose will try to rise "further" and when you pull the throttle off it changes the crafts pitch tendencies again therefore even throttle acts "pitchy"! Note; ducted fans and jets don't feel this awkward attribute as much because the jet blast isn't directly on the wings or the tail surfaces; propellers offer instant airspeed changes across the flight surfaces from the prop blast or wash, jets don't.

The 4th layer of trouble is that your visual perception of angle of attack needs to be adjusted too because by dropping flaps you have effectively tilted your wing upward via lowering your trailing edges so the fuselage will "look" to be tail high as if in a descent position but the wings angle of attack has been "directly" changed by "many degrees" to a more upward or positive incidence setting; Stall angle may even be at 2-3 degrees angle of attack if visually determined utilizing the fuselage as the reference of angle of attack.

The 5th layer of trouble is that whilst in the ground cushion the downwash is striking the ground and therefore is not free to create as much downwash on the tail surfaces so the negative pitching moment of the wings isn't being overpowered and it becomes more likely for the craft to nose over on the runway during the roll out after touch-down.

If you've decided to utilize flaps to compensate for poor landing skills **beware!** You've just added a severe **Multi**-complexity to your already known weakness. The reality is that in the R/C world, landing using flaps is "much" more difficult than landing without them; this is especially true if you're using more than 10- 15 degrees of flap deflection. Too you might consider split-flaps, they act more like an undersurface spoiler and aren't as pitchy though that's a very arguable point as each individual aircraft acts differently and that is therefore by far the most viable factor. Interestingly, split flaps create more drag and more lift than conventional flaps do.

(Continued on Page 7)

Officer Nominations for 2014

Nominations are solicited and accepted at the October and November General Membership Meetings. If you wish to nominate someone for an office please be sure, prior to nomination, that person is willing to serve and will accept the nomination. Nominations for officers are closed at the November General Membership Meeting. Ballots will be mailed out along with Christmas Dinner invitation and reservation forms after the November meeting. Voting is by mail-in secret ballot.



Annual Memorial Event

On July 13th, 2013 the Salinas Area Modelers held our 23rd annual Memorial Fly-in. This event is held each year to honor our club members who have left us for their final landing. We honor these folks by coming together to fly in their honor, then at 11:30am we stop all flying to join together for a club-sponsored lunch. While the folks enjoy lunch together, the names are read of each of our 42 “missing members” and anyone wanting to share a memorial time with these folks is encouraged to do so. We also display pictures of all the members that have been found (currently only 6 members pictures have not been found) on our transmitter stand. The pictures have been enlarged to 8x10 and framed. The pictures are displayed for the duration of the event. We also bring the club photo albums and put them on the tables for folks to look at. We honor these folks by not forgetting who they were, and still are, in our hearts and memories. I have never been part of an event that has as much meaning and satisfaction to me as this one. Many of the club members have helped locate pictures over the years, and are still helping to locate the ones missing.

I’ve been a member of the Salinas Area Modelers for 30+ years, and am proud to be able to lead our club in this event. I invite other clubs to come experience our memorial events in the future, always held the 2nd Saturday in July. If you are interested in the history of this event from the early years, contact me and we can talk more. I would be happy to help other clubs in getting started with this type of event.

MANY HAPPY LANDINGS!

Jim “CRASH” St. John

Thanks, Jim for running the event
Editor



“CRASH” himself!

Crazy Ivan (Continued from Page 6)

So... is there a solution? Well if I had my druthers and was adding flaps from scratch I would use split flaps and would install them more towards an amid span location so that the tail surfaces weren't directly behind them. You'd still have to compensate for the drag that's created (do some pilot stuff) but the pitch problems would pretty much go away. I have experimented with something similar in the past with a craft that had inner and outer “flaps” that operated independently. I often only used the outer set of flaps to land for that very reason (very “reduced” pitch problems). Still, I offer a caution in that tip stall is less protected here but, I encountered no such problems within the design that I utilized it on. Note; on the mentioned craft at full throttle if I applied full “inner-flaps” the craft would do a full pretty tight loop, well... a tight figure 9 cause gravity sucks ha. At full throttle if I added full “outer-flaps” it would only induce a slight climb; this represents absolute confirmation that downwash created by the flaps strikes the tail surfaces and thus causes (normally positioned) flaps to induce a strong upward pitching tendency via pushing down on the horizontal tail surfaces.

A final note: I'm not saying that flaps are a bad thing; they just require an additional skill that requires learning, comprehension and practice. They certainly don't make landings easier!

Crazy Ivan

We're on the Web!
Salinasareamodelers.org

Have anything for sale? Or are you looking for something?
Post it in the newsletter in the For Sale/Wanted section.
You will only find that section if there is something to

FOR SALE

Super Kraft Monocoupe 90A ¼ Scale by Kange
Industrial USA Inc.
Wing Span: 96.5” Length: 61.5”
Wing Area: 1,460 sq. in
Requires: 5 channel, 7 servos
Zenoah G26 Aircraft Engine (gasoline)
One (1) Wood Propeller 18x6
Two (2) Plastic Propellers 15x6
Plane is 80% completed with all servo(Futaba)
in place and Zenoah Engine mounted. This is
all new and my expense was \$775.00. Will sell
all for \$575.00, complete will all owner’s manu-
als and original boxes.



FOR SALE

Ultimate-90, 0.91 cu. In. displacement 4-stroke by
The World Models Manufacturing, LTD
Wing Span: 49”
Length: 52.5”
Wing Area: 818 sq. in.
Weight: 8.1 lbs.
Required: 4 channel, 5 servos
F-91S Thunder Tiger 4 stroke engine
Plane is 80% completed with all servos (Futaba) in
place and Thunder Tiger 4 stroke engine mounted.
This is all new and my expense was \$560.00. Will sell
for \$400.00, complete with owner’s manuals.



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