

# SAM SAYS

## NEWSLETTER OF THE SALINAS AREA MODELERS

Volume 42 Issue 4

April 2017

[WWW.SALINASAREAMODELERS.ORG](http://WWW.SALINASAREAMODELERS.ORG)

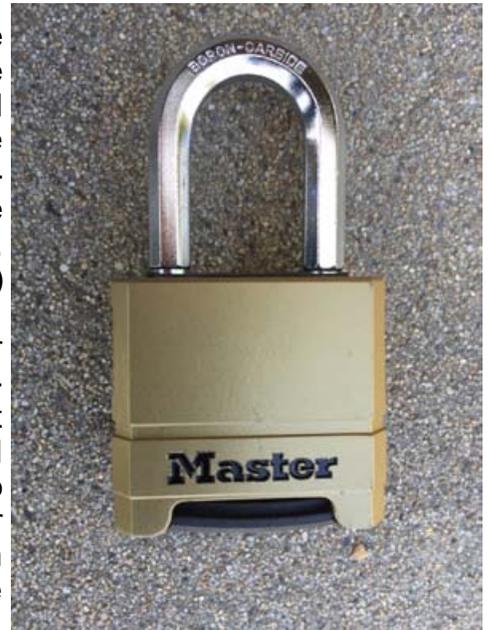
### NEW LOCK COMING!

The editor is usurping the space normally used by the President this month on the front page. This is something I want each person to see so, hopefully, there will be little confusion and very few questions on the subject.



As you know Dennis built and installed a new bolt mechanism for locking our entrance gate (picture shown left). The mechanism has places for four locks and each one must be filled for it to work. At the moment there are two SAM locks on the gate because the Health Department decided not to have a separate lock. I purchased a new, heavier duty lock (pictured)

hoping it will last longer and be easier to use since it has larger, better defined numbers. You will notice the lock has a heavier hexagonal shank and is larger than the older locks. Please reference the picture at the bottom of the page. You will notice that the numbers are larger than the old lock and are better defined with the use of black in-painting of the recessed numbers. Also please note that the numbers ARE NOT lined up in the center for opening AND closing the lock, but at the top (referenced with numbers right side up) lined up with the black lines on the surface (see red arrow on photo below).

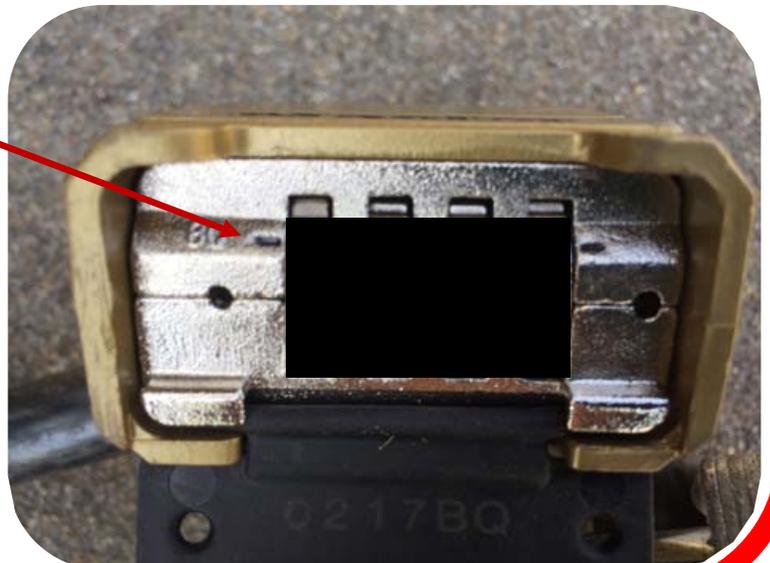


NOW, the differences in operation. The combination numbers must be lined up with the black marks to BOTH OPEN AND CLOSE THE LOCK. **THE LOCK WILL NOT CLOSE IF THE CORRECT COMBINATION IS NOT LINED UP PROPERLY.**

(Continued on Page 3)

#### Inside this issue:

New Lock Coming	Page 1 & 3
Crazy Ivan - Gliding	Page 2 & 3
At the Field Robt. Shaver pics	Page 4
More "At the field" by RS	Page 5
NEW GATE LOCK!	Page 6
Information Page/Float fly update	Page 7
Building a new Cub	Page 8



## Let's Get Radical

By Crazy Ivan

Soon we'll be winching our Sailplanes up at SAM so, a review of thermal techniques.

The First order of the day is to tune up our Sailplanes which have probably been up in the rafters in the heat and the cold. The wings need to be straightened with just a-bit of washout in the tips. Place your wings on a flat table so as you can read (see) the warps that have occurred while in storage. They should be dead flat with about 1/8" of washout in each tip. The washout should only be prevalent on the outer 25% of each wing panel. All should be equal and the same on both wings. Washout is literally a twist in the wing that provides that the wing tips are at a lesser angle of attack as compared to the wing roots. The trick is to lift the outer trailing edge upward while the Leading edge remains "straight" along its entire length without droops or warps. In other explanatory words, lift the trailing edge only and leave the Leading edge unaltered and straight. When lifting the aft trailing edge you will notice wrinkles in the covering. Using a heat gun or iron take out the wrinkles. The washout should remain. You may have to lift the trailing edge more than the desired eighth of an inch when heating the covering to get the desired results when you release it. Also straighten all of the tail surfaces to dead flat and, of course, while you're at it shrink out all of the wrinkles throughout. The washout allows the wingtips to stall last, a desirable trait in a glider.

The tow hook position should be slightly forward of the CG or just forward of 25% average mean chord as a safe starting position. Hook position is quite critical if you're seriously competing but really isn't all that critical for Fun-Fly's.

As you move the hook rearward you'll need to hold lesser and lesser up elevator to maintain a proper climb angle on the winch and therefore you'll create less drag on the way up which will provide a somewhat higher launch altitude. Ultimately you want to achieve a "hands off" climb to the release point which in reality is virtually impossible.

Elevator trim should be set at the maximum lift over drag ratio (known as L/D), the flattest glide angle of attack in still air. Remember that the elevator trim setting "sets" the "hands off flight speed" of your Sailplane. Note: I hold no contention to each pilots preferred trim settings.

Porpoising is a part-timers common nightmare and is simply resolved via adding a slight down elevator at the bottom of the porpoise maneuver. Porpoising is generally caused via the lift dropping out which in turn causes the nose to drop. What happens is that as the nose drops, air-speed increases and the Sailplane noses upwards into a stall at the top of what will be a porpoise maneuver. As porpoising continues to worsen (it will) the nose keeps re-dropping to steeper dives at the tops and airspeed again increases which causes the Sailplane to again pull up (all by itself due to the increased airspeed) which results in an even steeper climb and an even steeper drop at the top than before. It progressively gets worse and worse as the multiples of porpoises continue. This will progress (if not corrected) to the point whereas the stall at the top results in a vertical dive that eventually turns into a J maneuver whose bottom is a pock mark filled with balsa pieces and self-esteem's tears. The corrective course is simple: As airspeed increases you must apply and hold a slight bit of "down elevator" to prevent the gained airspeed from pulling the nose upwards into ever worsening stalls. Usually slightly more down trim will correct this situation.

Another part-timers mistake is in initiating a turn. Sailplanes typically (inherently) are very slow to react to rudder inputs. Further is that even a full rudder application does almost nothing unless you've correctly pre-positioned your Sailplane to a slight nose down attitude or have increased your airspeed previous to initiating your turn.

### Let's Get Radical (Continued from Page 2)

Typically when applying rudder I hold a slight bit of down elevator which “substantially” heightens the rudders authority by holding a constant airspeed (any control movement creates drag, thus reducing airspeed). Holding a slight “down elevator command” at the proper moments is the “key” to Sailplane flight both in thermals and particularly while slope soaring but, it’s mutually “key to both” genres of Sailplane flight!

Why Sailplanes are so difficult for powered pilots to learn represents a “book” of information but in a paragraph or so it goes like this: Sailplanes are typically flight trimmed to fly “hands off” in slow flight or at maximum L/D while powered planes are trimmed to fly at higher speeds. When a powered aircraft’s throttle is reduced to idle the nose drops and stays dropped, so a powered pilot is used to holding up elevator to achieve slow flight to achieve a proper glide slope. Sailplanes are flight trimmed at maximum L/D speed (slow flight) and therefore as speed is increased above this point the pilot must “hold” some down elevator. Flying while holding down elevator simply hasn’t been engrained in a powered pilots repertoire and it feels very awkward to say the least. It is therefore in this way “opposite of powered flight”. (Editor’s note: Full scale powered pilots ALWAYS trim to the condition at hand.)

Another reminder is that when you find yourselves in dead air or in a down draft you should “gently” nose over to speed up to get out of the down draft which requires that you should apply and likely “hold” a slight down elevator to speed up; don’t hang around in dead air, instead, “get the heck out of there”. Typically powered pilots will add up elevator to fight the down draft and resultantly will stay in the down draft for a longer period of time. Further is that upon finally escaping the dead air they are flying slowly and without momentums that could have been used to speedily carry them to the next thermal. Let’s say that you see that another pilot has hooked up with a thermal that is located clear across the field from your position, how do you get there? Answer: lower the nose and gently forfeit about 20’ of altitude to pick up speed and then “hold” the down elevator that’s required to disallow the nose from rising. Sailplanes are inherently slippery and maintain begotten airspeeds quite well “in level flight”.

May 6<sup>th</sup> is SAMs’ next Thermal event; unfortunately Tristan, Dan Nolan, Alice, and I will be in Oakdale on that day upholding SAMS’ squalid Pylon Racing reputation. Ha

Crazy Ivan

### NEW LOCK COMING (Continued from Page 1)

So here is the procedure. Dial the correct combination, open and remove the lock. **DO NOT ROLL IT OFF THE COMBINATION AT THIS TIME!!!** Open the bolt, insert the lock in the hole of the tab on the open bolt (see picture at the right), close the lock, **THEN** roll the numbers off the operating combination. If you are the last one out and are locking the gate, just reverse the procedure. The lock is not yet installed, but will be shortly after issuing the newsletter. **Please always secure the lock on the mechanism after opening the gate.**





Augie Caresani's CONVERGENCE, a different concept from Horizon Hobbies. Yes, it has three propellers, two which are tilt rotor technology. It is fast. Obviously when in forward flight (front engines horizontal) the rear rotor (propeller) is not engaged. Augie says the takeoff and level flight are the easy parts, but transitioning from forward flight to hovering mode is problematic. It has no landing gear so a hovering type landing is a necessity.

Hey Augie, Ill bet if you could engage the rear rotor in level flight you could do a heck of a Lomcovak!!



Don Meeks "snooping" around the field with his quad. He can record all the crazy things going on!!



Appears we had a guest looking in on us. Did anyone check him/her for an AMA card? Probably a government employee violating our privacy!!

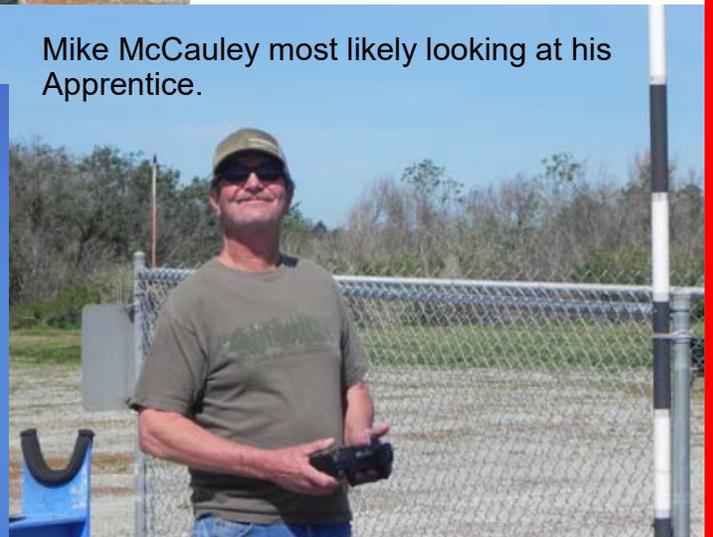


Looks like Dennis got his rockets out Sunday April 2. Doesn't appear to me that Elon Musk has much competition. Guess Skye Schwartz was shooting off the rockets with Dennis.



Meet new member David Daniels. David is holding his electric Spitfire. David is a friend of the Schwartz family and also a friend of Tristan and Gretta Williams. You will have no problem recognizing David as he is probably our tallest member at 6' - 6". Robert Shaver says the spitfire he is holding is full scale. Welcome, David.

Mike McCauley most likely looking at his Apprentice.



Nice shot of Howard's L-4 in flight. Howard completely rebuilt this airplane after a bad crash a couple years ago. Looks great!



Randy Bonetti's Balsa USA Clip-Wing Cub.

At the right is Dennis Stanley's EF-1 racer. He's going head to head with Tristan. Good luck, Dennis.

Below is Steve Perkins flying his helicopter, and below right is Steve's Red Bull Racer.



Hey Joe, the world is upside down!!



Richard Tanaka with his powered sail plane.

## Calendar of Events

## April 2017

- 7-9 SAM Float Fly (if there is water) (Cancelled)  
 15 Easter  
 22-23 IMAC I  
 24 Board Meeting  
 29 RudderGate and Membership Meeting

## May 2017

- 6 Glider Contest I  
 14 Mothers Day  
 19-21 SAM Float Fly II (If there is water) (Maybe???)  
 25-28 Castle—West Coast Giant Scale  
 28 RudderGate & Membership Meeting

## June 2017

- 3 Glider Contest I  
 10 Work Day  
 24 RudderGate and Membership Meeting

## July 2017

- 8 Glider Contest 3  
 15 Memorial Fun Fly  
 17 Board Meeting - Location to be announced  
 22 RudderGate and Membership Meeting

## August 2017

- 5 Glider Contest 4  
 19 Pylon Races  
 27 RudderGate and Membership Meeting

## Club Contact Information

## 2016 SAM Officers

Dennis Stanley, President  
 (831) 422-3474 [jsdenny@razzolink.com](mailto:jsdenny@razzolink.com)

Howard Power, Vice President  
 (831) 235-3123 [howpow2003@yahoo.com](mailto:howpow2003@yahoo.com)

Gretta Williams, Secretary  
 (831) 484-8918 [ganddwilliams@razzolink.com](mailto:ganddwilliams@razzolink.com)

Bob McGregor, Treasurer, Membership  
 (831) 595-3681 [xpilotwon@gmail.com](mailto:xpilotwon@gmail.com)

## 2016 SAM Board of Governors:

Chuck Bosso, Board  
 (831) 659-4303 [chbosso@gmail.com](mailto:chbosso@gmail.com)

Mike McCauley  
 (831) 970-5488 [jmm93906@redshift.com](mailto:jmm93906@redshift.com)

Gary Mallett  
 (831) 594-4017 [gmallett@redshift.com](mailto:gmallett@redshift.com)

To send any submissions to the newsletter editor:

**[newsletter@salinasareamodelers.org](mailto:newsletter@salinasareamodelers.org)**

**Or [xpilotwon@gmail.com](mailto:xpilotwon@gmail.com)**

This includes pictures. The email above is checked regularly, so any submission will not go unnoticed.

Submissions for the newsletter of any kind (this includes opinions) are welcome and will be used on a space available basis. The newsletter editor retains editorial rights to any submission solely for the purpose of correcting spelling, grammar, etc., but not to alter the intent.

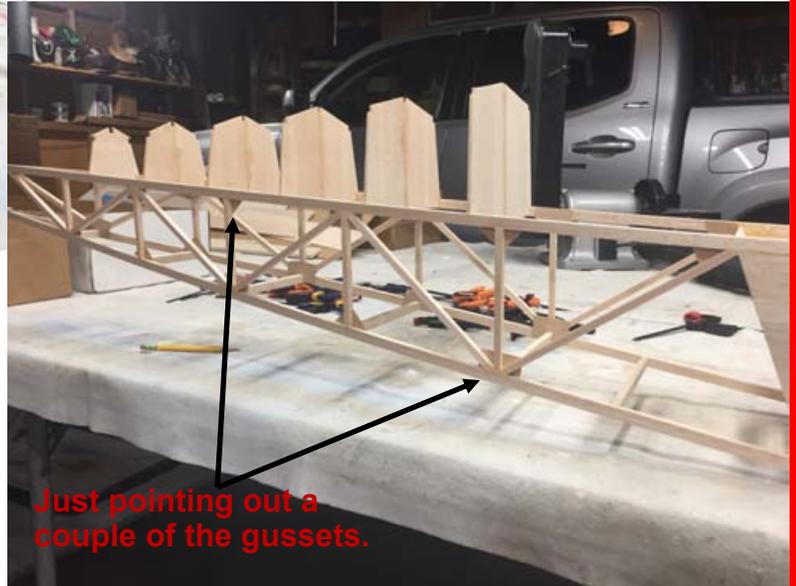
**There is now a link on the SAM website to the field camera. Just go to our website at [www.salinasareamodelers.org](http://www.salinasareamodelers.org) and click on SAM Field Cam in the center of the page.**

**An update on the San Antonio Lake float fly situation:** I finally was able to make contact with somebody at the Monterey County Parks Department. Mark Sandavol called me the other day asking for a description of what we did and if we had ever done it before. When I explained to him that we have had float flies at San Antonio for about 25 to 30 years he was quite surprised. Sometime next week (the week of April 10) I will meet him at the lake and show him where we have operated in the past. He thought it might be difficult to get something approved for May, but didn't think the Fall dates would be a problem. He did say he would see what he could do about May but didn't offer a lot of encouragement since they do not get control of the area until June 9. At least it looks positive for this year!!



Here's the start of Bob's replacement Cub. Got a Balsa USA kit. They say they have improved the drawings and instructions since I built the last one 25 years ago, but think I would dispute what they call improvements.

They don't believe in reinforcement anywhere. As you can see in the picture to the right, I have placed gussets at all aft fuselage joints. They also don't show triangular stock on the landing gear block intersection with the side, but it's going to get some! Same with a few other strategic spots.



Just pointing out a couple of the gussets.

Salinas Area Modelers  
P.O. Box 1225  
Salinas, CA 93902-1225