

SAM SAYS

NEWSLETTER OF THE SALINAS AREA MODELERS

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WWW.SALINASAREAMODELERS.ORG

The Prez Sez

From The Chef In Charge

We've had a by month on our newsletter in May with the "Editor At Large" taking a cross country trip. So...in an attempt to catch up I'll try to condense recent events into the available band width.

In April we hosted the first of the year IMAC contest. With a cartel of 18 dedicated pilots, including our own Dan Nolan and, first timer, Robert Shaver, (See Roberts story on down in this edition) competing head to head for the big money.

The two day event went well for the club. Not so with our two intrepid pilots who did, however survive and will fly again. The club added about 500 dollars to the coffers from the monies earned through the efforts of many "step up" club members.

The April Ruddergate was a treat to the salivary glands as Mike McCauley proved that his BBQ boasting held true when he delighted attending members with his BBQ Baby Back Ribs. Mike's process started way in advance with his hand rubbed ribs placed on the grill for all morning slow cooking. Great job Mike.

For May we had a bust on the Glider Fly. The weather was just not cooperative. Then, for the Ruddergate I thought we'd try something a little different. "Pay to Play," or in this case "Work to Eat." We celebrated "Spray Day" where participating members brought hand sprayers and participated in a "Flash Mob" weed abatement program. We also had several opposed to violence on weeds work on replacing the remaining roof segments on the shelter. With the work finished in short order we commenced to the BBQ lunch prepared by the Chef-in-Charge ..me. Just so Mike McCauley doesn't get too big a head over his fantastic BBQ ribs, you all need to know that I hand raised and feed the chickens on the grill.....Not!

So, now here we are it's June and we just held our glider Fly which was not without some problems. The wind and a few technical problems with the launch systems cut the contest a little short,

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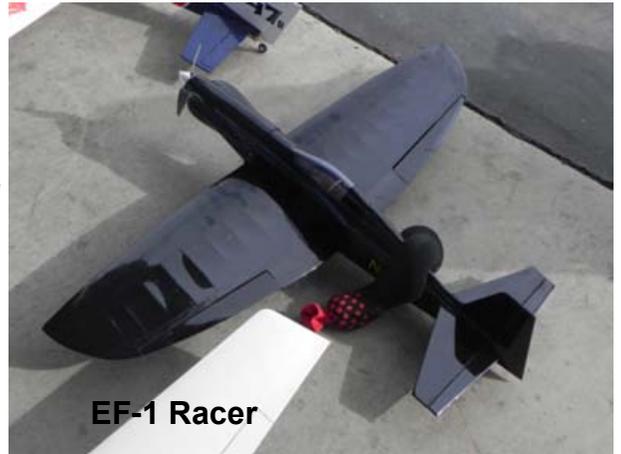
but the turnout was good. Howard Power led us in a moment of silence as we flew a missing man (virtual) formation in memory of the recent passing of one of our long time members Richard "Dick" Moeller. And, we all have a chance to remember him more with the ability to own one, or more of his R/C items. During the Glider Fly Dick's son "Mike" along with Mike's grown children brought three car loads of stuff, essentially, representing a near lifetime of R/C modeling from Dick Moeller. Much of his stuff will be set out on the table for use by anyone interested. His more

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Lets' Get Radical Oakdale Pylon Races

By Robert Shaver

Tristan and I went to Oakdale to compete in the Triangle Series Pylon races. Tristan went to compete in the Electric EF-1 class but got bitten by the R/C goblins; his radio was intermittent and resulted in two unsuccessful takeoffs. Little damage was incurred to his racer but it was enough that he put it away and Raced instead with my T-34 that I only really brought to act as a back-up bird for my Mustang that I raced in the .46 modified war-bird class. The R/C goblins bit my T-34 on about the third race whereas I think we sucked a-bit of dirt into the carburetor which hampered the motor and slowed the T-34 to the point where it simply wasn't competitive. None the less Tristan had a good time despite the obvious frustrations that he incurred. Tristan had pulled off three 2nd place finishes behind the usual T-34 Nemesis (Mat Campi?) but we were sure we could defeat him in the trophy dash as we had done last year at Morgan Hill; that is, until my engine started



EF-1 Racer

complaining. Dan Nolan and Alice also attended and got bitten by the R/C Goblins as well when Dan's pressure line came off and he burned his piston pretty badly; I'm not sure of what his finishing position was but I'm sure that both he and Tristan will be smelling blood at the next race which is right here at SAM on Aug 8th (I believe). I hope that many of you will attend "SAMs' BEST SPECTATOR EVENT"!

My Mustang dominated again as I went undefeated in the first 4 heat races, I was sure that I had won the Trophy Dash Race too which would have made it 5 straight wins but got called for a cut somewhere amongst the 8 lap race; Darn it! Still though, I took home 3 trophies which were Top Qualifier, Fastest Race Time, and 3rd place in the Trophy Dash Race.



**Matt Campi—
winner of the
T-34 races**

Special thanks to Tristan for being the best caller in the world!

There were 18 total competitors which was a reasonable showing; ten EF-1 racers, Five 46 Modified War-bird racers, and only Three T-34 racers (including Tristan).

All of the Modified war-bird racers agreed to race all five at a time in the heat races to help shorten the contest which made it very exciting to say the least. Many "Gorgeous" Quickee 500 Racers were also present for Sunday's race that was cancelled due to high winds (glad we didn't stay). The Weather for Saturday however was nearly "perfect" all day long with only a slight encumbering cross-wind to cope with. Oakdale has a very nice field with a very Long runway although be it a trifle bit rough. It also resides next to a lake which I intend to empty of fish the next time we go there. All in all it was a very worthwhile trip. The people there were wonderful and Tristan and I found a great steak house where we both gorged ourselves the night before the race (Yum!).

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Pylon Races (Continued from Page 2)

For those of you that would like to see the attended Oakdale race, I made a short video of the 46 Modified War-bird race portion. You tube search Robert Shaver and click on the red icon (there are three Robert Shaver You tube sites) to find my site.

Crazy Ivan



Above - Rick Maida and his son's modified warbird entries.

Left—Another EF-1 Racer



Right and below - Mike McCauley prepared baby-back ribs for the April rudder gate. Unfortunately I wasn't there but I understand they were excellent. Thanks for doing that Mike,



Right - The Roy Slater built Swoose hits the sky once again. It's heavy, but flies well!!



Lets' Get Radical IMAC

By Robert Shaver

At the last minute I decided to compete in this years' IMAC at SAM. In not wanting to embarrass myself (and SAM) with my quadruple ugly Extra 260 Pock Mark Maker, I unwisely chose to compete with my T-34 of which of course is set up with very soft controls for racing and was therefore indubitably disadvantaged. My race set-up T-34 was however very capable for all but two of the maneuvers (1 ½ turn spin, Hammerhead) so excepting for the two aforementioned maneuvers I did score very well. If I had re-set my controls as per for competing in the IMAC my itsy-bitsy .45 glow powered T-34 would have stood well in the Basic class that I was competing in. Of note is that for the Basic class "any model aircraft" is legal to use (even foamies are legal) and, so long as you're an AMA member there's no requirement to belong to IMAC. I did have an agenda in competing in the IMAC and that was



April IMAC

that I've always stated that "if" their flight box wasn't required to be of orbital altitudes and didn't require the flight to transgress through multiple area codes that I would indeed enjoy competing in IMAC so I conducted a test via keeping my flight box to more of an "Old School Pattern" style whereas your aircraft is kept to be "very local". Excepting for one judge that gave me a 5, I received 9's and 10's for what they call "ACS" which as I understand it relates to the flight box size and of the competitors maintained consistency within his own self-defined flight box size (not 100% certain of that). That being the case (in not being penalized for

my Old School ways), I've decided to compete in both of SAM's IMAC competitions. I do want to state (in not wanting to seem disrespectful to the IMAC competitors) that in by stretching maneuvers to towering heights that it "proves manipulated control" in each and every segment of the performed maneuvers and that in by just quickly "popping" vertical point rolls (for example) requires fewer and lesser corrections to maintain straight line flight. AKA "I am very impressed" when long straight vertical lines are maintained throughout long stretched maneuvers and it certainly "increases the difficulty of performing the maneuvers"! Also is that many IMAC maneuvers such as three of four point rolls followed by 3 of 4 opposite point rolls during a vertical dive takes much time

As usual Joe MacGregor is the CD for the IMAC event. Thanks, Joe.



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IMAC (Continued from Page 4)

and altitude to perform and therefore (unless you open a drogue chute) high altitudes are simply "required" just to pull off such a maneuver. So forgive me but, I'm Old School oriented and have always tended towards "technical freestyle recklessness" lol.



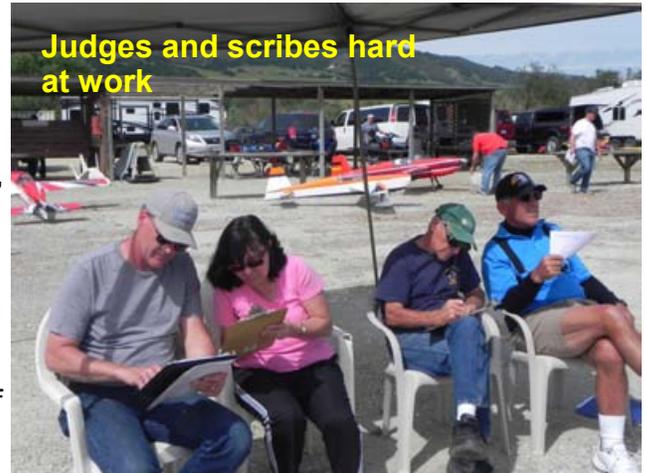
Thanks to Dennis for doing the scoring

"Thank You" to all the judges for their open minded kindness and for all of the "unselfish help" that was offered and happily received from the awe-inspiring competitors; further

is that if I do decide to move up beyond Basic class that I most certainly recognize that I'll have to change "my bad dog ways" to coerce respectable scores from all of the delightful judges that will be scoring me! Kiss Kiss lol. All in all I had a-lot of fun and truly enjoyed the "genuine camaraderie" of all of the "wonderful people" that participate in IMAC.

"Special Thanks to Tristan Williams" who called for me with only 12 hrs notification.

Crazy Ivan



Judges and scribes hard at work



Alice supervising the food shack during the IMAC. Thanks, Alice.



Richard Ciampa flying his Escapade - I think. I can't see it, can he? Richard recently graduated from CSUMB. Congratulations, Richard.



Dave Schradly with his T-28



Left - Robert Porter's newly acquired Bearcat. Let's keep it looking that good, Robert!!

Below - Get after them weeds, Gretta!! Why is Gretta always doing all the work??



Left - Kevin Jones practicing for race day.

The Prez Sez (Continued from Page 1)

prized items (airplanes, motors, R/C gear etc.) will be auctioned off at the next RudderGate/club meeting at the end of the month.

It's been decided by popular vote that combining RudderGate/club meetings with a short work period is preferred over dedicating a whole day to just do work. So, that will be the program for this summer. I personally like the idea. Comment, if you will. Your input is important.

As of this writing we have an opening for a Chef-in-Charge for the upcoming June RudderGate/work event/club meeting. Anyone interested in one upping Mike's ribs needs to fill out an application so that you can be properly vetted for the position. :-) Just kidding on the "one upping," but we do need someone to assume command of the cooking for the June RudderGate.

The Prez



Calendar of Events

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

September 2017

- 9-10 IMAC II
- 22-24 Lake McSwain Float Fly
- 30 RudderGate and Membership Meeting

October 2017

- 13-15 SAM Float Fly at San Antonio Lake - **FINALLY!!**
- 23 Board Meeting - Location TBA
- 28 RudderGate and Membership Meeting

November 2017

- 11 Work Day
- 23 Thanksgiving

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To send any submissions to the newsletter editor:

newsletter@salinasareamodelers.org
Or 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 and click on SAM Field Cam in the center of the page.



Above and right - Chris Thomsen's daughter and son



Future Pilots?? Great to have kids at the field.



Above - James Collins' and his young son.



As stated by Dennis, the June glider fly was cut short due to technical problems and weather, but we still had fun. The next one will be held July 1. Let get there a little earlier and see is we can be ready to launch by 9:00 AM

Above - Terry Gansberger getting ready to fly.

Right - the participants. There were others present with the sole mission of harassment!!



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