

Chris Meharg Solos with P-51



Last month I reported on our experience with the Horizon P-51 PTS trainer. I'm happy to report that on Saturday, January 21st, Chris Meharg soloed.

The picture above shows the exuberant Chris with his dad and son Jonathan. The instructor is also happy, as evident by the smile.

This has been a grand experiment with an entirely new type of training aircraft. It has been a very positive experience and I'm prepared to say at this point that it has been far superior to the traditional trainer type aircraft.

Chris has flown almost four gallons of fuel during his training. He has only broke one prop when he hit the fence on an early take off attempt. He landed hard on a dead stick landing in early January and the right landing gear strut broke part of the hardwood mount. The tail dragging configuration is far superior to the standard trike gear configuration (no bent nose wheel struts or broken out firewalls).

I understand that we may soon have three more P-51s trainees, so you will be seeing more of these "D-Day" Mustangs at the field.

By John Midgorden

President Says



HEY YA'LL! IT'S TIME FOR ANOTHER MEETING! I'M INVITING YA'LL TO COME TO THE NEXT MEETING ON 2/1/06 at our NEW LOCATION—the Landing Zone Restaurant. The owners, Helen and James Klimas, are really being GREAT to us! So, if you want to go over the business, be there at 6:30 PM for the board meeting. At 7:30 PM is the club meeting. We will briefly go over the board meeting actions and then get right into the Show and Tell and Program. We've been having MAGNIFICENT show and tell for our 2005 meetings.

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1/2.5 Scale DHC-2 Beaver

Don Meeks shared with me this magnificent all-metal DeHavaland Beaver being built in Europe. There are over eighty pictures of the construction on www.hm-metall.de/ Check it out!



A "Thank You" From the Salinas Rural Fire District

Dated December 8, 2005

The Salinas Rural Fire District and The Kinship Center would like to thank you for your donations of toys. Your donation will go to help children receive gifts this holiday season. All the Firefighters and Santa Claus would like you to know that we appreciate your effort in helping us help others. Once again we would like to wish you and all who are close to you Happy Holidays!

(signed) FF. Justin Reyes

AMA Convention—Ontario, CA

I finally made the trip south this year to the AMA convention in Ontario, Ca. The AMA has selected a nice venue with the Ontario Convention Center. There are five or six hotels all within walking distance and quite reasonably priced compared to Monterey Peninsula hotel prices.

The Convention had a little something for everyone: seminars, a swap shop and a vendor's hall. The vendor's hall had an R/C boating pool complete with submarines and battleships. There was a separate hall for R/C flying demos and rubber-powered models. In the vendor's hall there was a good variety of products to view and purchase—from Pecks-Polymers' rubber-powered old timer kits to Aero Works' large scale ARFs. It seemed to me that park flyers and small electrics airplanes and helicopters were the main focus of the vendors along with brushless motors, controllers and batteries. This is maybe due to the Los Angeles area

losing most of its flying fields. I attended a seminar on lithium batteries which was very informative. The flying demos were quite entertaining, mostly 3-D EP foam airplanes and electric helicopters. Flying indoors takes weather out of the picture but adds walls and a ceiling which were hit quite often. Horizon Hobbies brought Quique Somenzini to fly an EP biplane they're going to market with him. He is so unbelievably precise and smooth in his flying.

I also made a stop at the Planes of Fame Air Museum in Chino. This museum is really worth the admission fee. They have six hangers full of aircraft, many in flyable condition. While I was there the museum was flying and filming an F-86F Sabre and a red Mig 15. It was really impressive to see them take off side by side into the sunset.

The experience was very enjoyable and I'm looking forward to returning next year.

by Malcolm Beety



Planes of Fame at Chino Air Museum

Photos by Malcolm Beety



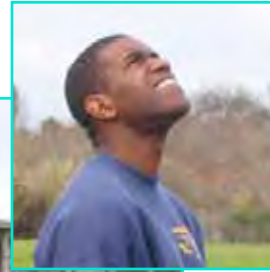
The Gate Combination lock has now been changed for 2006

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Meet Kyle Matthew

Kyle is a new member attending the Naval Post Graduate School in Monterey. Lt. Matthew is a Naval Aviator and has a unique gaggle of models.

Welcome Kyle to the SAM!



Electric Fun Fly

February 25, 2006

Dennis Stanley—Contest Director

Special Events Planned

Lunch will be provided

President Says

Continued from page one

Our calendar is mostly put together for our events for 2006, but we may have to move our Float Flies by one week.

Here are some suggestions that have resulted from club members input:

- 1) Please announce your intention to land. Since most of the members elect to fly without assistance, we have less chance to see that you are landing. PLEASE, yell out "Landing!".
- 2) STAY OFF THE RUNWAY unless you are retrieving your craft. If you are getting your aircraft, PLEASE ANNOUNCE YOURSELF AS BEING ON THE RUNWAY!
- 3) If you are DEADSTICK, PLEASE LET EVERYONE KNOW by yelling out "DEADSTICK!", or I won the lottery!
- 4) Lastly, if you go out of the pilots box to get your plane, PLEASE LEAVE YOUR RADIO AT THAT STATION! Don't carry it with you as you recover your model.

I've been out of town on business for two weeks, my excuse for a short article, so what is YOUR EXCUSE for not contributing to this letter!!!

HAPPYLANDINGS! Jim "CRASH" St. John.



Attention SAM Members

This is the last issue of *SAM Says* to be sent to the 2005 Roster. In order to get future issues of this newsletter you will need to have paid your 2006 annual membership fee!

Next Newsletter Deadline

February 15, 2006

Send contributions to John Midgorden, Editor

<http://www.jomidg@earthlink.net>

or Phone: (831) 633-4026

Club Meeting Minutes

January 4, 2006

The January 4th Club meeting was called to order by President Jim St. John at 7:35 PM at the Salinas Airport Terminal building conference room. There were eleven members present.

Jim St. John announced that since we have lost the conference room as a meeting place, the board had voted to meet in the back room of the Landing Zone Restaurant (downstairs). Helen Klamas has graciously agreed for the club to use her room.

With Bob McGregor out-of-town on business, Jim read his financial report received via email.

Old Business

Jack Jellá read a letter that he had received from the Fire Department thanking us for the Toys for Tots contributions. John Midgorden is to include this note in the next newsletter.

New Business

Dennis Stanley will be CDing the first electric fun fly scheduled for February 25th.

Jim made a plea for RudderGate cooks for the coming season and indicated there will be a sign up poster at the field. Chuck Bosso has already signed up for the May RudderGate.

Dick Moeller announced that the big electric fun fly in San Diego is scheduled for May 5-7.

Show and Tell

Dennis Stanley brought his Baby Boomerang jet turbine model and talked about the assembly issues, including finding brakes that are mandatory on jet models. He also demonstrated a small electric helicopter that he flew off the table.

Program

Jack Jellá brought a video interview of Irwin Olhson, a pioneer engine maker in our hobby.

Respectfully submitted,

John Midgorden, Secretary

2006 SAM EVENT CALENDAR

January		
4	Board/Club Meeting	Salinas Airport
February		
1	Board/Club Meeting	Salinas Airport
25	Electric Fun Fly	SAM Field
March		
1	Board/Club Meeting	Salinas Airport
4	Slope Soaring	Seaside
25	Field Work Day	SAM Field
April		
5	Board/Club Meeting	Salinas Airport
7-9	Float Fly	Lake San Antonio
21-23	Francis Memorial Fun Fly	SAM Field
May		
3	Board/Club Meeting	Salinas Airport
5-7	Float Fly	Lake San Antonio
21	RudderGate	SAM Field
June		
3	Glider Contest	SAM Field
7	Board/Club Meeting	Salinas Airport
24	Field Work Day	SAM Field
25	RudderGate	SAM Field
July		
1	Glider Contest	SAM Field
5	Board/Club Meeting	Salinas Airport
15	Memorial Fun Fly	SAM Field
30	RudderGate	SAM Field
August		
2	Board/Club Meeting	Salinas Airport
5	Glider Contest	SAM Field
27	RudderGate	SAM Field
September		
6	Board/Club Meeting	Salinas Airport
9-10	IMAC Contest	SAM Field
23	Field Work Day	SAM Field
24	RudderGate	SAM Field

October		
4	Board/Club Meeting	Salinas Airport
6-8	Float Fly	Lake San Antonio
21	Electric Fun Fly	SAM Field
29	RudderGate	SAM Field
November		
1	Board/Club Meeting	Salinas Airport
December		
2	Toys for Tots Fun Fly	SAM Field
2	Annual Dinner	Landing Zone Restaurant

Please note possible changes in the 2006 Calendar from the one published last month!

- The April float fly is a week earlier to avoid the Easter weekend.
- The May float fly is a week earlier to avoid the Mother's Day weekend.
- The IMAC Contest has been moved from the August date to September 9-10.

Thanks to Gary Sobak for calling the Float Fly conflicts to our attention.

New Meeting Place!

As mentioned in the January newsletter, SAM can no longer have its meetings in the conference room upstairs at the Salinas Airport Terminal Building. At the last meeting a new place to meet was discussed.

Since Helen Klimas offered to let us meet in the back room of her restaurant, the Board decided this was the best option for now.

Therefore, until further notice, **SAM Board and Club meetings will be held at the Landing Zone Restaurant at the Salinas Airport, 6:30 PM and 7:30 PM respectfully.**

Come early and enjoy a nice dinner at James and Helen Klimas' great little restaurant!

HOW AIRFOILS WORK—PART ONE

An article on “The lift from an aircraft’s wing” by Dr. Gregory Romine that appeared in the March 2002 issue of *Model Aviation* contains some errors. In the May 2005, issue we have a repeat of the same erroneous comments by a very fine aeromodeler and writer, Frank Granelli. Frank comments as follows: “But how does an aircraft with a fully symmetrical wing fly? Daniel Bernoulli is on vacation where this wing is concerned, but fortunately for all sport and aerobatics pilots is concerned, Sir Isaac Newton remains in the house—there is still much debate about this subject even after 102 years.”

The main purpose of this note is to clarify some aspects of the application of Bernoulli’s equation and to lay to rest some common misconceptions about how airfoils work. It should also be noted that among aerodynamicists there is no debate. The debate has only been engendered recently by some totally invalid assumptions and superficial articles.

Dr. Romine starts out with this statement “What provides the lift that keeps it (an airplane) in the air?”, inferring that there is a controversy between adherents of Bernoulli’s equation and those who say that the air deflected downward by an airplane wing provides the lift. Unfortunately, this so-called controversy has been generated over the past ten years by some erroneous books and articles on the subject. Two that come to mind are Jef Raskin’s article “Understanding how models really fly” in the January, 1996 issue of *Model Airplane News*, and a recent book *Understanding Flight* by Dr. David Anderson. In both cases there are some fundamental errors which contribute to the apparent controversy.

In reality, the lift generated over a wing can be computed or measured in several different ways. One is to determine the pressures over the wing surface, and then integrate them to determine the overall lifting force generated. If the flow is unseparated, and the boundary layer in which viscous forces are dominant is thin compared to other flow field dimensions, and the Mach Number is low enough that the flow can be considered incompressible, then Bernoulli’s equation can be used as an aid in calculating the pressures. This is true for any angle of attack which satisfies the criteria above, and is not limited to zero angle of

attack. If these criteria are not met, we have to go to more complicated equations, as is currently done in modern computational fluid dynamics (CFD).

A second method used in wind tunnels is simply to measure the overall forces on the wing directly, and a third method could be to measure the net forces on the deflected air, taking advantage, as correctly noted by Dr. Romine, of Newton’s third law of motion. The latter measurement is not easy to make, and in fact we generally use one of the first two approaches.

The point to make is that these different ways of determining the lift on the wing are not contradictory. They all will give the same answer. Clearly the net force on the wing must be equivalent to the sum of the pressures on the wing.

Well, so far so good. You may well ask “What’s the problem?” The problem in Dr. Romine’s article is implied in the figure which shows a picture of an airfoil with flow going on either side of it together with equations showing the difference between upper and lower pressures. This is fine but doesn’t tell the whole story. There is an implication that there is one velocity over the upper surface and another lower velocity over the lower surface, and that the flow divides at the wing leading edge. It is interesting to note that in the book *Understanding Flight*, Dr. Anderson makes the same assumption, and uses it to prove, using a Cessna 172 as an example, that the difference in pressure is insufficient to sustain flight. Therefore, according to Dr. Anderson, the whole science of aerodynamics is incorrect. The reality is of course that Dr. Anderson started off with an incorrect assumption,

In fact the velocities over the two surfaces vary continuously from front to back, starting at zero at the so-called stagnation point, near but not necessarily right at the leading edge, and accelerating, more rapidly on the upper surface, in roughly the first quarter-chord length, before moving back toward the free-stream value as the stream tubes get toward the trailing edge. The pressure and velocity vary along the stream tubes consistently with Bernoulli’s equation if the criteria of the previous paragraph are met.

by Alan Brown.

The concluding part of this article on airfoils will be in the March issue of SAM Says.

Contact Information and Calendar

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SAM AMA Club Charter #1554

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Coming Events

February 1, 2006

February Board Meeting	6:30 PM
February Club Meeting	7:30 PM

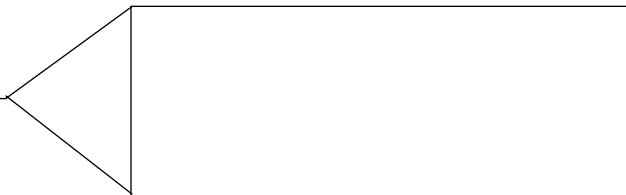
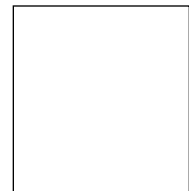
February 25, 2006

Electric Fun Fly	SAM Field
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Don't forget!

The Board and Club meetings will be held in the back room of the Landing Zone Restaurant at the Salinas Airport. Come and enjoy the comradery, show and tell, interesting program, and Helen Klimas' refreshments.

Salinas Area Modelers, Inc.
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