



SAM Says

Your Club Officers for 2006



At the Annual Dinner meeting the results of the election for SAM Officers for 2006 was announced. Since there was only one write in nomination, it is no surprise that the slate of officers announced at the November meeting were elected.

As can be seen from the above photo, the Landing Zone restaurant is a very appropriate place to have an RC modeler's gathering. With a model of Wayne Handley's Turbo Raven as a backdrop the 2006 officers are shown.

The officers and board members elected to serve the club for 2006 are from left to right: President Jim St. John, Board Member Malcolm Beety, Vice-president Bob Dooley, Treasurer Bob McGregor, Board Members Dave Stoik and Dale

Oxford, and Secretary John Midgorden.

Your club is fortunate to have these very qualified and dedicated members to provide the leadership for the SAM. Your officers and board members deserve the entire club's support. Please feel free to express your concerns and needs to any of these men. They can only make things better if they know your needs.

2005 was a great year for the activities of SAM! Let's make 2006 even better!

by SAM Says Editor

Happy New Year!

President Says



Hey, Hey, HEY! This has been the BEST year YET for the Salinas Area Modelers!!! We have had a lot of fun, made some good money, and brought in some new members! We honored those that we have lost; we had a MOST successful IMAC event (thanks to Dave Stoik and crew); we had the first Bob Francis Memorial Fun Fly to honor Bob Francis; we had a MOST successful Electric Fly-In; had several glider contests and three Float Flies. WE HAD A BLAST!!!! But the BEST is YET to come! We will have MORE events, MORE fun and good times, and POSSIBLY a surprise! I was the LAST member of the Salinas Area Modelers to be given the Honor of "Member of the Year" in 1986. I intend to bring that back 20 years later! Who will it be????!!!! It could be you!!!!

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Toys for Tots—December 3–4, 2005

The Salinas Area Modelers Club has a long history of supporting the "Toys for Tots" drive to gather toys for the children of low income families, who otherwise might be disappointed on Christmas morning. We have for a number of years set aside the first weekend in December for our fun fly event. It was a beautiful clear day, although a bit chilly, but we had planned for that and were ready with hot coffee and donuts. The flying started early and by 8:00 AM our members were arriving with unwrapped gifts for boys and girls.



President Jim had thoughtfully provided an iron tub and firewood to add some warmth to the morning. The wind was light from the NW and remained so until early afternoon when it became calm, so you could fly all day, something that doesn't happen too often.

I have been privileged for a lot of years to use my van to deliver the toys to the Chualar fire station, on the way Sunday morning I stopped by the field and received even more toys. I am so proud of our club for the generous support that our members have shown in the true spirit of Christmas

Jack Jellá Reporting



Classifieds

I received an inquiry to help sell a very nice model from Jared Prolo (not a club member).

His model is a Great Planes Big Stik 40 ARF, already assembled, but not balanced or flown. It has an OS .46 motor and Futaba S3004 servos. The radio is a Futaba T4VF. Jared is asking \$400 for the complete system, but is open to offers. His phone is 831-477-2176. If you are interested please give him a call!

An Email from our Old Buddy—Dave Roth

Here is an email your editor received from Dave Roth. Many will remember Dave and his excellent support of SAM. He served on the board and was our newsletter editor before moving to the Gold Country a little over a year ago. You can drop him an email at imdaveski@sbcglobal.net.



GHOST SQUADRON

Each month the newsletter will feature a model and RC pilot from yesteryear.



Answers to December's quiz!

Pilot	Dave Roth
Year	July 2004

Hello John,

It is me, Dave Roth.....

I'm not sure if the questions in the photo are part of the quiz or if you really did not know who it was.

Well, It is good to see all the pictures of you guys. I look at the newsletter on-line every month. Since one no longer gets emailed to me. I find myself missing the club very much!

My club here is a smaller club and are mainly into electrics. Although there are big planes too! The focus is not in quarter scale or above. And our club does not generate funds like the SAM bunch. We rely on dues from membership, and at about 56 members— well, you do the math. They are a good group of guys though!

All is good Here in Twain Harte (Sonora Area) and my job is going good! I have a fleet of (12) twelve Planes now. All flight ready! I am dabbling in electrics a lot more.

Boy I tell you lipoly gets more \$\$\$ than glow!!

I also still have my glider and (3) three helicopters that no longer require training gear to fly (Ha Ha). Since the photo shows training gear! Well, I sure miss the club over there. If you can drop me an email once in awhile and keep me posted on things I would love that! I still feel like SAM is my home. That is where I was pushed out of the nest and began to sore solo! 'Till our flight paths cross again!

Dave Roth

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2005 Annual Dinner Meeting!



President Says

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Many thanks to those of you who have helped out to make 2005 such a FUN and successful year! Those whom have helped at events, whom have cooked at ruddergates, and to those of you who have come to these events to make them worth-wild, THANK YOU! The Salinas Area Modelers are talked about all over the West Coast States!!! We are a “down to home bunch” that just wants to have fun!

The season closer was the Annual Christmas Dinner and annual meeting. I know I disappointed several of you because the meeting took only 30 seconds, and the rest of the time we had a BLAST! I announced the new officers (big surprise, right????), we had our white elephant gift exchange, and I honestly believe that ALL of you that attended met someone NEW!

In 2005 we saw new members, new aircraft, and had a lot of GREAT TIMES! Now, if we had MORE fun in 2005 than in 2004, what can we do in 2006????!! LET’S PARTY AND HAVE A GREAT TIME!!!! We will be making improvements on our field, having additional events, and we will look forward to what we can CONTRIBUTE to the future! We want the WORLD to know that the Salinas Area Modelers are here to MAKE A DIFFERENCE in 2006!!!!

I’m EXCITED to help lead this club towards a better and more PROFITABLE future!

Plus we’re gonna have a BLAST getting there!

HAPPYLANDINGS! Jim “CRASH” St. John.



Next Newsletter Deadline
January 15, 2006
 Send contributions to John Midgorden, Editor
<http://www.jomidg@earthlink.net>
 of Phone: (831) 633-4026

Lost Our Meeting Place!

The Salinas Airport manager has informed us that after our January meeting at the terminal building we will no longer be able to use the facility. Other groups have been asking to use the room, but since it doesn’t meet the government’s disability requirements he is concerned about possible problems down the road.

This means we need to look for another meeting place. Bob McGregor is going to check to see if our old place may be available. Anyone with other ideas please let Jim St. John know. We will need to locate something before the February club meeting.



REMEMBERING THE GOOD TIMES OF 2005



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
14-16	Float Fly	Lake San Antonio
21-23	Francis Memorial Fun Fly	SAM Field
May		
3	Board/Club Meeting	Salinas Airport
12-14	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
19-20	IMAC Contest	SAM Field
27	RudderGate	SAM Field
September		
6	Board/Club Meeting	Salinas Airport
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

A Little About PCM Receivers

by Ed Olszewski of Saint Clair, MI

Basically, the PCM radio takes your FM signal and “codes” it digitally (the “C” in PCM). Then the PCM receiver “decodes” the signal to utilize it. Since noise is not a normally recognized code, it is ignored by the PCM receiver, and is not sent as servo instructions.

In addition PCM does not transmit position signals for each servo in each transmitter pulse. Rather it transmits movement commands as required, and occasional positions confirmation commands. Short periods of interference will simply leave the servo at its last known position, and not show such radio interference as glitches or fluttering.

If your PCM receiver continuously receives interference past the preset time, it then switches into “failsafe mode,” and obeys some preset commands you programmed in the receiver.

Horizon's PTS Mustang Trainer

By now many of you have seen Chris Meharg's Mustang flying at the field. Since this airplane is a new approach to learning to fly RC I thought it might be interesting to share my experience in flight training with this new airplane. My observations may be important since there are two more of these Mustangs soon to enter the training program at our field.

PTS stands for Progressive Training System. The model has been designed to enable a student to have an airplane that handles more like a conventional trainer, but has the good looks of a scale model. It also does away with the need for a soloed pilot to immediately look for a higher performance model as a second airplane. By the time a student has progressed to the point of removing all the "trainer modifications" he/she has a fast aerobatic scale looking airplane.



This training package is a very good value considering all you get. The model comes with all the gear installed, including a very powerful Evolution .46 engine. The installed JR 5-channel computer radio provides enough channels to put in operating flaps later if desired. There is also a computer simulator disk included to enable a student to "fly" the model on a computer. The trainer cord provided has a dual plug so it can be used with either a JR or Futaba trainer box.

There have been a few problem areas with this model. After several hours of flying the horizontal stabilizer is beginning to exhibit some play. My suspicion is that the rods on the fin that go through the stab and are bolted on the bottom

have worked holes in the balsa. I have had this trouble with other trainers that have bolt on tails. It would be better to epoxy the stab in during initial assembly. Oil from the engine exhaust has also seeped into the wing joint and the bulkhead at the trailing edge of the wing has gotten oil soaked. At assembly it would be a good idea to fuel proof this area and to put a silicone seal on the wing saddle.

The progressive system includes three major items that can be eliminated as the student advances. The landing gear legs come with large flat plates attached for increased drag. The flaps are initially placed in a down position to provide more lift and also to make the plane slower in flight. The final aerodynamic mod are clear plastic boots on the outer section of the wing leading edges.

We took off the landing gear drag plates early on. With them on it requires several notches of power to land safely. When you pull the power the model really slows down with these flat plates in place. We flew with the flaps down for the first gallon of fuel. The wing boots are excellent and provide a very stable airplane that is almost impossible to stall. It has no tip stall tendencies!

Out of the box the rudder throw was not nearly enough and we increased it considerably. The engine has so much torque at take-off that it takes full right rudder to hold it straight until it reaches take-off velocity. On the second Mustang that I have flown the ailerons were way to "fast." So, that might need to be checked on a maiden flight.

A big difference of this design is the tail-dragger configuration. It is often thought that this is not a good way to go for beginners (since most trainers have a trike gear arrangement). Because of the rake of the gear legs and the large wheels this model is almost impossible to nose-over. No more wild bounces from a nose-gear and no more broken firewalls or bent nose wheel struts. There is also a considerable prop clearance from the ground and the prop has yet to hit the ground, even in hard landings. Although it is a tad more difficult to land than a trike gear trainer, it is a small price to pay for all the other pluses. All in all I'm very impressed with this Mustang and it looks great in the air.

John Midgorden

Contact Information and Calendar

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SAM AMA Club Charter #1554

Coming Events

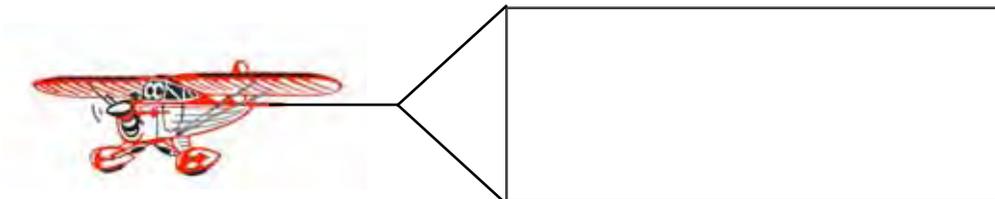
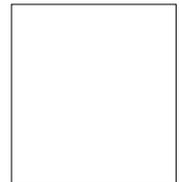
January 4, 2006

January Board and Club Meeting at the Salinas Airport Terminal—upstairs conference room. Board meeting at 6:30 PM, Club meeting at 7:30 PM.

Note this will be our last meeting at the airport conference room!

Check out the 2006 SAM Event Calendar on page 6 of this issue of SAM Says and mark the important dates in your calendar!

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