



newsletter of the

Salinas Area Modelers

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Salinas Area Modelers, Inc.
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President Says!.....

I am continually amazed at the diversity of modeling activity enjoyed by the members of SAM. It would be very interesting to know how many years of modeling are represented by SAM members. We have several in the club who have been modeling for over 50 years as well as those who are relatively new to the sport. We all have our special interests I suppose, evidenced by the type of airplanes we model. But if you are like me, I am always interested in other aspects of the hobby that may not be my primary interest.



President John & Cap 232_1

The very first models I built as a kid, that were supposed to actually fly, were stick & tissue models with a wound rubber band that turned the propeller. I "advanced" into gas powered models before I became very accomplished at building & flying rubber band powered models. But I was always aware, from reading the magazines, that there were modelers who took this form of power very seriously. I also knew competition in flying rubber powered models was an international event (Wakefield for example).

In my early RC days I depended upon a wound rubber band to power the escapements in my models. It was almost like flying a rubber powered model. I had a special winder & would stretch the rubber band out the back of the model to approximately four or five times the length of the model & pack about 800 winds into the band. This would allow me to make up to 10 minute flights without running out of "rudder power."

At our July meeting we will have a unique opportunity to learn something about rubber powered model competition from one of our own – **Jack Jella**. **Jack** is one of our members whose modeling experience goes back well over fifty years. **Jack** still builds & flies rubber band powered competition models. Although these kind of models are "free flight" (not R/C) I'm confident you will find **Jack's** presentation interesting & informative. In addition to **Jack's** presentation, **Alan Brown** has agreed to talk about his articles on aspect ratio that have appeared in the last 2 months of this newsletter. I would encourage all to read these articles & come prepared to discuss & ask questions of Alan. In fact, how about computing the aspect ratio of some of your models in preparation for the meeting.

Since some of you were not at the last meeting, I am pleased to report that the SAM treasury is \$670 fatter because of the SCAT contest last month. The SCAT folks gave us \$500 & the lunch concession made \$170 serving chili hot dogs. I really appreciate the help of **Dale Oxford**, **Bob McGregor**, **Walt New-**

NEWSLETTER DEADLINE-



**JULY
15TH**

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man, Dick Moeller & Bob Dooley who all provided their expertise with the technical issues and the food shack.

Until next month, try to keep your planes out of the ponds, the trees and practice many touch and goes!

John Midgorden, President 2003

CROSSWIND LANDINGS BY Gary Chudzinski

Throughout the past year I've heard a number of comments regarding taking off & landing in crosswinds. Many of these pilots ground themselves if the wind is blowing across the runway. This is unfortunate because this difficulty can be overcome with understand & practice of crosswind operation.

The first ingredient for successful operations is adequate rudder. Your rudder can't be too large, but it can be too small. Usually kits have an adequate amount, but you should be looking at 40-50% of the total vertical flying surface for excellent response. This should handle crosswinds in the 12-15 mph range. The other, & most important element, is pilot input. In full-scale flight, pilots are taught 3 distinctive techniques: crab, cross-controls & a combination of both. These techniques apply to models as well.

Crab: This is the simplest to perform. You turn the aircraft into the wind to maintain a straight-line track coincident to the runway centerline. This is accomplished immediately after rollout approach on final for landing. This track is maintained with small corrections until landing. At touchdown, rudder is used to straighten the ground path and (most important) aileron is applied as if to bank into the wind & held until rollout is complete.

Cross Control: This is definitely more difficult, but more professional and personally rewarding. After rolling out on final approach, apply & hold aileron into the crosswind with sufficient opposite rudder to maintain aircraft heading aligned with the runway heading. Standing on the ground & not in the cockpit makes estimating the amount of control more difficult. So, start out with 1/8 to 1/4 application of each stick (again, aileron into the crosswind, rudder opposite, & you are cross-controlling). Apply enough aileron to maintain track to the runway & continue to hold it, gradually increasing the amount if necessary, until landing is complete. As with crabbing, rudder control is used for steering after all wheels have touched down. For touchdown in a crosswind, do not flare as much. Fly the model onto the ground while retarding the throttle. Remember, do not stop flying the aircraft until it comes to a complete stop.

Combination: Uses both techniques with less amounts of each.

There are two more areas of crosswind operations that I would like to comment on. These are taxiing & takeoff. In many ways, the same considerations are given for wind direction & velocity.

Taxiing: Those of you who have flown full-scale, light

aircraft are instructed to know the direction and intensity of the winds before taxiing. This not only confirms the runway in use, but provides you with information for safe ground taxi. Control input while taxiing in a light aircraft is extremely important for control, & in extreme cases of wind, keeping the wheels on the ground. The same considerations apply to our models, especially the light, high-wing types. The whole idea is to apply control input to keep all wheels planted firmly on the ground. For example, if you are taxiing into the wind with a tail-dragger, apply aft stick to keep positive pressure on the tail wheel. The reverse applies to a tricycle gear. In a tail wind, use forward stick for the conventional & aft stick for trike. For crosswinds apply aileron into the wind. From an aerodynamic standpoint, you are shaping the control surfaces to give you a lift advantage, however slight it may be.

Takeoff: Like it or not, cross-controlling is the only way to make a safe, straight, good-looking takeoff. You have done it many times but may not have thought of it in those terms. A good technique is to taxi (using the techniques above) & lineup on the runway centerline. Before increasing the throttle, think about using the ailerons to keep the wings level & the rudder to track straight through the takeoff. Initially, apply about 1/2 aileron stick into the crosswind. As you increase throttle, the aircraft picks up speed which means the controls are generating more & more lift. With the increase in lift, less & less aileron is needed. Meanwhile, continue to track straight with rudder. As the aircraft cleanly breaks ground, keep the wings level, & use enough elevator for a consistent rate climb. Slowly take out all rudder & continue your flight.

Although somewhat confusing & thought provoking at first, talk yourself through these techniques then give it a fair chance with practice. Remember, the two most important maneuvers of flight are takeoff & landing. **GOOD LUCK!**

COUNTRY CLUB AT QUAIL LODGE

**Race and Sports Car Concourse
Friday, August 15th, 9:00am to 3:00pm**

I need five to ten more scale planes
for static display
– no flying –
vintage through present

Please call **Walt** at 624-7934

This is an "invitation only event and we have been asked to be one of the displays – for which the club get a nice contribution.

Minutes of June Meeting: by Dick Moeller

The meeting was opened at 7:30pm by President **Midgorden**. The treasurer reported that the club is solvent & we have 79 members. Minutes of the previous meeting were approved.

Midgorden announced that the float-fly was successful except for R.C.s tragedy. He also announced that the SCAT event was a success although the pilot count was substantially lower than last year.

Midgorden also stated that one bid for resurfacing the runway had been received at \$4181. Several members may have contacts with other contractors and will try to obtain information.

It has been arranged to have the pit area weeds sprayed. It was questioned if the spray material is approved by the County for this location. **Malcolm Bruce** will get the answer.

The Quail Lodge event is scheduled for August 15th from 9am to 3pm. Full size helicopters & airplanes will be on display, plus our static display of old time models. Model helicopters will be flown by others. **Walt Newman** said he needs more planes from the beginning of flight to pre-WWII.

Our newsletter is now on e-mail. It was recommended that we take it off of the website.

The **Bosso's** will provide the dinner for the June 29th Rudder-gate. Members should bring salads to round out the meal.

A tape of Bob Hoover performing in a P-51 from both the cockpit & the ground was shown. The second part of the tape showed Hoover doing some dramatic things in a Rockwell Shrike.

RAFFLE WINNERS:

CA	Dick Moeller
Plane Cover	Dick Moeller
Epoxy	John Midgorden
Gift Certificate	Jack Jella

For show & tell, **Walt Newman** showed his Wright Flier, under construction, for the Quail Lodge event.

The meeting was adjourned at 8:50pm.

Narrow Attention Span

From News-O-Flyin', Jack Needham, editor

During a cross-country flight in my old Cub, I began looking for an airport where I could refuel. As my fuel condition worsened, I added gas stations with suitable landing areas to my search list. As the fuel level reached the critical stage, my search narrowed to any darn gas pump I thought I could get to!

Finally I spotted such a station, right alongside a straight highway.

As I taxied up to the pumps I wondered how the old man in the rocking chair near the doorway was going to react to an airplane customer. I asked, "don't suppose you get many airplanes where at your station, do you?".

"Naw" he said, gazing idly across the highway while he pumped. "I reckon most of 'em gas up across the highway there at the airport."

Safety Rule #2

No transmitter operation outside of pilot boxes with antenna extended. When walking into flight area to retrieve a model either collapse antenna or leave transmitter in the pilot box.

IMPORTANT INFO



NEEDED!



FOR YOUR EDITOR!

(Repeated this month, for those of you who do not read the newsletter every month)

At last months meeting, it was decided to publish your newsletter through e-mail, in place of the printed edition that I send you through snail-mail. Along with saving a few trees here and there this will save the club quite a bit of money in stamps as well as printing costs. Starting in July you will be able to receive this publication with pictures in full color, right on your desk top. Then you can print it all out or just a portion, whatever you decide.

The only thing required for you to have is Acrobat Reader, a program that you can download free of charge from www.adobe.com

There may be some of you that do not have e-mail, or just would prefer to have a hard copy mailed to them. If you are one of these people, please call and let me know that you DO NOT WANT your newsletter to come by e-mail.

I want to thank the Board, all members who voted and **Bob Dooley** for all their help & support to get this program rolling.

Darlene, 831.688.6283

REMEMBER These Coming Events

July 2	Board & Club Meeting	Salinas
July 5	Glider Contest	SAM Field
July 12-13	Memorial Fun-Fly	SAM Field
July 12-13	Invitational Air Show	Morgan Hill
July 19	Flea Market	Morgan Hill
July 19-20	IMAC	Livermore
July 26-27	IMAC	SACRATS
July 26-27	WW II Wings	Woodland/Davis
July 27	Ruddergate	SAM Field
August 2	Glider Contest	SAM Field
August 6	Board & Club Meeting	Salinas
August 16	Giant Scale	Morgan Hill
August 29-31	IMAA Mini Festival	Salinas
August 30	Warbird Fun Fly	Fresno

EPOXY GLUES

FROM Alaska Radio Control Society, Joe Ostrom, Editor

Q: My epoxy cures in only 10-20 minutes. Did I get mismarked bottles?

A. The minute designations on our epoxies are the amount of time one has before the components start to cure to a taffy-like consistency when mixed on a flat surface (such as the flexible plastic top to a coffee can). Higher temperatures will reduce the working time. As epoxies cure, heat is created. If a larger amount of epoxy (1 oz. Or more) is mixed up in a cup, a mini-reactor is created which concentrates the heat of curing which causes the epoxy components to kick-off faster which creates more heat which further speeds the curing, creating more heat and so on and so on. On warm days you can end up with a smoking blob. Lay down parallel, equal lengths of each component before mixing them to get consistent results. The 20 minute designation of our fuinish-cure takes into acount its being mixed in larger quantities in a cup.

SAN ANTONIO LAKE FLOAT FLY



Howard looks to be Ready to Fly



President John Showing Something new!



Gary Getting Help From Chuck



Dick say's "I think I will Fly now!"





Bob McGregor
Uses a little
Body Language
To help his flight.



Let 'er Go
Malcolm

SAM MEETING
July 2nd, 7:30pm

↔

You're too advanced to fly
"rubber power"??

Let **Jack Jella** show you the in's
& out's of model competition in
"Rubber Power Free Flight"

* * also * *

Alan Brown
Will talk about
Aspect Ratio
Come early – Listen Closely!

SUMMER GLIDER CONTESTS

Saturday, June 7

Saturday, July 5

Saturday, August 2

Field will be closed for the contest
9:00am to 12 noon

**THIS YEAR WE WILL BE USING A WINCH
INSTEAD OF "THE BIG RUBBER BAND",
TO LAUNCH THE GLIDERS.**

Come join us for the fun!

Call Malcolm Beety, 393-9304
for additional information



What a beautiful day to enjoy!



Woody
Is really
Concentrating on this
flight



Roy & Dolores
Enjoying the Show

OFFICERS

President: John Midgorden.....633-4026
Vice Pres: Dave Florence.....678-1334
Secretary: Dick Moeller.....663-2613
Treasurer: Bob McGregor.....422-3049

BOARD OF GOVERNORS

Malcolm Beety.....393-9304
Dave Roth758-3799
Bob Francis.....688-6283

Field Maintenance: Malcolm Bruce.....449-4471
Malcolm Beety.....393-9304

Club Internet Site: <http://www.redshift.com/~modeler>
Webmaster: Bob Dooley375-4874

NEXT CLUB MEETING

Wednesday, July 2, 2003
7:30pm

Salinas Recreation Center, Lincoln Ave.
Between Alisal & West San Luis
Salinas, California

Club meets the 1st Wednesday of each month.

Next Board of Governors Meeting

Wednesday, July 2, 2003
6:30pm
Salinas Recreation Center

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SEND IN YOUR ARTICLE AND PICTURES NOW!



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First Class

