

newsletter of the

# Salinas Area Modelers

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November 2003

Salinas Area Modelers, Inc.  
P.O. Box 6351  
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## President Says!.....

Wow! How time flies when you're having fun! Our last club meeting of 2003, November 5th, is just around the corner. According to the club's by-laws the November club meeting must decide a slate of officers for 2004. The proposed slate is included in this newsletter. You will have the opportunity to nominate additional candidates at the November meeting.

Shortly after the November meeting you will be receiving a ballot in the mail. Please consider your vote important and return your ballot promptly. If you can't make the club meeting, you will be able to make a write-in vote. The election results will be announced at the banquet on December 6th.

In addition to the ballot, there will also be information regarding the December banquet. The banquet will also continue the tradition of the white elephant gift for both men and women. Please return your reservations for the banquet with your ballot. There has also been considerable interest by club members for club logo merchandise. In the early November mailing with your ballot and banquet reservation form, there will be a place for you to indicate your interest in purchasing a SAM jacket, hat and/or t-shirt.

December 17th is an historic day! One hundred years ago two brothers from Dayton, Ohio, finally achieved controlled powered flight and the dream of the ages was finally realized -- man can fly! All of those who were pressing in on powered flight at the turn of the 20th century, such as Samuel Pierpont Langley, Octave Chanute, Otto Lilienthal, and the Wright brothers began their experiments with models. There have been excellent programs on cable and satellite TV commemorating the Wright's achievements and the build up to the recreation of the first flight of the 1903 Wright Flyer at Kitty Hawk. There is also a wonderful centennial first flight website at [www.firstflightcentennial.org/](http://www.firstflightcentennial.org/). You can also sign up for a free email newsletter that comes out each week.

At our November meeting we will celebrate the Wright Flyer with a detailed analysis of the steps leading up to the successful flight on December 17, 1903. Join us then to learn how the Wright brothers almost gave up after their 1901 glider experiments on the sands of Kitty Hawk.

Until then, keep them flying!



President John

**REMEMBER  
TO SEND IN  
YOUR  
BALLOT  
AND VOTE!**



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John Midgorden, President 2003



# SAM MEMBERS CAN FLOAT



## REMEMBER These Coming Events

November 1	Swap Meet	Richmond
November 1-2	Pattern	Morgan Hill
November 5	Board/Club Meeting	Salinas
November 8	Electric Model Contest	SAM Field
November 9	Electric Model Flyin	SAM Field
November 22	Flea Market	Morgan Hill
December 6	Annual Dinner Meeting	Salinas Elks
December 6-7	Toys for Tots	SAM Field

## NOMINEES

### 2004 SAM Officers & Board Members

**President:** John Midgorden  
**Vice-President:** Dave Florence  
**Secretary:** Dick Moeller  
**Treasurer:** Bob McGregor

**Board Members:** Malcolm Beety  
 Bob Francis  
 Dave Roth

**Attend meeting November 5th to add to the nominations.**

## FROM YOUR EDITOR:

Just in case you didn't notice, you are receiving your newsletter very early this month. This is because I will be out of town when the mailing usually takes place. So be sure to mark your calendars for the next meeting – **WEDNESDAY, NOVEMBER 5TH** – so you won't miss anything important.

### NOVEMBER MEETING PROGRAM

December 17, 1903-2003

One Hundred Year Celebration of Powered Flight

At the SAM , November 5th Club meeting we will explore the various personalities involved in the great race for flight at the turn of the 20th century. This exploration will highlight the reasons why Wilbur & Orville Wright were the winners.

## SAFETY RULE #6

**For extended high throttle operation or engine breakin use the run-up pads at either side of the pits.**

## FOR SALE

99" Curtis Robinhood, airplane only	\$350.00
with 6 Airtronics 161's & one 738	\$650.00
servos & D&B 5.1	\$1850.00
All of above, floats & other assessories	\$2000.00

-----  
 Solaro 82" WS (more or less) no engine/servo's  
 Requires 8 channels, 90 two stroke or 90-120 FS  
 Sale Price: \$150.00 OBO

-----  
 OLY 650 type glider with 2 Futaba 148 servo's  
 Sale Price: \$100.00

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 Interested in any of the above?

Call **Jerry Arana:**

831.475.1939

831.462.2827

831.252.2676 (cell phone)

## Minutes of October Meeting:

by **Dick Moeller**

The meeting was opened by **President Midgorden** at 7:40pm. 15 members were present. The minutes of the September meeting were approved as written. Treasurer **McGregor** was not present.

### OLD BUSINESS:

Members expressed that the weather was hot at the September Float Fly; however, a good time was had by all. It was discussed as to scheduling other times to beat the September heat. A motion was made & passed to keep the weekend after Mothers Day and an October date in the schedule.

Several members have asked about the source & availability of jackets, t-shirts & caps with club logo. Dolores Slater is contacting previous sources. The November letter about the election & holiday dinner will contain a survey for quantities.

**Jack Jella's** Lyceum program scheduled for November 1 at the field to instruct & fly a trainer for 10-20 kids is on track. A motion was made & passed to serve a lunch for the kids. It appears that a number of trainers & instructors can be available.

### NEW BUSINESS:

Quail Lodge has presented to the club a very nice machined aluminum box (in lieu of a cash payment) for our display of RC aircraft at the Quail event in conjunction with the Concourse d'Elegance.

The recent sealing of our runway is peeling in low areas & needs fixing. **Bob McGregor** will be asked to contact the contractor.

We have a float fly scheduled for October 10-12 at San Antonio Lake and a RudderGate on October 26th. Nominations for 2004 officers will be in the November newsletter. Additional nominations will be accepted at the meeting. Information about the holiday dinner will be in that letter.

President **Midgorden** showed pictures of a super-size Stick.

### RAFFLE:

Malcolm Beety suggested that we put names on tickets for a super prize raffle at the holiday dinner in 2004. Motion passed. Winners were:

Fuel & Filters **John Midgorden**

Hitec Servo **Dick Moeller**

**Alan Brown** discussed CG on flying wings.

## NEWSLETTER DEADLINE

### November 15TH

**Send me all your news, pictures and "For Sale" items.**

**Darlene**, 831.688.6283 or email: [francis@got.net](mailto:francis@got.net)

**Control surfaces— by Alan Brown**

Let's start by looking at a very simple flap-type control which could apply to ailerons, rudders, elevators as well as landing and take-off flaps.

The two flaps shown are (a) for a conventional model airplane hinge and (b) for one more like a full-size airplane. The first one should ideally be sealed to work well and the second can either be sealed or deliberately slotted to allow air to pass through. A question was asked recently about how small a gap should be to be negligible from an aerodynamic point of view. I have checked up on this, and a rough rule of thumb would be that it should be no more than 1/4 % of the main wing chord at that point. I.e., for a 10" wing chord, the gap should be no more than 0.025 or 1/40".

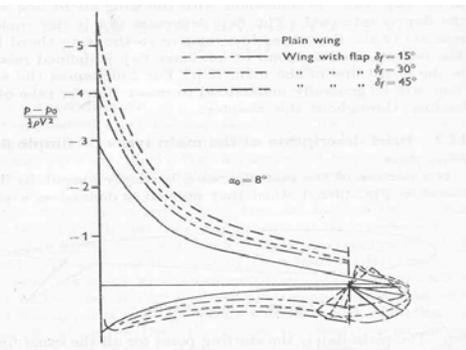
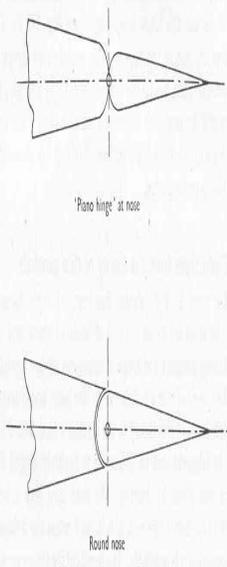


Fig. 14-2, 2. NACA 23012 section and 0-2c plain flap. Change in pressure distribution due to flap deflection.

The next picture shows the pressure distribution you get from flap (b). To help you to read this graph, you should note that the horizontal axis starts at the leading edge of the main wing, goes through the flap hinge and finishes at the wing trailing edge. Suction is measured upwards. You will notice that the maximum suction occurs right at the leading edge of the wing. This is why the center of lift is typically at the 25 % chord position. Most of the lift comes from the front 30 % of the wing. Now we deflect the flap. You will notice that the effect of flap deflection is greatest for the first 15 degrees and then gets less. More importantly, the change in suction is felt fairly uni-

formly over the entire wing. This means that although the flap only occupies the last 20 % of the wing, its effect is felt on the pressure distribution over the entire wing. We'll get back to this later.

Another type of flap is shown next. This is a split flap, with a variant called a Zap flap. We'll ignore the Zap flap for the moment (it's only there because I haven't figured out how to remove it easily). The interesting point about the split flap is that its effect on the upper wing surface pressure is almost identical to that of the plain flap, so from the lift point of view, both flaps act the same. However, the split flap has different drag characteristics, as we'll discuss later.

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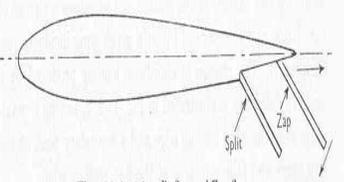


Fig. 14-2, 3. 0-2c split flap and Zap flap.

Development of flaps came rapidly in the 1930's as aircraft speeds got higher and airplanes had less drag. They have culminated in the multi-slotted flaps of modern airliners. To reduce take-off distance, you want more lift at low speeds, but you don't want any more drag. To make it easier to land on a short field, you need the high lift to reduce stall speed and you need increased drag to steepen the landing approach and prevent floating. How do we do that?

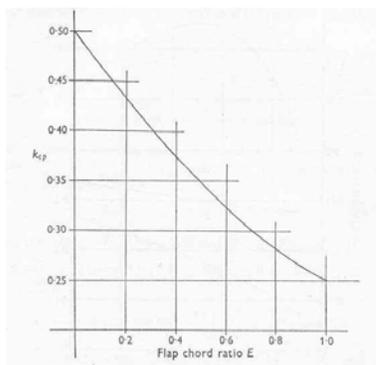


Fig. 7-2, 3. Centre of pressure coefficient for aerodynamic load caused by deflection of flap.

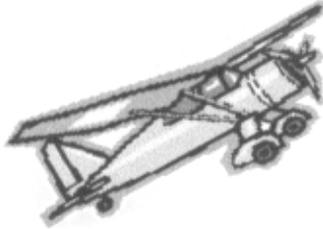
How do we do that?

Look for part 2 in the December Newsletter.....

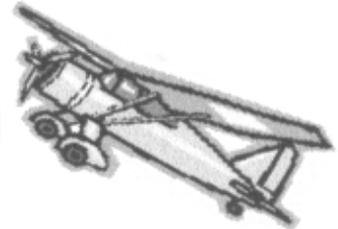
**INTERESTED?**  
**SAM Jackets & Hats**  
 Call President John  
 For More Information

## Salinas Area Modelers

# 1st Annual Electric Fly-In



November 8, 2003  
at Chualar, CA Flying Field



**Events: Sat. AM -- Mass Launch Duration Contest**

1. Any airframe, motor, and prop
2. Any battery @ 1200 mah maximum
3. Points to last 5 to land
4. Launches at 9, 10, & 11 AM sharp
5. Pre-registration for frequency
6. 45 minute maximum flight

**Sat. PM -- Fun Fly**

**Sunday -- Fun Fly All Day**

Visit the SAM Website: [www.redshift.com/~modeler](http://www.redshift.com/~modeler)  
For directions to the field

**For Pre-Registration call CD Howard Power @ (831) 484-1440**

**Landing Fee \$10.00**

**AMA Membership Required**

**Camping Onsite - No Hookups**

**Lunch will be available on Saturday at the Field**

**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 Roth .....758-3799  
Bob Francis.....688-6283

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

**Club Internet Site:** <http://www.redshift.com/~modeler>  
**Webmaster:** Bob Dooley .....375-4874

**NEXT CLUB MEETING**

**Wednesday, November 5, 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, November 5, 2003**  
6:30pm  
Salinas Recreation Center

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**SEND IN YOUR ARTICLE AND PICTURES NOW!**



**Salinas Area Modelers, Inc.**

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**First Class**

