

30 Years of Fun & Fellowship



August was a hot month, both weather-wise and activity-wise at the SAM field. There were many things done which many of you probably missed if you weren't at the field every week.

Thanks to Bob McGregor the tractor was taken by the dealer and given a full maintenance. In addition new blades were installed on the mower. A blade for the back was also order but the dealer ordered the wrong one and it is yet to be delivered.

Thanks to Dale Oxford an additional lock bar was constructed and installed over the doors to make it much more difficult to break into. Thanks Dale for the fantastic engineering job. Dale also bought a new PA system with amplifier, mic and speakers. The nice thing about this new PA system is it will work on either AC or DC power.

This brings me to the next item that has been replaced after we were robbed. Bob McGregor purchased a new generator which has its own wheels and which also goes to idle when there is no load. This will certainly come in handy during future events when we need electrical power.

Thanks to Walt Newman's good work the airshow and demonstration provided for the antique car buffs from Quail Lodge was a big success. There were over 30 cars (see page 7) and the club was able to put on an interesting show. There were probably 60 people watching They were only there for about an hour, but the club received \$500 for our effort.

The photo above is the group shot of our 30th birthday bash!

By your Editor

President Says



HAPPY BIRTHDAY, SALINAS AREA MODELERS

We are now officially 30 years old! We had a SPECTACULAR birthday party on July 30th. We fed 43 folks, almost all were members. We had a BLAST flying, associating and indulging in the raffle. Almost all items were donated by Jim Foster (in memory of Scroggie Wiley and Joe Altmeyer), & Jack Jellá donated a 3 channel radio system. We all had a BLAST! This club just seems to keep getting better and better.

Just some reminders: If you see someone needing help, do it. If you bring stuff to the field that becomes garbage (cans, food wrappers, broken props, ETC) PLEASE take it with you. Remember if you unlock the gate, turn the dials to "o" so the lock closes and doesn't fall off the gate.

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PRESIDENT SAYS (CONT. FROM PAGE 1)

If there is someone at the field or meetings that you don't know, make a point of meeting them! We need your input for the newsletter, activities, and the future of the club. There is new blood in the club that we need to draw from. The newer ones may have ideas that can make our future even brighter! We need to consider whom we want to run for officers for 2007 (Geez, 2007 is almost here). We need to work on our event schedule for 2007. We WILL be having our Giant Scale fun fly on April 27, 28 & 29. Those of you who have agreed to help make this the BEST April event EVER, we need to talk and see where we are. I'm working on a flyer now and hope to have a 1st draft for the next club meeting.

I'm cutting this short this month, so my wish to ya'll is for a many a HAPPY LANDING!

Jim "CRASH" St. John.



Mac Miller and Jack Jellá
Reminiscing

MINUTES OF THE AUGUST CLUB MEETING

These minutes are a combination of both the Board and Club Meetings.

The board meeting was called to order at 6:40 PM by Jim St. John. Board members present were Jim St. John, Malcolm Beety, Dale Oxford, and John Midgorden. Club members present were Dick Moeller, Malcolm Bruce, Chris Meharg. The number present at the club meeting nine. Since Bob McGregor was not present there was no financial report or update on membership.

Old Business

1. **Generator:** McGregor has order the generator. Malcolm Beety suggested that we chain the generator inside the container.

2. **Yard Light:** Malcolm Bruce suggested we buy a solar powered yard light. No action taken.
3. **Thirtieth Celebration:** Celebration was great. Cost was \$460. Event was very well attended with 43 for dinner.
4. **Weeds:** Weeds need to be sprayed again—Beety volunteered to charge the sprayer battery and spray. It was suggested that the next time we have the field professionally sprayed that the run off on both ends of the runway be sprayed.
5. **Roof Repair:** It was decided to save money for the eventual runway resurfacing, so roof repair will be done only as needed.
6. **July Glider Contest:** Malcolm Beety reported that there were only 8 pilots. The most excitement was generated by Jack Jella's free flight glider (he forgot to turn on his receiver).
7. **Additional lock bar for Container:** Dale working on the additional lock bar for container

New Business

1. **August Glider contest:** Malcolm Beety reminded everyone that the last glider contest is the coming weekend, August 5th.
2. **Quail Lodge Demonstration:** Walt Newman is handling all the arrangements
3. **August Rudder gate:** Bob McGregor to cook for Aug Rudder gate
4. **Gate Lock Problem:** There needs to be an article in the next newsletter about not leaving the lock open on the combination.
5. **Training Transmitters:** Malcolm Beety volunteered to look into replacing the JR and Airtronics buddy boxes that were stolen from the container. Midgorden is donating his Futaba trainer box.

Show and Tell

Alan Brown brought his Little Looper electric antique model for an update on his construction. It is getting very close to completion.

Program

A DVD produced by club member Jack Tossman was shown which covered recent SAM events.

Respectfully submitted,

Respectfully, John Midgorden, Secretary

Seen at the Birthday Party



FLIGHT SCHOOL 101 - SO YOU WANT TO BE AN RC PILOT?

The first in a series of lessons on mastering the skills of a seasoned RC pilot. By non-seasoned RC pilot, Randy McGregor.

Lesson One: Patience.

Patience is a virtue. Those words have haunted me my whole life as I think I heard them daily from my mother's mouth when I was growing up. As much as kids hate to admit that their parents might actually be right, I must admit that there actually were times that mother knew best. Through the thirty-two years of my life those words have been said over and over in my subconscious in my mother's voice when I'm getting frustrated or upset that things aren't necessarily going as planned or as quickly as I'd prefer. Usually I ignore her, but sometimes it's in my best interest to listen, take a deep breath, regroup and rethink the plan.

I'm repeating these words here because they apply to this hobby just as they do with anything new that one may be trying to tackle in their life. I learned to fly RC's far before I pursued a career as a professional pilot in 100% scale aircraft. My father and I entered this hobby at the same time learning to fly a Carl Goldberg Falcon 56 powered by a .30 Enya. That little trainer was built, wrecked and rebuilt more times than either of us can recall or care to remember. It finally met its fate when my father had a friend on the buddy cord trying to teach him to fly; after hundreds of flights on the airframe. It was repairable, but the decision was made that it was no longer needed in our arsenal as our skills were well past its capabilities. The Falcon was permanently retired via ceremony of the goodbye dance on top of the surviving pieces (if you've never done that, I highly recommend it; great stress reliever!).

After the beloved Falcon there were many others. The order of which are hard to recall but as the performance of new planes increased, so did my skill. Many perished, but some remain in the hangar. One thing I do remember was coming to the field and seeing the salty dogs with their cool, scale, high performance planes that I could only dream of owning and flying the way they did. Had my financial resources been capable of obtaining such toys, there would have been many more re-kitted planes in the archives. Fortunately, I was young and poor and my

entrance into this hobby was only possible through my father's like interest and gracious support. I was also fortunate that his voice of reason kept us from obtaining planes with performance beyond our ability. In fact, the first plane ever built by my father was a .40 size Pitts S2A that we received from a friend who had started the build, but gave it up as his interest waned. It was test flown by the dearly departed Chuck Fuller and then subsequently flown another time by Frank Schoening. We never flew it. It was more than apparent that it would be some time until our skills would be able to successfully and safely take it off and bring it back in one piece. The decision was made to sell it at a club auction.

Why am I recounting the past twenty years here? It all goes back to my mother's words of wisdom. It's genetically coded into most men that airplanes are cool. This is a hobby that many aspire to pursue but few actually do. We are the lucky ones, but not always the wisest. Over the twenty years that my father and I have been in this hobby and loyal members of SAM we have seen many new members join and struggle for years trying to master their new toys. Some pick it up quicker than others. Most are eventually successful, but many struggle longer than necessary. Crashing your plane is not avoidable if you're going to fly it and attempt to have fun in the process. Even the best of us still begin a 5 mistake maneuver only 3 mistakes high. Then there are the excuses: "radio interference", "it grew a mind of its own", "dumb thumbs", "it just did it, I didn't do anything"! And without a doubt the crash will always be followed by a few choice four letter vulgarities and perhaps even a brief, unbecoming temper tantrum; all of which the onlookers will most likely find amusing (please don't hate them if they laugh, you'll have your chance too!). No matter what the excuse I think that if there were a flight recorder in our models 98% of the time the NTSB would conclude Pilot Error or CFIT (Controlled Flight Into Terrain), or in some cases UFIT (Uncontrolled Flight Into Terrain).

CFIT in modeling is usually a result of pushing the limits or just making a mistake that will be followed by the words, "that was stupid". It is the UFIT incidents that we really need to concentrate on reducing. UFIT is most commonly encountered when a greenhorn thinks they're the Lance Armstrong of modeling when in fact they haven't

taken off their training wheels. When a newbie shows up with their trainer and hooks up the buddy cord and flies the feeling is often exhilarating as they cannot wait to master the skills necessary to be the next Chuck Yeager. Then you land and take a break and watch the salty dogs fly their high performance planes like a natural and you can only aspire to be that good. Inevitably the rookie is planning the progression of their fleet from their trainer to something often times beyond their capabilities. It's easy to do, because as I said, airplanes are cool.

The point I am trying to make with this wordy run-on article goes right back to the first sentence. Patience is a trait that none of us have enough of and when we need it most, it usually fails us (I am most often the guiltiest). We suppress it and ignore it while we rip the training wheels off our bikes and try to ride like a pro. We bite it and try not to show our frustration, especially when the witnesses are ready to rub a little salt in our wounds. But ultimately it is very discouraging and we often suffer momentary inclinations of giving up. As you progress, stay within your limits and when you're comfortable shift up a gear and go a little faster.

I think the most common assumption I see is when a new pilot solos for the first time. They just did it by themselves without the crutch of their instructor on the buddy cord. Now they've done it! I'M A PILOT! Not quite, you have a long way to go. In full scale airplanes you're not a certificated pilot until the examiner says you are, and even then you're far from a pro. Your first solo means nothing more than your instructor trusts you enough to go practice on your own. You still have many skills to master before you are a licensed pilot. In future articles the discussion will move to maneuvers to practice and master, techniques as well as the do's and don'ts that will hopefully help our new members and entrants into this hobby make a smoother progression into the ranks of pilot-hood. The intention of these articles is to give a little guidance that make your progression easier as well as make the learning process a little less painful on the ego and the wallet!

Help Wanted!

We need cooks for the September 24 and October 29 Rudder gates Please let Jim St. John a call if you can cook for one of these dates.



FIELD SECURITY

Did you know that SAM spent over \$4000 recovering from the recent break in to our container? While the club has spent our money and taken additional measures to make our field more secure, we ask every member do their part in ensuring the security of our flying site. Please exercise these small security measures to help keep our field secure:

1. **DO NOT** leave the combination on the lock when you are the first one at the field. Please rearrange the combination so that it cannot be read after it is open. It is not uncommon to see strange vehicles on the entry road that will leave just as suspiciously as they appeared (this has been observed).
2. **DO NOT** give out the gate combination. Only members are to have access to our field. If someone plans on joining they will get the combination when the club receives their dues. Recently there was a non-member flying at our field by himself who had the combination. This is only one example of someone having the combination who should not have it.

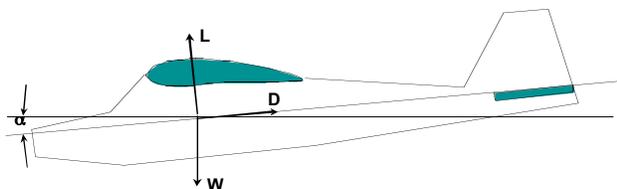
All of our club members pay dues and many work hard at fund raisers to raise money and maintain our flying site. Money spent repairing and replacing club property due to theft and vandalism only hurts the club and its members. We would rather spend this money improving our facility rather than replacing and repairing our property. Please respect our property and the hard work of fellow club members by following these simple requests to maintain the security of our site.

How It Works by Alan Brown

HOW GLIDERS FLY



This short article came about after a conversation I had with a glider flyer, when I said that adding weight to a glider shouldn't affect its glide angle. Afterwards I realized that that needed some elaboration, and so thought I should expand on the subject.



This is picture of the forces which act on an airplane in gliding flight (not a very pretty glider, you might think!). If it is descending along a path which is inclined at an angle of α to the horizontal, then the lift, L , on the airplane, mainly the wing, is equal to the weight times cosine α , $W \cos \alpha$, and the drag, D , is given by the weight times sine α , $W \sin \alpha$. The lift/drag ratio is thus equal to $1/\tan \alpha$.

If we look at the time taken to descend from a certain height, it turns out not to be proportional to the lift/drag ratio, but if we rewrite L/D as a ratio of coefficients, CL and CD , then the time is proportional to $(CL^{3/2})/CD$, which will have a maximum value at a somewhat higher value of glide path angle than that which is given by the best lift to drag ratio.

What does this mean to a competitive glider pilot? If he is looking for a thermal, he wants to get to it with as little altitude loss as possible, so he should fly at the best L/D to his new target. If he gets into a thermal, he will get the most lift by staying at this best L/D , because that will represent the shallowest relative flight angle.

However, if he gets out of the thermal and wants to stay in the air for the longest subsequent time, he should pull back slightly on the elevator, accepting a slightly steeper but slower descent, so that he is operating at maximum $(CL^{3/2})/CD$.

Now suppose he adds weight to the airplane so that its speed will increase and he will get to the thermal sooner, and more importantly, so that the glider will penetrate the wind effectively. Then he must still balance the airplane exactly as before, so that it will maintain the same lift and drag coefficients, and therefore the same lift/drag ratio. Now when that airplane descends out of the thermal, it will necessarily take a shorter time to do so than its lighter, slower version does. That's the trade-off.

So that, in a rather simplified way, tells you why skillful piloting is an extremely important factor in success in model glider competitions.

September Meeting Program

Who doesn't like the Chance Vought F4U Corsair of WW II fame? Do you know about the airplane that lost the competition that led to the McDonnell F-4 but could fly rings around the Phantom?

I gave a presentation a few years ago on the history of the Chance Vought Aircraft Company. Since there are some of you who weren't around then or don't remember the presentation I will be repeating it for the program at the September Club Meeting—come and learn!

John Midgorden

Newsletter Input

Please try to get your input for the October newsletter to me by September 15th.

Send contributions to:

jomidg@earthlink.net

Quail Lodge Demonstrations and Airshow



Contact Information and Calendar

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 Dale Oxford 663-5066
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FIELD MAINTENANCE

Malcolm Bruce 449-4471
 Malcolm Beety 393-9304



SAM AMA Club Charter #1554

September Calendar

September 6

Board & Club Meetings Salinas Airport

September 15-17

Float Fly Lake San Antonio

September 23

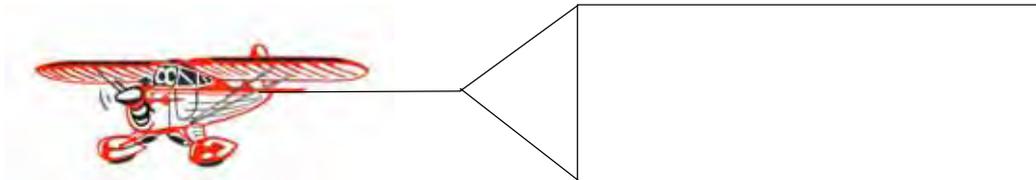
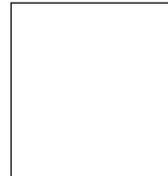
Field Work Day SAM Field

September 24

Ruddergate SAM Field

Come join the gang for dinner before the Board/Club Meeting at the Landing Zone Restaurant at the Salinas Airport.

Salinas Area Modelers, Inc.
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