

SAM Says

NEWSLETTER OF THE SALINAS AREA MODELERS

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PILOT BRIEFING

Welcome Pilots to your briefing for the month of August. Last week end, our club held our forth and final glider fly of the year. This event would not be possible without the help of Robert S. and Dennis S.. They both gave of their time which made our glider flies successful. Congrats to Tristan for wining last weekend's event.

On August 25th, our club will be holding our second pylon race, and a ruddergate is scheduled for the same day. Thus, we have decided to feed all of the contestants and club members, so come on out and watch the races and then enjoy another one of our ruddergates. As always, we are going to need volunteers to help out, please see Robert S. if you can help out.

I have completed the upgrades to our electrical supply on the south end of the field. At this point, we are able to power all of our electronics without the need of an inverter. Since making these changes the cameras, and weather station have been stable. It should be noted, that the weather station was not reporting on one day, but this was most likely due to a problem at Wunderground.

If you have been out to the field lately, you might have noticed a new addition to the field. James C. has built a new runup table for the club. Over the next week or so we will permanently anchor the table to the ground which will make it safer to use.

Well, that is all I have for this briefing, but as always, if you have any questions please don't hesitate to ask me. In conclusion, I would like to leave you with a quote – "If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller – Anonymous". Good flying and happy landings -- Augie

Lets' Get Radical By Crazy Ivan

We've two R/C car tracks now, one by the tractor container "Tiers and Joys Electric Raceway" which is a basic oval of two differing sizes or a lopsided figure eight. It has an open area in its middle for spinning donuts, power slides and other pleasures as well as offering three possible tracks to test and learn your racing skills on. The tracks' surface is identical to the parking lot and offers "drifting" with counter-corrections around the turns and has a decent straight-away. Although it's for

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"Electric Cars Only" the "after-hours" flat track nitro racing should be astonishing. It's an "all around" type track for all ages and skill levels, its' placement was to offer our competitors after hours activities as well as providing that our events are "family awesome" for youngsters.

The out yonder track "Snake Canyon Raceway" is very technical and challenging to say the least. I'm nearly finished with laying down the tracks' final shape.

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WELCOME TO CRASHES CORNER!!!

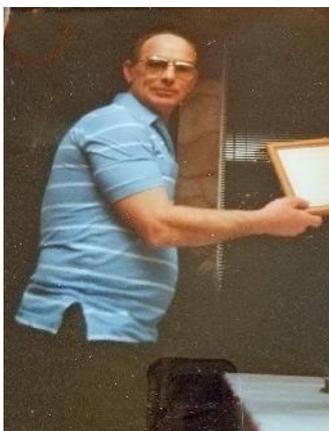
I want to start with a report on the Memorial Event 2018. We got there and set up the framed pictures, in the eating area, of those that are MISSED but NOT Forgotten! There is 53 folks on the list, and I have pictures of 46 of these folks that were on display. With the help of our "Fearless Leader Augie" the flying was stopped at 11:30, so we could read the names of the folks on the list. There was several of those attending that told a story of a time that they remembered with one on the list. I believe this was the best turn-out in the last 10 years of this event. We had cold-cuts for lunch, a FANTASTIC IDEA of Bob McGregor! He was not able to be with us, but because of a trip that he and his wife went on. We missed you Bob, but next year you'll be there to help.

To continue on with stories of those on the list, the next person to leave us was Alex Arellano in 1986. I didn't know Alex really well, but I know he enjoyed gliders and smaller planes. I believe he use to fly a lot with Jack Jella and went to some "old timer" events to fly free-flight planes. He always was happy, with a smile. He would help in any way he could. He was a FANTASTIC builder, creating works of art. And he knew how to fly them as they should be flown. Alex joined the club in 1984, but he was in the hobby well before that.



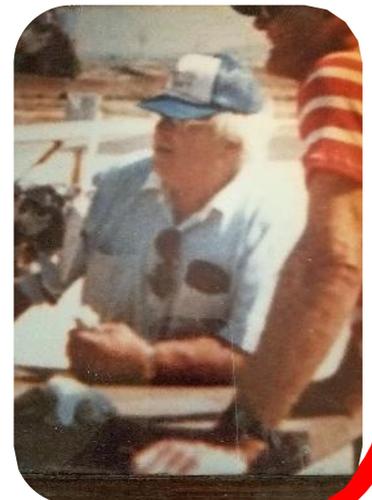
Next person to leave us was Mike Sanders in 1989. Mike found the club through other folks that were in the club and seemed to enjoy the friendship at the field and other events we were part of. Mike was only in the club for a little over 1 year before he left us. He will be remembered for his smile and laughter! If he saw someone needing help holding a plane, spotting for them or just needing someone to listen to them, he was there. He even contributed some words of wisdom in the newsletters.

I want to also tell about Jerry Reed whom also passed away in 1989. Jerry was an EXPERT painter, and loved to build, cover, paint, and watch his planes flown by others. He painted the first 1/4 scale Cub I had, he scratch build the first Giant Scale Ugly stick, was the first builder that I know of



to have used actual shelf paper to cover a 60 size ugly stick. He also custom built a twin engine Ugly stick with floats. He built it ONLY for float flying. Jerry would help folks with starting their engines, tune them to perfection, and was always there to support in any way he could. When we had a float fly, he was there. Sadly, he was at Lake San Antonio with his family in July 1989 and suffered from a heart attack. No one knew how to help and by the time the rangers got there, he was gone. Jerry is one of the MOST MISSED by me, as he was a fantastic friend!

Gonna end this so I can go fix dinner for my darling wife Linda!!



HAPPY LANDINGS TO ALL, AND TO ALL A GOOD NIGHT!!!

"CRASH" St. John

CENTRAL COAST GIANT SCALE

Three of our club members attended the Central Coast Giant Scale Meet at Santa Maria July 27 - 20, 2018. In attendance were Joe Francis, Randy Bonetti, Rick MAida and Dan Nolan. Chantel was there with Joe as was Alice with Dan. I'm sure Merriam was there with Rick too, but I didn't confirm that. It is a great event and report has it that the weather was ideal this year. Randy had

his One-third scale Cub ready to fly (finally) and it was apparently the biggest airplane there. Joe drug out the Oricle Raven again he says it



flew great. Joe also broke out the Extra. Rick had his Tiger Cat there and no doubt other aircraft too. Dan was an observer this



time. Randy's Cub is smoke equipped as you can see from the photos. Sure looks great in the air. I understand Joe turned the camera over to Chantel for many of the pictures. Thank you, Chantel, for helping with the newsletter!!



GLIDER CONTEST

The final glider contest of the 2018 season was held Saturday August 4. Nine pilots participated in the winch launch event. The season format contrived by Robert Shaver that nobody can understand was used, but since he didn't win it must be on the up and up! It would have taken a miracle for Robert to win as on his third launch his glider transformed into a folding wing glider. It must have been made for aircraft carrier utilization. It was rather spectacular as the wings fluttered down and the fuselage went nose first into the runway.



The finishing order was as follows: 1) Tristan Williams 2) Dan Nolan 3) Dennis Stanley 4) Gary Mallett 5) Bob McGregor 6) Gary Sobak (visiting from Redding) 7) Howard Power 8) Jim Kemp 9) Robert Shaver. As always it was a good time. The next one will be the first Saturday of May, 2019. Ed.



Dan Nolan with his competition airplane. Like the blue striping tape, Dan

Below is Ed Sager's 3D machine. Not sure of the model so you will have to ask Ed if you don't know. Far below is a shot of the Hawaiian Lava flow into the ocean at night. Spectacular!!



Below is Robert Porter's Ace of Spades. Nobody know what it is but it appeared at the last auction.





Above, Mike McCauley flying...er something... with wife Cathy and grandkids watching.



Below, Stu Tschon with his electric powered motor glider.



Above, An Edge that belongs to Richard Ciampa. Spiffy looking aircraft, Richard.

Left is the car track Robert has carved out. Appears there are three or four people using it. If you have a RC car bring it out and "drive" after the wind comes up. There is no activity allowed on the car track until all flying has ceased. Flying always takes precedence.





Mike Aliotti with his ?????? We could stand a chance of identification if it was right side up.



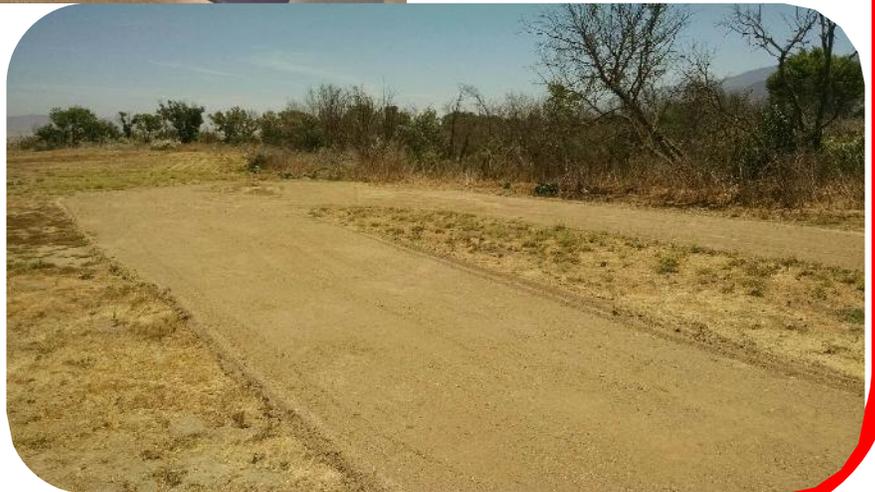
Above, Wayne Sweet's Hot Triggor. That's what it says!! It's obviously all foam and electric.



Left is another Wayne Sweet owned aircraft. It is an Extra 330 SC. That one has to be gas powered. Sorry Augie.



Right is another car track Robert graded. This one can be used at any time but ONLY for electric vehicles. No glow or gas vehicles allowed on this track.



Calendar of Events

August 2018

- 4 Glider Contest 4
- 18 RudderGate and Membership Meeting
- 25 Pylon Races 2

September 2018

- 8-9 IMAC II
- 21-23 Lake McSwain Float Fly
- 28-29 California International Airshow
- 29 RudderGate and Membership Meeting

October 2018

- 5-7 SAM Float Fly—Cancelled
- 22 Board Meeting
- 27 RudderGate and Membership Meeting

November 2018

- 10 Work Day
- 22 Thanksgiving

December 2018

- 1 Toys for Tots
- 1 Christmas Dinner at the Flying Artichoke

Club Contact Information

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To send any submissions to the newsletter editor:

xpilotwon@gmail.com

This includes pictures. The email above is checked regularly, so any submission will not go unnoticed.

Link for field weather station: <https://www.wunderground.com/personal-weather-station/dashboard?ID=KCACHUAL3>

If link doesn't work, cut and paste it to your browser.

Submissions for the newsletter of any kind (this includes opinions) are welcome and will be used on a space available basis.

Meet Konrad Cayce, one of our newest members. Konrad sports a Corsair F4-U in this picture. Konrad lives in Carmel Valley. Welcome to the club, Konrad, and we hope you have as many landings as takeoffs! If you do you'll be the first person in the club to accomplish that!



Lets' Get Radical (Continued from Page 1)

I've been adding-on and "Testing", then changing and re-shaping barriers in working to produce that "rare road track" that offers and creates passing opportunities everywhere. Most important for an R/C car track is the drivers "visibility" and "peripheral guidance" that's provided by highlighted boundaries such as 4" white flexi-pipe along the tracks edge which is almost uniformly used at professional tracks. Our track has large berms that surprisingly works nearly as well and is definitely and gladly "very adequate" (and free). The track is "laid out" with berms that run angular from the drivers view/ position to provide a good "depth perception" on the more distant sections which worked very well as the entire track can be raced with the driver standing at ground level. We will eventually make a stand to elevate the drivers for easier viewing and better depth perception which would also allow us to enlarge the track further if we ever decided to do so. I've added on two sections or off-chutes from the main track area that also has 2 differing avenues which equates that there is 6 differing ways to go around the track or 6 possible "tracks" to race on. I didn't realize how cool an attribute this was until after I did it! I've taken the ground that I intend to take this year and am in the process of grooming it both for racing and in preparing for the winter rains that I hope will create an upper crust on the racing surface as well as hardening all of the barriers and berms. For now I intend to enjoy it as much as I can for the remainder of this year in hopes of finding enough club membership interest in R/C cars to substantiate our tracks' subsistence/ evolution. The tracks are open; enjoy!

Crazy Ivan

Salinas Area Modelers

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