



S.A.M.-Antics

The Official "Fly" paper of the
SACRAMENTO AREA MODELERS
AMA Charter Club #1822

August 2016

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PRESIDENT'S REPORT

Hot, Hot and more Hot weather. Remember to drink plenty of water so you do not get dehydrated.

Besides Hot weather, Hot flying and Hot field, July was a very quiet month and not a whole lot going on. The only major thing that happen, is on August 2, 2016, we had someone break into our field and cut locks and stole our wood stove. Please keep an eye out for someone that is selling it and please let me or the board know if you find one that someone is selling a wood stove that looks like the one we had. I just got word that also they did some vandalism.

The board has decided to not allow any FPV (first person view) flying at the flying field. This decision was decided for mainly for the safety of the field and the risk that is taken by us if we allow it. I will get into more detail about it at our next club meeting.

We will be having our next General Club Meeting on August 21, 2016 at 3:00 pm at the flying field. The main agenda will cover (I will add more to the list as time gets closer):

- 1.AMA Insurance Changes
- 2.AMA cards on the frequency board
- 3.FPV (First Person View)
4. Porta Potty
5. Break in and vandalism (suggestions from the members)
6. Change of website and reason why we made the change (suggestions from the members)

Till next time, fly safe and have a great time at the Sacramento Area Modelers Flying Field!!!

JR Schiager

"Good Sportsmanship Equals Fun For All"

SAM Board Meeting Minutes

Date: July 14, 2016

Location: Perko's restaurant at 50 and Bradshaw

Time: 7:06 PM

Board Members

Present: President: JR Schiager, Secretary: Jim Smith, Treasurer: Steve Brown, Publicity: Mark Forister, Field Marshall: Don Atwood, Safety: Sergio Varo, Events: Kimo Dias

Absent: Vice President: Jerry Cunningham, Membership: Bob Obregon

Officer reports

President: JR started the meeting with discussion about multi-rotors, first person view (FPV), and multi-rotor racing. Discussion on the topic ran for over 30 minutes plus. The board came to the conclusion that quads or multi-rotor flying is well within the scope of flying radio control aircraft. The board agrees that any type of racing of aircraft with LiPo's is not an activity that the SAM field is suited for. As for FPV flying the board after much discussion decided that there were multiple concerns with regards to this type of flying and for safety concerns the SAM club is not going to allow this type of flying at the present time.

JR then moved on to the website redesign which is still a work in progress. The work on the website is moving along well Membership is encouraged to take a look at the new website design at www.sacramentoareamodelers.com.

Next subject covered was the intro pilot program. Steve Brown will be working with Jim Lichtenberg to sign up some of our instructor pilots.

The last President's subject was the need for each member to post their AMA card on the frequency board. The board (and the membership) need to be verifying cards (for current AMA membership) all the time. This has been a club rule for a long time, however with the recent changes in AMA membership program verification has become more import since the expiration dates for AMA membership is now based upon when new members join the AMA. Basically, everyone needs to post their cards on the board every time they fly – please help in making this happen.

Other officer reports:

Vice President: Jerry Cunningham was not present.

Membership: Bob Obregon was not present.

Safety Officer: Sergio Varo received a request that he update the first aid kit again. There was also a report of some extra band aid usage by a member. The membership is encouraged to contact Sergio if they see supplies running low.

Publicity Officer: Mark Forister let everyone know the person in charge of updating the face book page and twitter account has been busy making posts for the upcoming events.

Treasurer: Steve Brown shared that the finances are on track for the budget year, but there may be a possibility that we could go over by a little bit.

Field Marshall: Don Atwood shared that the sprinklers have been repaired and that the watering is ongoing to try and keep the grass green. Don also brought up a request of a local car club coming out to the field to enjoy the site, watch some model flying and show off their cars. Board all agreed that this would be fine and that we would like to see how it goes.

Events: Kimo Dias did not have much on his agenda, he did let the board know that the only event this month is the Nitro madness race at the end of the month. He also shared that the club BBQ and fun fly will be on August 28th.

Secretary: Jim reported that the P.A. system has been purchased and tested and that the expense was \$140.

New Business:

None

Old Business:

Don let everyone know that fire extinguishers have been purchased and work great.

Motions:

Meeting adjourned at: 8:32 PM

Respectfully submitted,

Jim Smith

Secretary

ESCs - Part 3 of 'Don't let the 'magic smoke' out'

Cooling, cooling, cooling..... Ok, this month let's discuss cooling for the ESC and the other electric power train components. The only way we have to cool ESCs is via airflow past the ESC. Some ESCs have ribbed aluminum heat sinks, some have a small aluminum plate touching the power transistors (FETs) in the ESC. In either case, it is only airflow that is providing the heat transfer from the ESC. So, the cooler the air and the more airflow there is, the cooler the ESC will run. Obviously, the more you 'push' the ESC with higher amps/current the hotter the ESC will run. At some point, the ESC will go into thermal shutdown or power transistors will fail. That is usually what happens when an ESC fails, the power transistors fail. Sometimes this results in a dead ESC or it can get a bit more exciting and the ESC will actually burn. So, if you notice a heavy smoke trail and dramatically reduced power while flying an electric plane, it isn't running 'rich'.

A couple cooling/airflow basics. First, you need to allow for about 3 times the exit area compared to inlet area for best airflow. Any resistance from too small an outlet area will dramatically reduce the airflow and therefore the cooling it provides. Also try to avoid any flat surfaces inside that are perpendicular to the airflow. While these won't completely block the airflow they create a lot of turbulence which slows or restricts the airflow.

Ideally, we would love to be able to provide good airflow to the motor, esc and batteries separately. Then each would benefit from maximum delta temperatures between ambient air and the motor, esc and battery. This typically is not practical so we compromise. What I usually do is mount the ESC very low in the fuselage behind the typical lower cowl opening. This usually puts the ESC below the batteries, the batteries behind and slightly above the ESC. The airflow behind the ESC usually flows below the batteries and doesn't add heat to the near ambient air flowing over the batteries. It is a bit of a compromise, we would really like ambient air going to both but usually that is impossible. Motors typically get airflow from cheek cowls, slotted spinners or spinners with the nose cut off which provides the best cooling to the motor we have found to date. Kind of a 'forced air' setup and it usually works very well. Cutting the front 25-30% off the spinner is usually enough for max cooling airflow. Not pretty but it works great.

After a flight I usually touch the motor and ESC to ensure they are not too hot. If you can keep your finger on them, then they are fine. Once you get to the point where you can't keep your finger on the motor or ESC you should start looking for ways to better cool the motor or ESC. Batteries should never reach the point where you can't hold them in your hand. Anything over about 120-125F is approaching the danger zone. At 120F, most people are starting to have discomfort holding something in their hand.

Each installation is different so you might need to get a bit creative if you have an installation that is having cooling issues. Maybe you are pushing the power train a bit too hard, maybe back off on prop size. Maybe you will need to back off a bit on your full throttle time, it all depends. Don't be afraid to experiment with different set ups. Sometimes a fix is simple, sometimes creative. Luckily, most electric planes are now designed with cooling in mind and you have little trouble with the cooling problems. But as you look for speed, or longer flight times or unlimited vertical etc, you might push the combination beyond the design criteria and you will need to find a solution. Retrofitting a glo plane to electric can be challenging from an airflow viewpoint but a little fore thought will usually give you a cool running set up.

Batteries (lipos), ESC and motors have all improved dramatically over the past few years and we have fewer problems than in the past. But there is always that occasional hiccup that we have to solve. Usually you can figure it out just by looking at the installation and thinking about max airflow over the components.

Well, that wraps up this series on ESCs. Hopefully there has been something in here that helps. So, 'be cool'... yeah, that's a pun, just couldn't resist.

Don
atwooddon@aol.com

DO YOU HAVE A VALID AMA CARD?

Remember: Our By-Laws and the County of Sacramento require a current AMA Card to fly at the S.A.M. site. Also did you know that your current status as a **member requires a valid AMA card?** If you do not have a current AMA Card in your possession or proof in the form of a fax or e-mail from AMA, **do not fly.** If you fly without AMA membership, you will be in violation of our rules and may be suspended from flying at the S.A.M. site. Contact the AMA at 1-800-435-9262 for membership when paying via credit card.

FLIGHT INSTRUCTORS

Are you new to R/C flying? Or perhaps you need to brush up or even just want to talk with one of our "Pro's." SAM's corps of Flight Instructors stands ready to help you. You will usually find at least one of them at the flying site on Tuesdays or Fridays. You may call **Jim Lichtenberg** our Flight Instructor Coordinator at **916-681-5335** or e-mail at rcflyer999@comcast.net and he will arrange for the assistance you need. If **Jim** is not available, you can contact the Assistant Flight Instructor Coordinator, **Ron Davies** at **916-682-7902**. Or you can call our flight instructors directly.

| | | |
|---|----------------|--------------------------|
| Jim Lichtenberg <i>Flight Instructor Coordinator</i> | (916) 681-5335 | rcflyer999@comcast.net |
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SAM-Antics SUBMITTALS

Deadline for submissions to the SAM Antics is the 27th of each month. Please send articles as Word text or as text in an email to the Newsletter Editor, at info@sacramentoareamodelers.com.

Submittals may be edited for content and length.

Sacramento Area Modelers

YS Engines

Proudly Presents the

11th Annual

***Trashman & YS Classic
Warbird Pylon Race***

September 10th and 11th, 2016

Race starts at 9:00 am Saturday and 8:15 am Sunday

Sacramento Area Modelers
11000 Florin Rd. Sacramento, CA 95830

**Come on out, Bring your Family, Lawn Chairs and Watch the
Fast and Furious RC Airplane Warbird Pylon Racing.
With speeds of up to 160 mph!!!!**

Huge Raffle available to everyone

(Raffle prizes will be distributed on Sunday afternoon during the awards ceremony)

Concession Stand On Site

**Pilots from all
over the World**

For more information, rules, or entry form:
Call JR @ (916) 705-7778 or go to
www.sacramentoareamodelers.com



No Charge to Watch

Sacramento Area Modelers



11th Annual Trashman & YS Classic



WARBIRD RACE

September 10th and 11th, 2016



Itinerary for Saturday

Registration Starts at 7:00 a.m. and
Closes at 8:15 a.m. Sharp! *(No Exceptions)*

Worker's meeting - 8:30 a.m.

Pilot's Meeting - 8:45 a.m.

Racing Starts - 9:00 a.m.

There will be 3 heats for each bracket

Itinerary for Sunday

Worker's meeting - 8:00 a.m.

Pilot's Meeting - 8:15 a.m.

Racing Starts - 8:30 a.m.

There will be 2 Heats and Main for each
bracket

All prizes will be awarded Sunday only

3 ways to Pre-Register

1. Send in Entry Form and Check
2. Pay me directly

3. Fill Registration Form online www.sacramentoareamodelers.com

**CASH PRIZES IN ALL
BRACKETS!**

**YS ENGINE FOR EACH 1ST
PLACE IN EACH BRACKET!**

**NO FREQUENCY
CONFLICTS!**

HARD HATS REQUIRED!

Version 1-1-16 SAM Warbird
Rules Apply

Send Payment to:

JR Schiager
3500 Data Dr #253
Rancho Cordova, CA 95670

(916) 705-7778

Please make checks payable
to SAM

Bronze Class

Entry Fee: **\$35.00** in Advance
\$40.00 day of race

*Entry fee must be paid by
Saturday 8:15 am.*

Entry fee includes the \$5.00 Surcharge

Silver Class

Entry Fee: **\$45.00** in Advance
\$50.00 day of race

*Entry fee must be paid by
Saturday 8:15 am.*

Entry fee includes the \$10.00 Surcharge

Gold Class

Entry Fee: **\$60.00** in Advance
\$65.00 day of race

*Entry fee must be paid by
Saturday 8:15 am.*

Entry fee includes the \$15.00 Surcharge

Race Entries will be limited to the first 75 Entries and Must show proof of Current AMA

Registration (one per class)

Please write legible and complete full registration

Name: _____

Full Address: _____

Telephone: _____

Email: _____

AMA #: _____

Plane & Description: _____

Engine Size: _____ Frequency #: _____

Event Choice (circle one):

Bronze Silver Gold

PORT SAM!!!

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See website for more sponsors!!!

SAM 2016 SCHEDULE OF EVENTS

| Date | Event | Location |
|-----------------|--|----------|
| 8/21 | SAM General Meeting | SAM |
| 8/28 | SAM Picnic and Fun Fly | SAM |
| 9/8/ thru 9/11 | 11th Annual Trashman & YS Classic Warbird Race | SAM |
| 9/18 | SAM General Meeting <i>(Nominations for the Board)</i> | SAM |
| 9/30/ thru 10/2 | SAM Field is Closed for Flying | SAM |
| 10/1 | SAM Swap Meet | SAM |
| 10/8 thru 10/9 | Bud Garric Pattern Contest | SAM |
| 10/16 | SAM General Meeting <i>(2017 Events Scheduling)</i> | SAM |
| 11/20 | SAM General Meeting <i>(Board Elections)</i> | SAM |
| 12/10 | SAM Christmas Party | SAM |
| | | |

* Dates subject to change upon S.A.M. Board approval

**SACRAMENTO AREA MODELERS
(SAM)**

**P. O. BOX 292441
SACRAMENTO, CA 95829**

Web Page: www.sacramentoareamodelers.com

Email: info.sacramentoareamodelers.com

Keep Current by

Checking the SAM Website Regularly.

Like SAM on Facebook Stay current on news and events

The Back Page

This & That

New Date for Museum Trip

Field trip to the Hiller Aviation Museum on Tuesday September 20th. If you are still working this is what sick days are meant to be used for. Leave in the morning, visit the museum, have lunch and return in afternoon. Admission is \$15.00. If interested please contact me and we will group up to limit the numbers of cars to get there and back. 530 676-4233 or by email geneal123@comcast.net

General Club Meeting on the 21st.

Plan on attending the club meeting this month, there is always a good chance to win a GREAT raffle prize. More important learn directly from our board what's going on. Also let the board know your thoughts on issues, they will be more than happy to hear your input. And for those of you who are happy with the club and have no suggestions let the board know they are doing an excellent job.

Mark your Calenders 8/28/16 SAM Picnic and Fun Fly

Here's an event that's as much fun to watch as it is to participate.

For Sale

AT6 Texan, yellow AF scheme, foamy, Retracts, servos installed.

Needs 40+ size electric power system 4s battery and rx. Fair condition, not broken.

Asking \$100 Inquiries by e-mail to Ross Martin rossgolf@sbcglobal.net

Grand Cruiser Twin by Dynam ARF foamy. Perfect condition. Includes extra motor and prop.

Only needs rx and 3S battery to fly. Asking \$150 Inquiries by e-mail to Ross Martin

rossgolf@sbcglobal.net

Eagle 2 Trainer. Vintage 1980 kit, built 2015. Perfect condition, includes servos, OS 40 4 cycle engine, wingspan 64” ready to fly , only needs rx. Asking \$200 Inquiries by e-mail to Ross Martin rossgolf@sbcglobal.net ,

Multiplex Easy glider 2 meter span, foamy. No motor or servos. Fair condition. Asking \$40. Inquiries by e-mail to Ross Martin rossgolf@sbcglobal.net

P-40 War Hawk (Plane only) approx.. 5ft wingspan. New never flown. Email for picture, Best offer. Contact Jim Hatfield at handnhand65@hotmail.com

To post on the “Back Page” please contact Gene Strobel at 530 676-4233 or by email geneal123@comcast.net Dead line for submittals will be 26th of each month