



S.A.M.-Antics

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

July 2016

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PRESIDENT'S REPORT

Unfortunately we had a member of our club (Jim Smith) have his planes stolen out of his vehicle. The two planes were a Silver Precious Metal fuselage with a YS 115 and a Black Kyosho Spitfire fuselage with a YS 120. Both had no wings. So if you hear of anyone selling these, please contact Jim ASAP. The thieves also got his generator but he found it at a pawn shop and is in progress of getting that back (hopefully). Sorry Jim, it sucks that you have to go through this because of some low life person.

AMA has changed their renewal procedures. They are going by anniversary dates instead of the annual year. This has changed the way that we keep track of our current members on who is active and not active with AMA. AS a result of these changes, we are heavily enforcing the current rule on requiring everyone to put up your AMA Card on the frequency board before flying or using your transmitter (even 2.4). If you do not have a current card and are current with AMA, please reorder another card asap and check in with a S.A.M. Board Member each day that you are out at the field so we can verify your status online before you fly or using your transmitter. AMA is required to fly at S.A.M.'s and if you fly without AMA at our field, you are putting Sacramento Area Modelers in jeopardy of losing our charter or worse than that maybe even losing the flying field site. So please, **if you are not current on your AMA**, please renew before flying or using the

facility. **Don't take a chance on ruining it for everyone else.**

I am currently working on a whole new website for S.A.M.'s with a completely new look and new objective. My goal for uploading the new website is to have it done by the

first week of July. That will give all the members two weeks to test the new website and give their feedback (good, bad, change, or something not working right). I am planning to upload the final version by the end of July. Remember, there are always small changes and additions that happen all the time, so it is good to always look at the website for updated news and/or information.

I would like to give special thanks to all the members that helped clean up last month and mow our long grass down. The flying field looks GREAT!!! Unfortunately we had a small fire from a rock and burnt a little area next to our driveway. But with the help of the members, the fire was controlled and did not hurt or damage anything.

After a huge scare from Donnie Prince, it is so nice to see him get out of the hospital and start flying with us again. **WELCOME BACK DONNIE!!!**

One last thing, I am looking for volunteers to help on the 1st Annual Nitro Madness Warbird Pylon Race on July 31st. Any help would be greatly appreciated. If you are interested in volunteering, please contact me anytime. Thanks in advance!!!

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: June 16, 2016

Location: Perko's restaurant at 50 and Bradshaw

Time: 7:01 PM

Board Members

Present: President: JR Schiager, Vice President: Jerry Cunningham, Secretary: Jim Smith, Treasurer: Steve Brown, Publicity: Mark Forister, Field Marshall: Don Atwood, Membership: Bob Obregon, Safety: Sergio Varo

Absent: Events: Kimo Dias

Officer reports

President: JR started the meeting this month by letting the board know about his work load and his need to delegate some of his duties. Ideas regarding the website and other duties were discussed and there were some ideas tossed around that will be gone over at the next board meeting in greater detail. Next discussion was regarding the AMA intro – pilot program and details around having intro pilot instructors. JR proposed to the board that all our instructor pilots be set up with AMA to be intro – pilot instructors. Currently SAM has a couple trainer airplanes that we can get cleaned up and use for trainer activity. Next meeting time and date to be determined.

Other officer reports:

Vice President: Jerry Cunningham had nothing to report at this time.

Membership: Bob Obregon let the board know that we are at 150 members to date. He is now able to go on line with AMA and cross reference our club memberships with their data base. With the change of AMA's membership system from an annual membership to an anniversary date this is going to be a key factor in making sure that club memberships are congruent with AMA memberships. Furthermore, Bob is asking all members to place their AMA card on the frequency board every time they fly. This is a club mandated requirement due to the change with AMA memberships.

Safety Officer: Sergio Varo asked about the current fire extinguishers and if we need to update or upgrade our current ones. There was discussion regarding adding a couple extinguishers for use at the field during events and work days. Sergio will also be re-checking the first aid kit to update it again.... Any member knowing of things missing or needed please reach out to Sergio. (Secretary's note: After this meeting there were some new extinguishers purchased for use at events and during work periods).

Publicity Officer: Mark Forister does not have much going on currently but is ready to go and get working on the intro pilot program advertising.

Treasurer: Steve Brown shared the current club financials. SAM is still on budget.

Only large expense we have coming up is a quarterly payment for our mow service.

Field Marshall: Don Atwood spoke on regarding the mowing of the field and the small fire that broke out during the process. Don told the board about the efforts of all involved in keeping the fire under control until the fire department was able to knock it down. The field looks much better and the preventative mowing that has been done is a great undertaking to protect the field from future fire danger. Don also shared about the

runway maintenance that was done recently. The job was a big one and there will be more work needed. Road repair is ongoing and progress is being made. Roof on Auger Inn needs to have the roof repaired still. Those interested in lending a hand are encouraged to talk with Don Atwood regarding areas to assist.

Events: Kimo Dias not present.

Secretary: Nothing to report.

New Business:

Old Business:

Don let us know that there is not enough time for the club to make shirts for the members that were headed to the Nats. We will be working on this for future years. JR brought up the PA system and need to address it prior to the next events. Jim will research and see if we can purchase for the club to work with our current components.

Motions:

JR motioned that we start the intro pilot program for the club with AMA and that SAM cover the fees associated with it up to \$128 left over from the open house. Seconded by Don Atwood.

Approved by all.

Sergio motioned that we purchase two fire extinguishers for the field spending roughly \$200.

Jerry Cunningham seconded the motion.

All approved.

Jerry Cunningham made a motion that we look at spending \$300 for a new PA system and have the expense split 50/50 between the club and the racer event fund.

Don Atwood seconded the motion.

Steve Brown abstained. Rest present approved.

Meeting adjourned at: 7:55 PM

Respectfully submitted,

Jim Smith

Secretary

ESCs - Part 2 of 'Don't let the 'magic smoke' out'

Last newsletter, we discussed the basics of ESCs, programmable settings, and some basic setup ideas. This time, let's talk about ESC safety issues. Yeah, I know, you just want to go fly, don't bother me with this boring stuff..... Well, maybe some of this boring stuff might just save you some \$\$\$ or prevent a sliced finger or other body part... :-)

Unlike internal combustion engines, electric motors in our models don't really give you any indication they are 'hot' and ready to be a crude meat slicer. If powered via the ESC, they just sit there quietly waiting for you to do something, no 2000 rpm idle noises, no warning beeping, nothing that says stay away, 'I can bite you very quickly'. Where is OSHA when you really need them? This aspect of electric flight is a negative, but there are some easy ways to remove or minimize this risk.

First, **never ever** reach around the prop from the front of the plane to plug your batteries in. Stay well clear of and behind the prop. We have all seen a pilot with a new plane plug the batteries in and the motor suddenly goes to full throttle, then the pilot is scrambling to unplug the battery, throttle down, etc, while reaching around the prop try to get the thing shot off. Yes, some planes are just much easier to plug the batteries in from the front but even so, please, please always stay behind the prop when plugging your batteries in. You may ask, how could a motor go to full throttle just by having the batteries plugged in? Well, in the early days of ESCs, some of them (particularly the cheap ones) did not have the safety circuitry to prevent the ESC from arming unless the throttle signal was at low throttle. Just plug in the battery and the motor would go to whatever throttle setting it was seeing from the receiver. Most ESCs now require you to be at some minimal throttle setting before the ESC will 'arm' and then be functional. But, there are still some ways the motor can go to full throttle unexpectedly.

After several years of watching people and electric planes, the most common full throttle excitement is caused by accidentally snagging your throttle stick on your shirt or jacket and moving the throttle stick to full throttle. Some people use neck straps, some just hold the transmitter but it still can happen, particularly when moving the plane to the flight line. There is a very easy way around this. Most current radios have a 'throttle cut' function which when active disables the throttle function and keeps the throttle signal at some very low value as long as 'throttle cut' is active. My radios have had this for years, even before electric planes became popular. Personally, I set up the 'throttle cut' function on a switch and when it is active, the throttle stick is inactive. When 'throttle cut' is on, I can move the throttle stick to full throttle and the transmitter will not change the throttle position signal. I highly recommend using this functional capability in your radios, it might just save you a trip to the emergency room or at least several band-aids and some severe harassment from your fellow fliers.

Another common issue is people fail to set up throttle Failsafe in their radios. Failsafe setting works differently for each radio brand but the basic function of Failsafe is for the receiver to know what you want it to do if it loses signal from the transmitter. What often happens is you have a new plane, you bind/link the receiver to the transmitter and yippee, it is functional. Now you go about installing your radio equipment, ESC, etc. However, you have forgotten to verify what is going to happen to the throttle channel when the receiver loses signal (like when you shut off the transmitter before you shut off the receiver). If you have not set up the

Failsafe for the throttle channel you may be in for a nasty surprise when you inadvertently shut off the transmitter first. Failsafe may be set for full throttle, NOT A GOOD THING!!! If I am test flying a new electric plane for someone, I usually make them show me what the Failsafe settings are by holding the plane with the motor running and then shutting off the transmitter. I would guess 20% of the time Failsafe has not been set and the motor goes to full throttle. Sadly, a lot of people don't even know Failsafe exists or what it is for in their radios. It is not to save your plane in case of lost signal, it is to keep the plane from doing something unexpectedly, particularly when you are in or near the pit area and people. How the other channels (ail/elev/rudder) behave when Failsafe kicks in is purely pilots choice but for throttle my personal choice is 'shut off the motor/engine'.

Luckily, most newer ESCs have a built in function that will shut off the motor if the ESC does not see any throttle signal from the receiver (ie, the batteries are still plugged in and you shut off the receiver). This keeps the ESC from going to full throttle should you shut off the receiver before you unplug your batteries from the ESC. Easy to test if this function is working, just shut off your receiver with the motor idling and make sure the ESC shuts off the motor. If not you have a faulty ESC or the ESC doesn't have that function. In either case, a new ESC with that function is needed.

Speaking of unplugging batteries from the ESC. A lot of people just plug the batteries directly into the ESC and go fly. When they are done, they unplug the batteries and they are done. Notwithstanding some of the other things that can happen with run away motors, you might want to consider adding a switch or shorting jack to your battery/ESC wiring so there is some external way of disconnecting your battery from the ESC. I adopted this method (shorting jack) many years ago for a couple reasons. First, it is a quick and safe way to dis-arm your ESC without fumbling with the canopy and battery wiring. Second, it allows me to get everything ready to fly, move my plane to the runway area then easily arm the ESC just by plugging in the shorting jack. No need to have the canopy off, plug in the batteries then attach the canopy again. At the end of my flight, the first thing I do is remove the shorting jack before anything else, I don't have to remove the canopy to get to the batteries to unplug. I now know for certain my ESC/motor is not armed or active in any way before I move the plane back to the pit area. In some AMA competitions you now have to have some method of demonstrating your battery/ESC is not active while in the pit area. The shorting jack makes this simple, safe and absolutely fool proof.

ALERT.... Opinionated statement follows.... I believe we should never arm our planes in the pit area, planes should only be armed when you get to the runway and they should be dis-armed before returning to the pit area. OK, I have that out of my system now so we can return to normal programming.

So, be safe, have fun, don't let the magic smoke out!!! Keep your fingers out of the prop arc.... Happy Landings

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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Jeff Montrose	(916) 689-8337	Jeffm00@comcast.net

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



JR Schiager & Kimo Dias Presents:

1st Annual Nitro Madness



Stelero #84, Reno 1987

WARBIRD RACE

July 31, 2016



TREI omR 185 omR02

Itinerary for Sunday

Registration Starts at 7:00 a.m. and
Closes at 8:00 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 and mains for each
bracket

Send Payment to:

JR Schiager
3500 Data Dr #253
Rancho Cordova, CA
95670
(916) 705-7778
Please make checks
payable to SAM

**CASH PRIZES IN ALL
BRACKETS!**

**NO FREQUENCY
CONFLICTS!**

HARD HATS REQUIRED!

Version 1-1-16 SAM Warbird
Rules Apply

3 ways to Pre-Register

1. Send in Entry Form and Check
2. Pay Cash to me directly
3. Fill Registration Form online www.sacramentoareamodelers.com

Bronze Class

Entry Fee: **\$25.00** in Advance
\$30.00 day of race

Entry fee must be paid by
Sunday 8:15 am.

Entry fee includes the \$5.00 Surcharge

Silver Class

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

Entry fee must be paid by
Sunday 8:15 am.

Entry fee includes the \$10.00 Surcharge

Gold Class

Entry Fee: **\$50.00** in Advance
\$55.00 day of race

Entry fee must be paid by
Sunday 8:15 am.

Entry fee includes the \$15.00 Surcharge

Race Entries will be limited to the first 50 Entries and Must show proof of Current AMA

Registration (one per class)

Please write legible and complete full registration

Name: _____

Full Address: _____

Telephone: _____

Email: _____

Plane & Description: _____

Engine Size: _____ Frequency #: _____

Event Choice (circle one):

Bronze Silver Gold

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See website for more sponsors!!!

SAM 2016 SCHEDULE OF EVENTS

Date	Event	Location
7/31	Nitro Madness Warbird Race	SAM
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
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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

Cancelled due to ~~Hot~~ Weather look for re-schedule

Some of us are planning a trip to the Hiller Aviation Museum on Wednesday June 29. 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

MEMBER REQUEST, please read!!!!!!!!!!!!

HELP --- I messed up !!!!

Guys, several days ago I took a box of electric components to the field to give to people that could make use of them. Included in that box were several Futaba radio chargers. Unfortunately I must have also grabbed a charger that is for my Futaba 12FG. It is a Futaba HBC 2B wall wart type charger, two leads out, TX and RX. The TX output voltage is 8.7V. If you happened to take that charger, I would really like to get it back.

Thanks

Don Atwood

atwooddon@aol.com 530-642-1774

Yes Donnie Prince is back after yet another motor cycle accident, that's the good news, the bad news is while checking his prop for nicks he cut his finger. A suggestion Donnie, don't have the motor running when you do that inspection. Glad you're OK.

It's mid year, when you see a board member or a support member, give them a big thank you for their time and effort. Our field and events are the best!!!! and these guys keep it that way. Reminding them we appreciate all they do sometimes is better than money, OK that's not true, but it's right next to it.

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

(continued next page)

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

Wanted

Reasonably priced floats for a forty sized plane or even a completed float plane.

Contact Gene Strobel at 530 676-4233 or geneal123@comcast.net

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