



October 1,, 2012

Volume 10, Issue 10

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Southern Alameda County Radio Controllers

President: Jim Solar

Secretary: Matt O'Sullivan

Vice President: Bob Freshwater

Treasurer: Jim Utley (510) 352-3150

There was no Board Member meeting for October 13,2012

Minutes of the 10/13.2012 General Membership meeting by: Matt O'Sullivan

Board Members in Attendance:

Vice President: Bob Freshwater

Jim Utley—Treasurer

Jeff Whitney—Past President

Art Vargas—Director at Large

Steve Hoyt—Director of Communications

Board Members in Absence:

President— Jim Solar

Safety Officer— Bob Dutra

Past President— Jeff Whitney

Field Manager— Brady Deitrick

Minutes

Accepted as published

Treasury Report

By: Jim Utley

Voted on and accepted.

Field Report:

The field is in good condition with the exception of some needed painting and the carpet needing seaming in a few places.

A work party was set up for 11:00 AM on October 27 but only 3 people were present. They still did some of the painting.

When a work party is set, we need to show our support and participate if at all possible. The more people the quicker the work gets done.

Brady is our new Field Manager and is trying his best to improve some of the fields issues. **LETS ALL HELP**

On Tues & Thurs people kick in \$3.00 for a lunch, eat at 130 pm, then do work. A foot-bridge has been placed over the gully by the end of the runway. A path has been cut from the runway to the levy, working on an additional path from the end of the runway as well. A \$600 weed whacker has been purchased.

The Canopy still needs to be removed.

Cigarette butts are still being found in the parking lot and if this continues a smoking ban for the parking lot will have to be enforced.

Safety Report:

Some folks are arming electric planes with the prop pointed at them. This could result in serious injury. Some folks have to put their names and contact info on their transmitters. This is an AMA requirement.

No Old Business:

Alex Goddard located a place in Hayward to possibly have the Christmas party. The Hayward Ranch House can hold 50-70 folks. Hors d'erves \$17 , dinner from \$20 to \$30.

New Business:

None:

Prospective New Members:

Paul Rivera, new member just starting hobby. Approved.

Announcements:

Saturday 10-20-12 is the joint BBQ with PCC. Flying starts at 9 am, lunch at 1130 am. Directions on PCC. ORG.

SACRC will host its first night fly on 11-14-12 from 600 to 1000 pm.

On 11-3-12 PCC will be doing a float fly at Lake Hennessy, interested parties should see Jake Chicoletti.

Alex Goddard announced that Bayside will be holding an auction at Holy Spirit Church on 11-27-12 starting at 9 am. They will also be hosting an indoor fly at the same location on 11-26-12.

Show and Tell:

Scott Clinton showed a scratch built radio controlled boat designed to be used as a search and rescue craft to get planes which end up in the water



Our next meeting will be held at the club house on Saturday, November 10, 2012 at 7:30 PM

PLANES AND PILOTS
AL WILLIAMS - GULFHAWKS

RON PETERKA

April 2010



There was a time, some years before many of you were born, when aviation was simpler and more direct. An airplane could be drawn on a hangar floor. Built, and flown to glory. There were records galore to be established, and then broken. Real money could be made racing or flying in air shows around the country.

This is a story about one of those early pilots and the first of his historic aircraft.

Al Williams flew in the 1920's and 30's. He was a racer and a test pilot whose syndicated radio show held the public enthralled in the pre-TV 1930's. His regular aviation columns captivated youngsters and adults alike in the daily newspapers. His air-show performances in the U.S. and Europe thrilled thousands of onlookers.

Today Al Williams is considered to be among the great pilots of all time along with Bob Hoover, Jimmy Doolittle, and others. A few more words about his history and we'll look at his first professionally flown aircraft, a modified Curtis F6-C4 biplane.

Williams, born in 1896 and quite an athlete, graduated Fordham University in 1916, and joined Naval Aviation. His superiors quickly noted his ability as a natural flyer and made him an instructor. As a Navy pilot, in 1923 Al became a national figure by winning the Pulitzer Trophy in a Curtiss aircraft at a record setting 243.7 MPH average speed – followed a few weeks later with an absolute speed record of 266.59 MPH. Though unofficial, a Williams flight recorded at 322.6 MPH is believed to be the first flight over 300 MPH.

By 1925, he had convinced the military to provide parachutes for pilots and aircrew members. They had flown without benefit of these lifesaving devices up to that time.

In 1926 Williams had somehow managed to find the time to study law and obtain a law degree from Georgetown University. He was definitely an over-achiever.

1930 brought a major change in Al's life. He resigned from the Navy and began flying semi-professionally in a modified F6C-4 biplane he owned. His low level precision aerobatics were legendary, leaving audiences gasping. This caught the eye of Gulf Oil Company executives in 1931 who approached Williams to sponsor him to fly for them as an air-show pilot. By 1933 he had signed with Gulf and developed a distinctive paint job in Gulf Oil company colors of orange and dark blue with white pin-striping. The aircraft was one of several named the "Gulf Hawk".

Williams went on to fly "Gulf Hawk II", Gulf Hawk III, and "Gulf Hawk IV", but this story is about that first "Gulf Hawk I".

Powered by a 600 HP Bristol Jupiter engine rather than the stock 400 HP Wright engine, and relieved of all military equipment, the biplane was extraordinarily capable of aerobatic flight. Years later the Jupiter engine was replaced during a Frank Tallman restoration by a 600 HP Pratt & Whitney 'Wasp' engine

The upper wing span is 31' 6" and the lower wing-span is 26', both tapered, and with ailerons on the top wing only. The landing gear is a conventional tail dragger configuration. The fuselage is regular steel tube and fabric covering, although the fuselage was later metal covered during restoration after a crash. The accompanying three views by Peter Westburg show the metal covered fuselage.

The lines are clean and distinctive. Williams flew this aircraft until 1938 and the aircraft is currently located at the Garberville facility of the Smithsonian Air & Space Museum.

As a model, the tapered wings offer some challenge, but the 'look' is worth the effort. Depending upon the scale chosen fiberglass cowls are available. Williams Brothers wheels should work as well. 30"x42" Westburg drawings are available from the Smithsonian for \$12.60, and various stages of kits for a Dick Katz design Gulf Hawk are available from Kit Cutters Inc. at priced ranging from \$70 to \$170 plus \$29 for plans. This design is a 63" span, 42.8" L model. Designed for a 0.80 to 0.90 cu. In. glow engine.

At 35 oz/sq in loading, the model could weigh about 16 lbs. Lighter, of course, would increase performance.

Sources for this article were an article by Jack Cox in Sport Aviation, Jan 1993

Also an article by Max Peterson & Rich Burchell reprinted in RC Scale Modeler magazine in Nov 1990. Further info from web searches.

Ron Peterka

Planes & pilots/models/HD300 to: Miramar website 4/2010

Article submitted by Jeff Whitney

The following items are from the Moeller Estate and will be auctioned. All bids are to be directed to Gary Rebiskie's email. Gary's email is grebiskie@yahoo.com. Bidding will end midnight November 15, 2012.

This is a great opportunity to pick up some real nice models planes, engines and parts. This auction is for the estate of Moeller and all the proceeds will go to his estate. Please identify your bid with the item number assigned.

Some of the items show a price with the description, this is just to let you know the original price.



#1 - Caliper 10\$



#2 - 9 pieces of rubber matting
Not for sale



#3 - Super Chipmunk (kit) \$70.00



#4 - A-Ray (kit)



#5 - Right Flyer 40 T NIB



#6 - The Extra 300 (kit NIB) \$125.00



#7 - Goldberg Piper Cub (Anniversary Edition) NIB



#8 - Wild Fly 3D (Brushed NIB)



#9 - TF Zero NIB



#10 - Mini Max (Foam) NIB

Additional Items without Photos:~~#11 - TOP FLITE A6M2 (RED BOX KIT) NIB~~

See item #9

#12 - CM FUN FLY 1/2 DONE BRUSHED

#13 - STRATO 2/C NIB

Motors:

#14 - COMO 61 NIB

#15 - OS61

#16 - OS 40

#17 - OS 40

#18 - OS19S

Planes For Sale:

#19 - :ASTRO HOG 60-90 WITH FUTABA PCM OLD NO ENG

#20 - PART BUILT SUPER SPORTSTER 90-120 OLD

RADIOS :

#21 - NEW: JR SX400 ON 72M TX RX

#22 - JR SX600 ON #51

#23 - JR SX600 #57 SOME SERVOS

If there are any questions about any of the items please email Gary grebiskie@yahoo.com

ALL SALES ARE FINAL AND NO RETURNS

Southern Alameda County Radio Controllers

SACRC
Treasurer
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SACRC "SacRats"
Visit our website @ www.sacrc.org



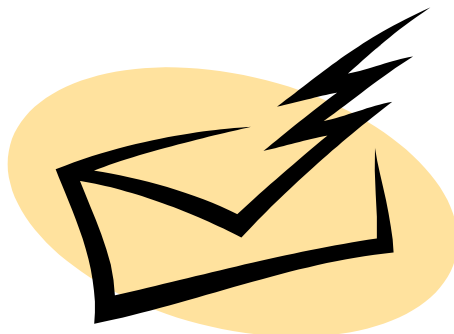
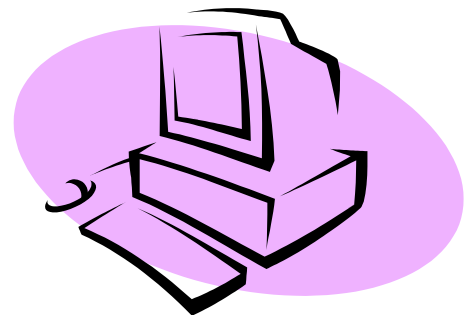
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