



January 24, 2014

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Southern Alameda County Radio Controllers

President: Steve Hoyt

Secretary: Matt O'Sullivan

Vice President: Bob Freshwater

Treasurer: Jim Utley (510) 352-3150

The Board meeting was at 6:30 PM February 8, 2014

Board Members in Attendance:

Board Members Present:

President: Steve Hoyt

Secretary: Matthew O'Sullivan

Past-President: Jim Solar

Safety Officer: Lou Morales.

Dir. of Communications: Jeff Whitney

Board Members in Absence:

Field Manager: Brady Deitrick

Vice-President: Bob Freshwater

Treasurer: Jim Utley

Board Meeting Minutes:

Discussed the possibility of changing the club by laws. Currently we need a quorum of 20% of the total membership with a 2/3 agreement to make any changes. We did discuss the possibility of sending ballots to all members for a "postal vote."

The President brought up the need to make

the Safety Officer an official board member by changing the by laws. It was suggested that we call a vote for this at the May 2014 club meeting at the field. We hope to have more members show up by doing a free barbecue. This would be scheduled for April or May, depending of the weather.

We also discussed considering a 4th of July club/family picnic. Based on the calendar, it was determined that the best date would be 6-28-14 for a picnic and family fun fly. The board will request we get a committee formed to do the planning .

Club Meeting 7:30 PM:

Location: Clubhouse

January minutes were approved as published in the newsletter

Treasurer's Report:

None Given as Treasurer was not available.

Old Business:

Discussion of a helicopter pad at the field. It has been suggested that a landing pad can be placed behind the equipment shed. One of the extra tables can be used to set up the pad. It was approved by the membership to use one of the tables. There was a proposal for a family BBQ day, it was agreed to send an e-mail and list in the newsletter to ask for volunteers to set up the event.

New Business:

The 72 HHZ 42 frequency pin has been lost, a replacement has been made (and placed in the box for use) There was also a discussion of forming an entertainment committee. There was also a question raised about the joint events with the PCC.

Field Report:

None Submitted

Safety Report:

Lou Morales did voice some concern about the noise level. Just need to keep in mind noise limitations. We need to be careful not to have our planes run into the pits. Also, a reminder to all if you lose a plane and you need to go find it, please bring someone with you.

Prospective New Members:

Doug Fererra, he has been to the field. He has a T-28 has not flown it yet and is an AMA member.

Emil Asadulla, has Park Flier AMA membership and wants to build planes. They were voted in as members.

Announcements:

Jeff Whitney announced the Warbird fly-in for July 14, 2014.

The Waldo Pepper Fly-in for September 5-7, 2014 includes any WWI and anything up to 1935.

Night Fly on the third Friday of each month.

The Dan Sullivan scale contest will be in Ukiah on June 7-8.

Ukiah will host a Dawn Patrol in October

Meeting was adjourned at 830PM.



Norm Coates' T-28 just prior to the maiden flight.

I understand it looked pretty much the same **after** the flight too

Photo courtesy of Mark Ramos

Got pics? Send them to jeff.whitney@sbcglobal.net

Please include the photographer's name and model details.

Editor's thoughts and musings:

Here is an interesting article on the FAA and sUAS/FPV:

<http://www.suasnews.com/2014/02/27738/busting-myths-about-the-faa-and-unmanned-aircraft/>

Personally, I am not in favor of the AMA's stance on FPV—they have embraced it, citing it as a new technology—which it is not, really. Joe Kennedy was killed in WWII while testing television guided bombers. At any rate, I see FPV as a huge potential liability. We already know how "regular" modelers are tarred with the same brush as the "renegade modelers who do not respect other people's property or privacy. In the article above the FAA says no FPV shall be operated above populated areas. But just look at the proliferation of FPV items from Hobby King alone.

About the only good thing about AMA's stance that I can see is that they will set out regulations for the safe operation of FPV—and anyone busted by the FAA operating outside of those regulations can be divorced from AMA.

Those are my opinions—you are welcome to write me with your opinions for publication here.

Jeff

I believe I mentioned this before but here is the Northern California RC Society calendar link:

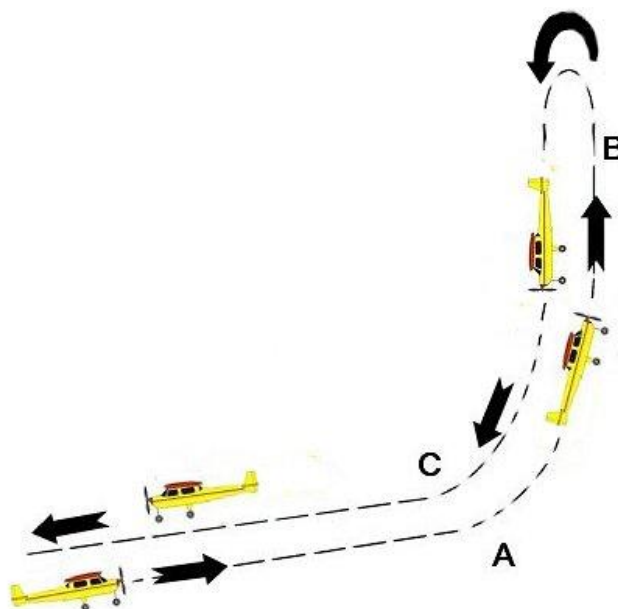
[LINK](#)

You do not have to register unless you are going to add or edit an event; you can select a month or week and see the events listed—many of them will have a link to the host club's website or a flyer.

If you have never flown at another field check it out—it is a good way to meet other people in the hobby and challenge yourself for better flying. Same with trying some aerobatic maneuvers?

Stall turns and Wingovers:

A stall turn (AKA Hammerhead) will find the model pulling up to the vertical or near-vertical and climbing for a bit. Throttle is reduced. Just before the airplane stops full rudder is kicked in (away from the flight line please) - often the throttle is opened to give a blast of air over the rudder.



Immediately close the throttle—hold the rudder in for a moment and then relax it, not all at once—this helps avoid tail-wag. The model

should be less than a wing-span from the original vertical line. Let the model descend and pull-up to level again. It is not a hard maneuver—but timing is everything. Too late and you tail slide—too soon and it is not a true stall-turn.

Wingovers are very similar, but instead of reducing throttle on the way up, keep it open a ways—after a couple of seconds of vertical again apply rudder and do a 180 over the top and start down. Some airplanes may require opposite aileron as well. NOW reduce throttle. Again, pull to level. In both maneuvers the entry and exit altitudes should be the same, and the radius of the 1/4 loops up and down should be the same.

For variations try 1/4 or 1/2 rolls on the vertical up and down lines. Just remember if you a 1/4 roll on the way up and do the second roll on the way down the same direction as the first and you pull to level you will be going out on the opposite heading from your entry heading If you do your 1/4 roll up to the right, and the 1/4 roll down to the left—you will exit on the same heading as the entry.

1/2 rolls on the way up and down can get interesting. If you roll the same direction on the up and down lines, then you pull to exit you will be on the opposite heading as the entry. If you half-roll in opposite directions—you will be exiting on the opposite heading from the entry. If you push to level then you will continue on the same heading as the entry—but inverted. Try this one higher at first!

Once you master the stall-turn or wingover, then string two of them together. Enter from the left to right, execute a stall turn (down to your right a bit) then fly past yourself to the left and execute another stall turn—and come back past yourself left to right again.

If your model is not blessed with an abundance of power, execute a bit of a dive before entering the maneuver.

A pair of well-executed stall-turns looks really sharp and lets people know you are a pilot!

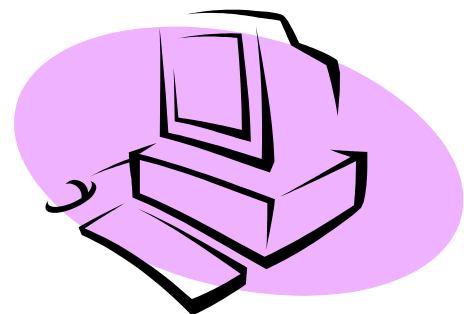
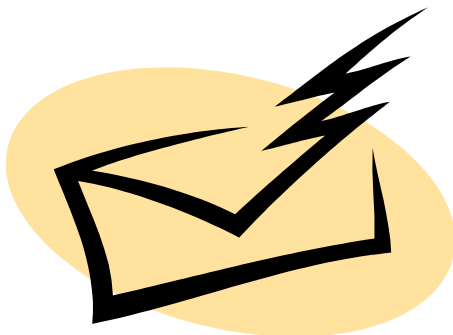
To see how it looks, get a small die-cast or plastic model and “walk” through the maneuver, with and without rolls.

Good luck, keep it high at first!

Southern Alameda County Radio Controllers

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