

August 1, 2011

Volume 9, Issue 7

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Southern Alameda County Radio Controllers

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Secretary: Jim Newman

Vice President: Rico Dalmau

Treasurer: Jim Utley (510) 352-3150

Minutes of the July 9th General Membership meeting by Jeff Whitney

Minutes of the meeting, July 9, 2011

President Bob Freshwater called the meeting to order at 11:05 MA at the field.

Minutes of the previous meeting as published in the newsletter were approved. Bob Dutra pointed out that the newsletter that appears when the "Current Newsletter" link is clicked is the previous month's newsletter. The correct link and newsletter is http://www.sacrc.org/pdf_files/newsletters_minutes/Sacrats711.pdf and that WAS published on the web. Newsletter links are published in two places – "Current Newsletter" on the home page, and on the left hand menu it is also under "Club Newsletters". Newsletters on this page go back several years./

Prospective Members were Larry and GS – the membership book was not available and I did not record the full names – will make this up next month.

Treasurer's Report:

Jim Utley reported that we still had money in the bank, and that after this meeting the membership would be 139 members (membership cap is 150).

Field Report:

The shade screens were erected prior to the meeting on 7/9/2011. Art Vargas reported that he had run the mower around, made a lot of noise and actually cut some stuff.

There will be a work party August 20 to pull back another section or two of Astroturf, put down some matting and backfill with gravel. If enough people show up it should not take but an hour or so.

Safety:

Be sure to keep the electric planes pointed at the fence by the arming table when actually arming them – there have been a couple of recent incidents of the motor coming to life when the battery was

Again this month....General Membership Meetings will be held

At the Field August 10th.

Meeting time will be 11AM followed by a free BBQ

connected and in one case causing some personal injury. That person was suitably rewarded later in the meeting.

Communication on the flight line has been somewhat lacking as well – announce loudly when you are coming out, when you are landing and when you are going on to the runway to retrieve a model.

It seems to me to be a safety issue to make sure you start to land when you still have some “gas” in your battery or tank. Flying until you run out and then depending on other to be clear when you land is dangerous.

New Business:

Waldo Pepper’s Flying Circus will be held again September 24 and 25. This is a WWI fly-in and this year will be open to Golden Age as well. All sizes and all motive power are acceptable, including gas FOR THIS EVENT ONLY (regular gas rules apply before and after the meet). Figure 8 racing, balloon busts, etc, and a Saturday Night BBQ featuring tri-tip and my wife’s famous potato salad.

Show and Tell:

Jeff Whitney showed off his modified Electrify Nieuport 11. He painted all the monokoted surfaces with Liquitex Matte Varnish to dull it down and give a fabric look to it. He also added “wire” bracing using brass strips, jewelry findings, and nylon fishing line with glass tube beads to look like turnbuckles.

Art Vargas showed the resurrected wind vane. If you will remember, the wind vane was destroyed in a “mid-air” a couple of months ago. All that could be found were 10 pieces. Art took the remainders and started gluing and painting – it now looks like a Cessna used as a FAC during Viet Nam, and has a smiley face “Kill” marking on it as well.

Dummy of the Month:

Mickey Darata was voted in for being struck by a moving propeller on his electric on the arming bench.

Meeting was adjourned at 11:35 AM – next meeting will be at the field again, August 13 @ 11 AM

Jerry Prosch has some items for sale:

2-Radio Controlled receiver ready planes for \$125.00!

1. The first is an older trainer. 56-inch, KB.40 motor with Slimline muffler – complete with servos, missing cowl. Just add your receiver and go fly.

2. Virtually new Top Flight Sierra, also about 56-inch span, with a Super Tiger .46 ? (could not see the actual size), and has Futaba servos. This plane had only 1-flight on it.. The covering has some wrinkles that need to be reheated.

KITS:

- **A. A NIB Sig ¼ Scale Clipped Wing Cub. SOLD**
- B. Lazy Bee by Clancy Aviation 48-inch - street price \$74.xx my price è \$50.00
- C. “Sweet Vee” R/C Rocket Plane.. This is by the model rocket company Estes and are not manufactured anymore. If you want a cool change of pace-wingspan: 55.5" Rocket boosted high performance design capable of long duration thermal flight. Fiber-glass boom, foam wing cores with pre-cut Obeche sheeting. Includes plans for launch platform. This is a very hard kit to find and if you can find one people are asking \$175.00 for them -I’m asking \$80.00

RC Nitro Engines:

I have 2 brand new in box engines;

- NIB Enya .15SS \$50.00
- NIB Magnum Pro .36 RC \$70.00

Call or email me if interested

Jerry—510-468-0843

a6466@pacbell.net

People Behaving Badly



Well here we go again I guess the message isn't getting out—more cut hands on the arming table. What is so hard to figure out that the tail section won't cut you? Point your airplane towards the fence when you arm it—the fence that is right in front of you not, the fence at the flight line. Save your fingers: you may need to pick your nose someday.

This weekend there were a lot of nitro planes out. When you are through with your flight don't leave your airplane on the starting table, someone else may want to use it.

One more thing: please don't leave your airplane on the ground in the opening to the hot pits, you may get it stepped on when a pilot is carrying his plane to the flight line. He can't see what is under him too well and he could step on your plane and trip and fall with a running airplane. Not good.....

(Bob Dutra, Safety Officer)



Upcoming Events for August/Sept 2011

6th	SCCMAS Swap Meet Steve Smith contests@sccmas.org
6th	Sacramento Area Modelers Open House Casey Smith morc9988@yahoo.com
17th	Gold Country Swap Meet—Ione Tom Minger tomminger@volcano.net
17th	Warbird Rally in the Valley RCRU Oakdale Jose Macias hiflyerjr@scbglobal.net
19-21	Salinas All Scale Fly-in, Salinas Rick Maida, mrcorsair@usa.net
20th	Pattern @ SCCMAS Luke Peng contests@sccmas.org
27th-28th	Pattern @ Miramar, CA Bill Wallace, wallacebill@bfusa.com
Sept 2-4	Mini West Coast Festival @ Lodi, CA Jose Macias hiflyerjr@scbglobal.net

The complete NCRCS schedule is posted on the SACRC's website and at
<http://www.ncrcs.com/index.php/listeventsyear>

Epoxy or Polyester?

---by Klotz the Kat



Which is better for glassing, epoxy resin or polyester? It's a Ford/Chevy and Beta/VHS question. Being a cat, I don't use either. It's too hard to lick the stuff out of my fur. But here's what I've learned at the field.

Both produce sufficiently hard surfaces, but polyester is softer. This makes polyester sandable. Epoxy is harder; it is more difficult to sand. Wet sanding works best for both types. No difference in weight. However, polyester can be spread a little thinner and it is sandable, so less of it tends to remain on the model. Polyester stinks. It takes weeks for the smell to go away.

Epoxy is nearly odor-free. Epoxy favors peace at home. Polyester cures with a slightly sticky surface. Primer adheres well. Epoxy requires a light scuffing. Epoxy resin must be mixed exactly. Try this experiment.

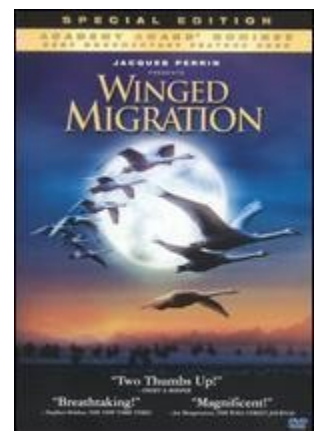
Mix some epoxy resin precisely, pour it on waxed paper. Now mix some epoxy at 45:55. Pour it out and let both batches cure. Note that the mismatched batch is softer and has a waxy surface— it didn't cure completely.

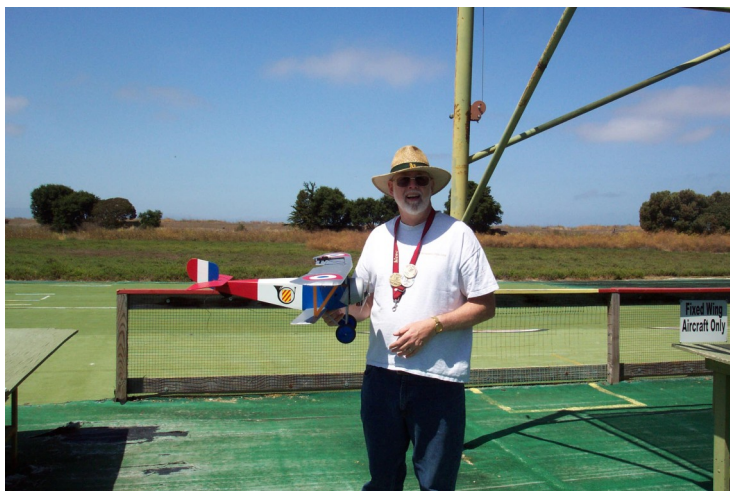
Polyester is not fussy about proportions. A variance in the amount of catalyst affects only the setting time. The catalyst of polyester resin has a short shelf life. Don't use old stuff—it won't cure. Polyester catalyst is more toxic because it is more concentrated. Always wear latex gloves when working with any kind of resin. For large jobs, wear a respirator and use a window fan.

Don't thin either. Try this experiment. Mix some resin (either one); pour half of it on a sheet of waxed paper. Dilute the remainder 10% with alcohol or a thinner of your choice. Pour it on waxed paper and let both cure. Observe that the thinned resin is soft, flexible and it has an oily surface. Thinner prevents complete curing. Epoxy resin seems to adhere to balsa a little better, but that might vary with conditions.

See ya at the field. Bring well cured sandwiches.

P.S.: Recommended movie: "*Winged Migration*." Great flying scenes, many filmed from R/C airplanes.





Jeff Whitney's "enhanced" Nieuport 11



The Screens are up!



The Before



And the AFTER –Art Vargas' repaired wind vane

All photos courtesy Jim Utley

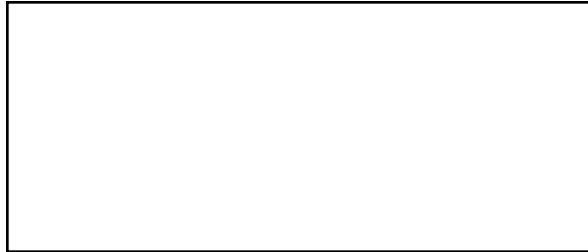


And here it is in place
Whitney photo

Southern Alameda County Radio Controllers

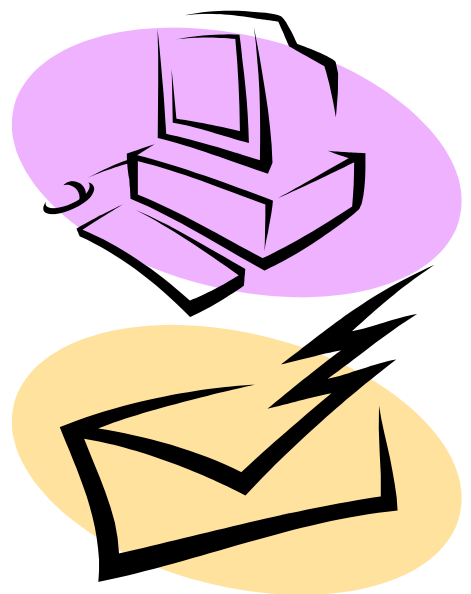
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11AM at the Field



Jim Utley, Editor