



March 9, 2013

Volume 11, Issue 3

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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 March 9, 2013

Board Members in Attendance:

President: Jim Solar

Vice President: Bob Freshwater

Treasurer: Jim Utley

Secretary: Matt O'Sullivan

Jeff Whitney—Past President

Director of Communication: Steve Hoyt

Board Members in Absence:

Field Manager: Brady Deitrick

Safety Officer—Bob Dutra

Minutes

Accepted as published

Treasury Report

Approved as published

Field Report:

Bob Freshwater indicated that there has been work going on to clean up the runway with a blower. Weeds along the road have been trimmed down. The field looks good. No date has been set to move the fence further back at the starting table. We may need to clean out the drainage pipes under the road to allow for better drainage.

Safety Report:

Things are going well, no real incidents to report. However, there are still times when people with electrics cut in front of the gas /nitro planes on the flight line.

No Old Business:

Jim Solar would like to move the Christmas party to a local restaurant that can accommodate 50 to 75 people. Looking for suggestions from members.

New Business:

Next month's meeting will be at the field, at 11 am, weather permitting. There will be a special raffle for some large airplane kits. Tickets will be \$5 each or 3 for \$10. This is in addition to the regular raffle.

Prospective New Members:

Dennis Zuicker, Mike McMillan, Daryl Miller. All were voted on and approved.

Show & Tell:

None

Announcements:

Jeff Whitney announced that there will be a Starter Scale contest at the field on 3-23-13, to be moved to 3-30-13 in the event of rain. There will be certified judges to score and critique flights. George Ellison brought information for the Evil Monkey Model Swap Meet at the Alameda Naval Air museum on 5-4-13. Vendor table admission price \$10, this includes a museum tour. General Admission \$5, which also

includes a museum tour. There will also be a Swap Meet Bonanza on 6-22-13 at the Bill Osborne flying field near the Oakland Airport. Sellers fee \$10, buyers enter free.

August 17, 2013 has been designated as National Model Aviation Day by the AMA.

They suggest that clubs hold events for the public, proceeds going to support the Wounded Warrior project. Types of events suggested, hold a barbecue, have training planes with buddy boxes available, mall shows, boy/ girl scout outreach. Jim Solar suggested a committee be set up to look into possible activities. Bob Freshwater, Jeff Whitney, Barry Anderson, and Rick Hunter volunteered to help.

There was a discussion among the club members concerning a proposed law in Oregon that would ban all unmanned aircraft with cameras, this would effectively ban RC pilots from making videos from inside their planes. It was mentioned that several states are considering similar laws. There was also discussion about the recent drone sighting near JFK airport and several recent incidents of people doing dangerous things with RC planes that could adversely impact the hobby.

There will be a Friday night fly in April.

Those interested call: Bob Freshwater for information.

Our next meeting will be held at field 11:00 AM Saturday April 13, 2013

Weather Permitting

SACRC Starter Scale

The weather for March 23 was predicted to be very nice – cold morning, warm afternoon. The prognosticators were right for a change. Morning temperatures when I arrived at the field hovered right about 40, but with moving about and all it was easy to stay warm.

The big glitch was that the locks on our container had been swapped and I did not have the key to the part I needed to get into, where the BBQ grille was and our sign about keeping the gate closed (we fly on a “secure” site – the gate has to remain closed and locked unless there is someone there at the gate – which is probably $\frac{1}{2}$ mile from the field proper). At any rate, one of the other officers who did have a key showed up pretty early and volunteered to take the sign down and open the gate.

I should know by now too, that if I say “Starts at 8” I am safe showing up at 830 or 845. All the participants showed up eventually and got registered and their airplanes put together and started filling out flight plans.

Randy Warkentin was good enough to assist as caller and flight-plan coordinator and his help and insight were invaluable. Lane Davidson and Tom Ryan did the duty as judges and all the contestants found their advice extremely helpful.

The contestants were: Dan Sciacca (Redwood Valley - 2.5 hour drive!); Ed Becker, Livermore; Alex Goddard, Union City; Brian Chan, San Mateo and Tim Stahlke, San Jose

First up was Brian flying an RV-4 – he did a pretty reasonable job considering he had only decided to come the night before. He wound up with a 75 on his first round

Dan Sciacca followed with a DR-1. I was calling for Dan and I have to admit – I can’t remember anything about his flight! But that’s what judges are for. Dan has flown in a couple of contests but is now getting serious. Dan pulled in an 81 on his first round.

Tim Stahlke flew third with a PA-18-150 Super Cub. It’s a good thing Tim was flying a 2.4 radio – his antennae would have been a blur! Tim blew a maneuver on his first round and wound up with a 63.75.

Ed Becker was up next with a $\frac{1}{4}$ scale Me-109. You can tell Ed has been practicing – he was very smooth, the airplane did not jerk around at all. His first flight garnered a 91.

Alex Goddard brought his Ryan STA, in an aluminum finish. Alex has been flying this airplane for a few years – I watched him the week before shooting touch and goes flawlessly – but you know what happens when you get in front of judges! Good enough to pull in a 69.5 – and that was with a blown maneuver too.

The pilots were all appreciating the difference between flying around and precision flying – putting the airplane where you wanted and doing what you wanted to do instead of letting it wander around. One big issue was not extending the legs leading up to a maneuver – they tended to cut the downwind leg short and then have to rush to line up for the maneuver. As you know, a good landing starts with a

good approach - so does a good maneuver. Get plenty of room for a lead-in so you can get lined up. If it ain't right don't call the maneuver and go around and get lined up. Once you announce the start of the maneuver you are committed.

I did not see a lot of the rest of the flights because I was busy as a scorekeeper (note to self: bring a calculator next time!).

However – Brian improved by 4.25 points in spite of clipping a tree top, Dan improved as well, Tim made himself more nervous and had a hard landing, popping the bungee on the landing gear – but was pretty consistent with a 62.125. Ed was pushing hard too, and dropped a few points to 86.25. Alex had paid attention and managed to improve by two points to 71.5

The overall scores were:

Ed Becker – 88.0625 avg (\$40)

Dan Sciacca – 84.124 avg (\$20)

Brian Chan – 77.125 avg (\$10)

Alex Goddard – 70.5 avg

Tim Stahlke – 62.9375

Then we did an overall debrief and had lunch!



Jeff working with the judges and contestants



Photos this page courtesy of Brian Chan

Southern Alameda County Radio Controllers

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