



June 1, 2016

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Page 1

Southern Alameda County Radio Controllers

President: Steve Hoyt

Secretary: Steve Woodall

Vice President: Mike Pimentel

Treasurer: Jim Utley (510) 352-3150

The Club meeting was at 10:12 AM May 14, 2016

Board Meeting:

President Steve Hoyt brought the board meeting to order at 10:12 AM, at the field in Union City, CA.

The board members present were President Steve Hoyt, Vice President Mike Pimentel, Treasurer Jim Utley, Secretary Steve Woodall and Board Member/Safety Officer Lou Morales.

ITEMS DISCUSSED

Steve Hoyt said the FAA is trying to make a law that restricts RC flying no closer than 5 miles from the nearest air port. Both he and Jim Utley said that our field is very close to that limit depending on where you measure from. We will just have to wait and see.

Loui Morales said we have had a recent problem with someone flying First Person View. He went on to say that from now on anyone flying FPV must be on a buddy box and have a spotter.

Jim said he has made a deposit, with the City of Newark, for our Christmas Party. It will be held on the second Saturday of December in the Newark Community Center in Newark, CA.

Steve said he has received notice that our club will have to abate our club house, The Hanger, in Newark, CA this September. Jim said we still have some chairs and a lawnmower in storage that will have to be moved.

Steve said that he has not heard anything further regarding the fly in on the USS Hornet on the 4th of July. We may plan to put up a static display of some of our planes and also have membership applications available. We will just have to wait and see.

The board meeting was adjourned at 10:35 AM

General meeting:

The club President Steve Hoyt called the meeting to order at 11:00 AM, at the field in Union City, CA. There were 22 members present and two guests.

The officers present were President Steve Hoyt, Vice President Mike Pimentel, Treas-

Next meeting:

July 9

At the Field

urer Jim Utley, Secretary Steve Woodall and Board Member/Safety Officer Lou Morales.

Two prospective new members, Lam and his son Vincent Nguyen, from Oakland, were introduced for membership and voted in as a full members.

MINUTES:

Approved as published in the newsletter.

TREASURERS REPORT:

Jim Utley made a complete financial statement regarding the clubs status. Members can contact Jim for details. His report was approved by the membership .

SAFETY REPORT:

Lou Morales said that the club did not have any reported safety incidents during the past month. He said that everyone should wear their name badges while at the field. Your badges indicate that you are a member in good standing and a member of the AMA. It is always good to learn new member's names and to know who are members and who might be a guest. He pointed out that it is now the law that all RC fliers sign up and get an FAA number for display on your aircraft. He said the club will not be policing this, but next year you will have to provide your FAA number to renew your membership.

Lou said that all members should aware of where they are flying and not to fly over the properties at either end of the field, the caretakers house at the south end or the sanitation plant on the north end. We are always farther away than we think.

He pointed our that anyone flying using First Person View (FPV) should be attached to a buddy box with a spotter.

He closed with fliers should not be walking around with an armed plane. Always use your communication skills announcing when you are taking off or landing, so everyone will be aware of what is going on.

FIELD REPORT:

Norm Coats said that on Monday May 2nd, he discovered that a past wind storm had blown some of the runway covering, on the north end of the field, into the pickle weed. He called Brady Deitrick. Brady called a work party for Tuesday to repair the damage. The following members worked very hard in replacing the covering and making our runway usable again. The members were Brady Deitrick, Mike Pimentel, Hardy Dunn, Gene Langley, Art Vargas, Norm Coats and Scott Clinton. Thanks to all for your hard work.

The shade covering needs to be put back up soon.

OLD BUSINESS:

Steve Hoyt said the weather station is still having a software problem. Jeff is working on it and may purchase another software or we may have to go to the internet. The internet would come up on our website and may cost a little more per month.

Steve said that Jim has made a deposit to secure the Newark Community Center room for our Christmas party. The Christmas party will be held on Saturday December 10, 2016.

NEW BUSINESS:

Steve said that the FAA is trying to pass a law that restricts flying RC with in a 5 mile radius of the nearest airport. Our field is very close to that limit with Hayward Air Port depending on how you measure.

Jim said that there will be another Youth Day at our field in August. It will be like last year where

Boy Scouts will come to the field and learn to fly RC and do a camp over. He will need some volunteers to help on the buddy box and to back up the scouts. Please let Jim know if you can help. It is a good cause and a lot of fun.

SHOW AND TELL:

None

ANNOUNCEMENTS:

Jim brought some small plastic cups that members can use for mixing. Help yourself.

DRAWING:

A drawing was held and each member present was given one ticket. There were two prizes. The first prize was a DHC2 Beaver in a box, which was won by David Jones. The second prize was a donated aerobatic plane won by Norm Coats.

MEETING ADJOURNED AT 11:50 AM.

UP COMING EVENTS OF INTEREST:

June 4-5, 2016 Dan Sullivan, Ukiah

June 19th, 2016 Open Cockpit Day, Oakland Aviation Museum

July 4, 2016 USS Hornet SACRC flight demonstration, Alameda??

July 16-17 Wings of Victory, Woodland

July 23, 2016 SACRC Warbird fly-in



The single-seat Bell X-14 - which made its first tethered flight on the 19th February 1957 - was the only open-cockpit X-plane ever built.

The X-14 was an experimental aircraft (hence the 'X' designation) designed to help advance VTOL (Vertical Take-Off Landing) technology. Unlike most VTOL aircraft from the 1950s the X-14 was not a 'tail-sitter' (like the [Convair XFY-1 POGO](#)). Instead it looked

reasonably similar to most conventional aircraft of the time - aside from the twin jet engines stuffed in the nose.

The Bell X-14 features movable vanes located in the jetpipes which vectored the thrust through central jet nozzles to provide low speed and hovering flight capabilities. The X-14 was constructed using many surplus Beech aircraft parts. The tailplane came from a T-34 Meteor, while the wings and landing gear were taken from a Bonanza.

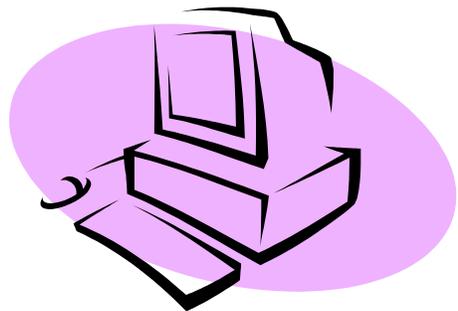
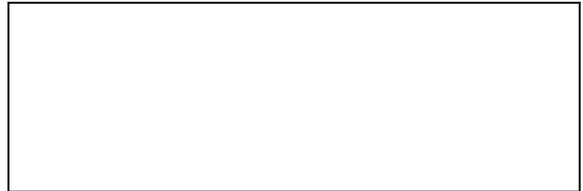
The Bell X-14 was used to help understand how the Lunar Lander might react during its descent to the moon's surface. Including NASA pilots and future astronauts, the X-14 was flown by at least 25 pilots including both US and foreign personnel.

After 24 years of flight, the Bell X-14 was retired in 1981 after a particularly hard landing which severely damaged the aircraft.

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