



The Gold Country Flyer

Nov.

President : John Stoney

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Vice President : Mike Belmont

Treasurer and Membership : Alan Ross

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Safety Officer : Dick Belden

The Meeting : Was called to order at 7 pm. On the 3rd of Nov. There were 28 members present with one guest and prospective member. — Dan Levian.

Safety: At the meeting there was little discussed except moving the sand buckets to protect them from the rain and at this time of the year as it is wet enough that we don't need them. During the month though, a safety matter came up.

. One of our members was injured fairly seriously . He was setting up his first electric aircraft and having trouble fitting the wing and was getting very frustrated . So he realized he had enough and decided to walk away and he turned off the transmitter on his radio . Immediately the motor went to full throttle and came right at him and he put his hands up . Needless to say there were stiches in his future and he fractured the tip of his little finger . The "electrics " look so harmless just sitting there so we tend to let our guard down. I attend numerous "Pattern Contests " during the year and 90% of these aircraft are electric powered and many times I am the one to take them to the runway for the pilot I'm calling for . All of them utilize a shorting plug to arm them , that is installed while I'm standing behind the airplane . Tom Minger sent out e-mail to the club showing this set-up . The photo of this set-up is in the upper right . If you are not using a shorting plug , connect the hot wire while standing behind your aircraft and make certain that the fail-safe is programmed correctly. That is the motor will go to idle with loss of radio signal.



Repeat photo of shorting bar installation on electric powered aircraft. Note* installed from behind motor.

New Business : John Stoney has been in contact with county officials and has been informed that a solar company is looking at our flying site for a possible solar generating farm. At the present time there are no concrete plans , nor has the agreement been finalized but they are in the talking stage. It probably would take several years before this would happen or maybe not happen at all , but we need to keep the club members aware of the possibility.

T-34 Race was held on Sat. Nov. 12th. There were 10 flyers that showed up but the first race took care of 2 of the racers and there was a spectacular mid-air between Alan Ross and Matt Martinelli . Needless to say they were out of the race. **The Gold Race** was won by Dennis Campbell , followed by Fred Weaver, Dick Belden and Ed Whittenburg.

T-34 Race Cont. In the Sliver race, Jerry Davis Finished first followed by Dan Avila, Luke Hoagland and Mike Martinelli . Mike cut pylons 4 times during this race. It seems that Dennis Campbell is the high point man for this racing season and is virtually untouchable . Dennis is followed by Ed, Fred , and Luke. Mike Martinelli is the new high point leader with 28 cuts.



Fred Weaver prepares Levi Miller for going out to pick up the wreckage from the mid-air collision.

Adopt-a-Highway : Was held on Sat Nov. 5th but on short notice because of the T-34 race the following Sat. and then the Night Fly Barbeque the Sat. after that. There were only 6 of us who were there for the clean-up because of short notice. We only finished 4 sections of the 6 assigned because of that but Don and Luke Hoagland and myself finished the last 2 sections on Sunday. Caltrans was very appreciative of our effort. The following good people were there , Norm Smith, Levi Miller , Jim Moore , Ed Whittenburg , Bob Pynenburg , Luke and Don Hoagland .

D.O.M. Award : Goes to Dale Cantando for landing his Stinson Voyager and scattering all the flyers in the pit area . No harm done to the people ! Runner-up was John Stoney for lifting off too soon on T.O. with his Corsair and crashing into the runway .



Show and Tell Photos : Rich Martinez with his latest 4 Star built from a Sig Kit.



Dave Hand with his new aircraft , he designed the fuselage , for a wing that survived a major crash.



Notice the "Union Jack" design and colours !!



John Stoney with his electric hovercraft that kinda flies with 4 electric motors .

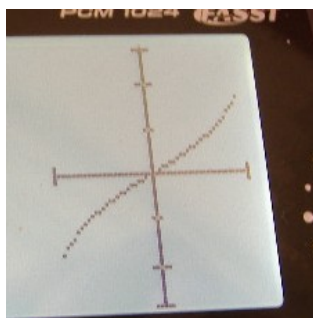
Night Flying and Barbeque Nov. 19 : Was a real success with 42 people showing up for the event . Nine member actually flew and Alan Ross did the cooking . Ed Whittenburg headed up the event and it was a bit chilly out there.

Modeling Info : Several months ago while attending a contest I notice how well the trim came out on a mono-coated wing of one of the contestants . I've had a lot of trouble getting all the air pockets out when covering my aircraft with monocoat trim over monocoat or ultra coat . I decided to try this technique on my next airplane to see if it works. I didn't have much confidence in the method but it really works and I'd like to pass it on and its simple. The secret is "Windex" with ammonia which is sprayed on the area that you want to put the trim on , getting the excess moisture from the Windex off. Lay down the Monocoat trim on the location you wetted and press out all the bubbles forcing them to the nearest edge while keeping the trim where you want it . It may take several minutes. When you're satisfied that you've done your best , walk away and leave it overnight . The ammonia in the Windex softens the adhesive - color on the Monocoat and when it dries its pretty much welded on permanently . This method only works with Monocoat as the trim but it can go over ultra coat or any other plastic covering material. As an extra precaution I used a trim iron , set to warm, on the leading edge of the applied trim but have not had a problem keeping it on . D.B.

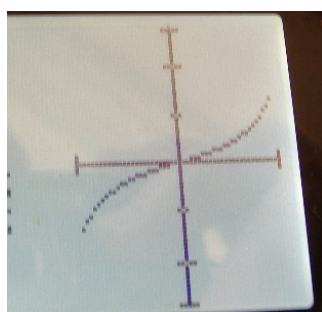
End-point vs. Expo. When setting up control throws.

Many of you know this already but people have come to me with a misunderstanding of the two . Simply put , end point adjustment sets the max sensitivity at the extreme movements of the sticks, Expo controls the sensitivity around center to some value between extreme stick movement depending how much Expo you've got dialed in. Expo makes most flyers fly much smoother . If you haven't used it before start at a low value between 15%-30% until you get used to it. Futaba Radio's use neg. values to de-sensitize around center and JR uses a positive value. Consult your owners manual and check for this.

- Graph below shows lower and higher value of Expo adjustment.

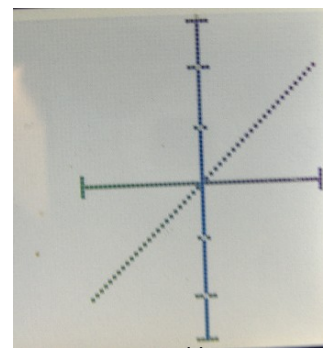


Less Expo.



More Expo.

Typical aileron control response in relation to stick movement.



No Expo , control linear to stick position



The Prez Sez : Well its been a fun month for November. Out at the field we have had cold, wind , fog and black holes in the space time continuum. This is a condition

Where model airplanes have mysteriously crashed but no one will own up to the ownership of said crash ! I didn't have any crashes this month, my story and I'm sticking to it. We had a great T-34 race with one mid-air that left small pieces fluttering to the ground. A lot of fun and the first race I did not pylon judge, so I could have watched the whole race. Our youngest member, Levi Miller needed help with a new gas model, which his dad and I worked on. I missed the whole race but had a good time working on Levi's "Ultimate" biplane.

We had a great Fun/Night fly this month and I counted 44 people. Alan Ross did a great job with the menu as usual. We had some spectators and their families. Seems to me like a good way to get young people interested in our hobby. We had a good turnout at the meeting at the start of the month. We had some new members, welcome. A comment about Show and Tell, it is fun to see what the folks are doing and there is a (free) ticket given towards the raffle. So please come to the meetings and bring your projects for us to see. If you have had a crash during the month you are required to come to the meeting and tell all . I think this is covered under one of the club bylaws . I have been meaning to write them down someday Well the Christmas/ meeting is on the 15th of December (Thursday night at the Native Sons of the West Hall) . There will be lots of food and drinks. There will be a great raffle with lots of goodies. Well that is all for now and I hope to see you at not only the Christmas party but out at the field. Take care, John FROM ALL OF US TO YOU, PLEASE HAVE A GREAT HOLIDAY.

Next club meeting Dec.15th at the Native Sons of the Golden West in Sutter Creek starting at 6pm.

T-34 Race Sat. Dec 10th. At 10am