



# The Gold Country Flyer

## Sept. 2010

**President : John Stoney**

**Ph. (209) 256-4263**

**Vice President:** Mike Belmont

**Treasurer and Membership :** Alan Ross

**Safety Officer :** Dick Belden

**Treasurer's report :** The Treasurer's report was missing , but we assume that the club is still solvent.

**The Meeting :** Was called to order at 6:45 PM , a bit early due to the fact that we failed to pick up the building keys earlier in the day and we had to clear the building by 8 PM. There were 24 club members present. The T-34 race was rescheduled to 9/11 due to scheduling conflicts .

A combined fun-fly and night fly in October was discussed , with John Stoney to review the events with the other officers and with Dick Belden.

With no significant old or new business to discuss we moved on to show and tell .

**Show and Tell:** Tom Minger showed off his recently rebuilt 33% 3D Acrobatic plane.

John Stoney told the story about wife Sherri's new trainer with her approval .

Harry Brandt introduced his new Kelvar and composit 2 1/2 meter "Omega II" electric powered sailplane.

**Dummy of the Month:** Stories were told about John Stoney's B-17 which he tried to rev -up on the runway , only to find out that one motor was turning backwards. After some repairs and a successful take-off (cont)



**Sherri Stoney : Showing off her new trainer**

The airplane found its way to the ground after a motor failed due to a bad ESC controller. All of the above earned the coveted D.O. M. Award. Look at it this way John, if they didn't like you , you would never get it !!

**T-34 Race :** 12 Pilots showed up for the race . The event date was changed from the third Saturday of the month , mainly due to the Reno Air Race, to Saturday Sep. 11 . There were no mid-air !!

**The Gold Race** consisted of Jerry Davis , Mike Martinelli , Fred Weaver and Ed Whittenburg. Mike finished first followed by Jerry, Ed and Fred but Jerry Davis was point winner for the day with 21 and Mike a close 2nd with 20 pts. **The Silver** was made up of Ken Houser , Dan Avilla , Dennis Campbell , and Alan Ross . They finished in the following order , Dan , Dennis , Ken and Alan but Dan had 2 cuts and Dennis 1 cut so Ken was then first and Alan 2nd instead. **The Bronze race** was made up of Bill Simunek , Luke Hoagland , Jerry Beaman and Bob Pynenburg. They finished in the following order , Bill Bob, Luke and Jerry but Bill had one cut and Bob finished first !!

The cut leader for the year is Bill Simunek with 26 cuts and Dick Belden with 15 cuts.

**Safety :** Please pay attention!! As a Club we need to stress strongly that we need to push out our flight path to the far side of the runway and beyond to prevent serious injury. When acrobatics are performed , we need to carry them out flying in the same heading as the runway , when in close proximity to the pit area and never allow your airplane to get over your head !! If you lose orientation pull the throttle back to give yourself a little time to recover and above all else yell to let the other flyers know that there is a problem. When accomplishing maneuvers , give yourself a rest period between them to re-establish level flight . In other words “Fly within yourself “ and don’t push beyond your limits. Dick Belden , Safety officer



**The Prez Sez :** Well it is that time again , end of the month. I figure if I don’t fly for three more days I can’t get DOM award because I have not wrecked anything this month ! I am still getting compliments about my B17 crash but that was last month ! We had a very good T-34 Race this month, thanks to Don Hoagland . There were no crashes during the race and as usual Alan Ross put on a great feed. I went to an electric meet in Carson City but only myself and two others flew in the high winds. It was a lot of fun to go to other fields and find others that are as nutty about models as we are .

The RC Country swap meet was a good event and a lot of folks turned out. I could not go but I heard the Reno Air Races were good . In the end the last race was blown out and they are not sure about finishing it . If anybody has a better update send it to me by e-mail (I don’t accept unknown carrier pigeons ) and I will put it in the presidents corner or pass it to Dick for the newsletter. We need to add to the photo gallery to which Bob Pynenburg is doing most of the input . Good pictures are always fun, even crashes . I didn’t get to the field as much this month but did go to Disneyland for the first time since High School in 1964 ! Well that does it for now , hope to see you at the field , John



P-38 Lightning at Sacramento air show

Bud Kanemoto at the Oakdale float fly with his “Pulse “ on floats Sat . Oct 2nd .

Bearing changes on Glow Motors. Step 1 : Disassemble the motor completely paying close attention to the orientation of the piston to the front of the motor and if necessary mark it for later reinstallation . Before the piston can be removed the sleeve must come out . Most of the time it will come out readily but not always !! If you cannot remove it readily , use a wood dowel and tap the edge on the bottom part the sleeve until it start to come out . Never use anything metal to do this . Heat your crankcase to 300 to 350 Deg’s in the oven for 10 to 15 min’s . Place an old scrap piece of wood next to the oven. (cont’d )

( bearing change cont.) After the crankcase is heated you use a sharp whack against the wood block and this will free the rear bearing , Sometimes its even easier than this. While the crankcase was being heated place the crankshaft with new rear bearing in the freezer section of the fridge and let them cold soak. When this is accomplished insert the cold crankshaft with bearing into the hot crankcase . It should go readily. Your motor is now ready for reassembly . Insert the piston into the sleeve observing proper orientation of the piston and sleeve, but not very far into the sleeve. This is because you must connect the connecting rod on the piston to the pin on the crankshaft. When it is connected , slide the whole assembly down into the crankcase observing the locator pin and small slot on the sleeve. If this is a ringed engine the ring must also be aligned to the small pin in the retainer slot for it. The rest of the reassembly is “ a piece of Cake” .

If using bearings that are not from the maker of the engine , you can usually use the bearing dimensions from a web site such as “Tower Hobbies “ for your specific engine . If you have a set of calipers its no problem. The reason I mention this is because bearing companies such as “VXB Bearings “on the web require the size , usually in mm’s . However their bearings are of good quality and much cheaper.

Dick Belden

## Next Meeting Oct. 7th at 7:PM