



The Gold Country Flyer

Jan. 2015

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The Meeting : Was called to order Thursday Jan. 1st. At 7 pm. There were 20 members present . One of our club members , Bill Forsyth passed away December 14th and the club is checking in a memorial marker to be placed at the field. **Treasurers Report :** There 40 members paid up for 2015 with more expected. The budget for 2015 will be ready at the Feb. meeting. If you haven't paid your dues yet , send them to Alan Ross at the above address. **Safety report:** Luke brought up the use of safety glasses especially when using grinding tools. Another Club Member brought up using enough care when wearing loose clothing around spinning props . He was speaking from experience. The status of the flying field is unchanged and is still secure. There is a need to check the condition of the stile on the east end of the field and possibility of making repairs. A Special **Thank-you to Freddie Brown** who reinsulated the run up hold downs and the some of the racks on the benches , without being asked . Much appreciated Freddie !

Contest Calendar for 2015 : There is a float fly to be held on June 3rd at New Hogan Reservoir provided the water level is sufficient. So lets be optimistic and get a float plane ready. If you've never flown off water , you have to try it . The water makes for a very wide and long runway. There are 2 Fun Fly's scheduled. One for Apr. 18th and the other for Oct. 17 . The Oct. Fun Fly will also include night flying . There is also a Scale Fly-in scheduled for Sept. 26th. Someone also mentioned getting another tour of the Saunder's hangers at Eagles Nest Airport. **New Business :** It was brought up by one of the Club Member's to let Club elected officers have free dues for the year . To the Club's credit , nobody seconded the motion.

Adopt-a-Highway : Was held on Saturday the 10th of January. There was an excellent turn out from our Club Members and I'm very grateful . Thank you goes out to Jesse Dorris, Steve Merrill, Mike Martinelli , Charles Nellest, Mike Belmont , Dee Merrill, Luke Hoagland , Larry Morgan, Bill Simunek, Ed Whittenburg , Frank Demcak, Mark Rotar, and Jim Moore.





These are some of the Adopt-a-Highway helpers.



The President's Biography :

My working career was in the computer world . After 35 years of that , I retired and moved from Sacramento to Lone . My other main interests are photography, astronomy and bicycling . I pedaled road bikes and mountain bikes for 30 +years all over central California and the "four corners " ; Utah, Arizona, Colorado and New Mexico .

My father was a career enlisted man for 35 years . He joined when it was called the Army Air Corps.!

D.O.M. Nominees : Brock Brown for getting his jacket getting sucked into his prop. Steve Merrill for hooking his ailerons hooked up backwards . Dale Cantando for helping Josh Blewett crash his trainer and Dee Merrill for accidentally shutting off his transmitter while handing it off to his son Steve .

Bio (cont.)

He crewed B25's , B29's, B36's and B52's as a radio operator, ECM , or tail gunner. It's easy to imagine that I have always been interested in aircraft and model planes . I built rubber band powered stick and paper warbird kits when I was in high school. Always in the back of my mind since then, I thought one day I would try again to build and fly model aircraft . After retiring and finishing the landscaping of my new house , I was looking for a hobby and a challenge .

The challenge was to learn to fly radio controlled helicopters. And it was a challenge ! The first helicopter I bought was a bit too advanced for a beginner like me. The first flight lasted about 3 second's duration in my garage . I was just going to get it a few inches off the floor and try and hover . It shot up really fast, not wanting to hit the ceiling , I dropped the throttle too fast and it hit the floor hard , BOOM STRIKE, parts flew ! I gathered it up and hid it under my work bench and didn't look at it for about two weeks.

A poorly tuned collective pitch helicopter was too much for a beginner. So, I got on the internet and did a lot of research on how to tune and fly RC helicopters. I got a fixed pitch heli and found it much more manageable . I learned to fly small FP heli's indoors , then got a bigger one that was outdoor capable . Learned to hover . Learned to fly eights. I thought I was ready to fly at Spiva Field : Rebuilt CP , learned how to tune and fly it ! Took my cameras to the field and met some of the club members. Joined the AMA in 2009 Bought a better CP Heli and flew as a club member Built a couple of T-Rex clones. Then a real Trex.... Yes , I was hooked on helicopters.

After almost two years of flying helis , fellow club members were telling me that if I could fly helicopters I could easily learn to fly airplanes . So I proceeded to prove them all wrong . It was just as challenging , but different . It took a while , but I was finally progressing and learning maneuvers , and finding the runway most of the time .

At this point , I reconnected with two of my old friends who I used to sail with in the 70's and 80's . They both were charter founders of the Sacramento Soaring Society and have been heavily into sailplanes and slope gliders for many years since. I introduced them to RC helics and , they introduced me to slope flying . Sloping is my favorite kind of flying . Standing on a cliff in 25+mph wind , with six guys flying slope wings together is a blast ! They found the helis challenging, both did learn to fly them . They joined our club and we continue to slope and fly helis together .

Building a heli is mostly a mechanical construction of a frame and parts . It does require a precision and meticulous setup and tuning , I like it ! Most of my experience building planes involves slope wings . The wings are hot-wire cut foam cores, covered with package tape or some kind of shrink film . The foam wings I build are a bit different than the traditional balsa frame , shrink covered planes; I build with spackle, goop, and strapping tape. Slope wings built with those methods can bounce off the ground at high speed with little or no damage.

Glad to be the club president of this diverse group of likeminded hobbyists . Looking forward to a great year. Jim

Editors note : I would like every club member to do a biography of their modelling history . No matter where you are in the hobby , go ahead and get a biography going . Many modelers may think that they are too new to the hobby or don't know enough or haven't been flying long enough. It doesn't matter . You are all important and I would like to hear from you. Please send you Bio. Dick Belden



Show and Tell : The only show and tell project this last meeting is my Aurora, a pattern aircraft from the 80's and early 90's . It was originally a very high quality kit from MK Models of Japan. Unfortunately they no longer exist since there are so few builders . Its powered by an O.S. 75AX . It took 3 to 4 months to build from plans . It has a balsa covered foam wing . The canopy and belly pan and foam wing came as part of the package. Paint is from Klasscoat epoxy paints and the wing is covered with Monocoat. It flies very well and is very fast .

Next Meeting, This coming Thursday Feb. 5th 7pm.

If you haven't paid your dues, please bring them to the Feb. meeting , we want you back.