



# The Gold Country Flyer

## May 2016

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**Safety Officer :** Brock Brown ph. 744-8629

**The Meeting :** Was called to order on April 7th at 7pm. There were 23 members present and 1 guest, Fred Carter, who also was an old S.A.C.R.C. member in the 80's. (The S.A.C.R.C.'s was my old club in Newark many years ago) . **President' comments :** He opened up the meeting with ideas for getting new and younger members into the club. Pretty much , if know somebody that is interested in aviation , bring them out and introduce them to the hobby. We are an open club and would welcome them . **Vice-President's report :** Again in keeping with tradition he had nothing to report. **Treasurer's Report :** The club is solvent and we're holding steady at 67 members with 3 members re-upping for the year. **Safety Officer's Report :** There have been several instances of pilots flying over the pits, Don't do this and keep your flying over the other side of the runway. The second thing brought up was the fact that our entrance to the field is in a passing zone on the main road. There has been many instances of speeding . So please check traffic in both directions carefully before pulling out. **Adopt-a-Highway : Many thanks!!** To all who helped out . Field repair, crack sealing , will occur when the ground dries up and when the contractor has an open date . This is a relatively small job for him so it will be at a time convenient for him. **T-34 Race** was a lot of fun , good people, good food and even a little excitement . We need to make a pylon repair before the next race which will be held on Saturday May 7th at 9am.

### **FAA Registration : Is required for all aircraft or drones above .55 lbs.**

If you haven't done so already , you must register with the FAA immediately . It's relatively easy. Go to **UAS Registration FAA** on your computer search page and follow the instructions . Make sure you print or copy down the registration I.D. from the FAA and don't lose it . All aircraft must have a label affixed where it can be viewed without tools. I've made up labels on my computer printer which are the same size as letter address labels and affix them to the underneath of the wing . Just in case I also put a label on the inside the fuselage.

**DOG Owners Beware !! There will be an on-going effort to get rid of gophers at the field . This will be the area around the runway and taxi-ways. Please , Please ,Please, keep your dog on a leash in the pit area and don't allow them to run . We care too much to let them get injured in any way .**

**Fun Fly : Will be held on July 23rd .** As yet we don't have a time but it should be relatively early. Phil Thompson will be in charge . Please plan to come out to this event . Lunch will be served !!

**Show and Tell :** Greg Prindle showing off his **KTS servos** that he purchased from **Aloft Hobbies** in Novato Ca. The servo is in a high quality metal case and the torque of these servos is in the 70 oz. range and appears to be a Mini-servo size. They have been very reliable for his operation .



**D.O.M Award :** Nominees were **Dale Cantando** and **Josh Blewett** for allowing **Josh's** trainer to get too far out where Dale couldn't see it and then it was too late. **Greg Prindle** for letting his battery to get too low and he lost control. **Josh** and **Jim Moore (our president )** for crashing **Josh's** glider because the controls were set much too sensitive. **Jesse Dorris** for backing into **Murray Shubaly's** car because he was distracted by an airplane that was flying low over the parking lot. Last but not least Myself, **Dick Belden** , for taking out the west pylon during the T-34 race . Needless to say I'm the not so proud winner.

**Calaveras County Airport Days:** Was on Saturday April 23 in San Andreas . This is my second year of attending this event . The **Mountain Flyers of Calaveras County** put on a static display of radio control airplanes here . Some of the members of **Mountain Flyers** are also members of **Gold Country Flyers** . Most of the full scale aircraft there were homebuilt . You get a chance to stroll close to every one of them and talk to many of the owners and it is so interesting . If you love aircraft as I do come out next year and experience this event . It is just a great atmosphere !!



Gregg Hennifer , a former Gold Country flyer  
Was there With his P2002 Sierra .



This homebuilt was designed by it's owner and took many years to complete. It was so interesting to talk to it's owner.



This homebuilt Ultra-lite was flown from California to Oshkosh for the EAA Fly-in . The motor is water cooled and the motor uses regular gas and has a rescue parachute attached to the airframe. By the way the owner is a very gutsy interesting Lady , Rene .

**Modeling Stuff :** Being that I'm somewhat cheap , I have a tendency to save crashed motors and some times usable airplane parts and hardware. I was well rewarded recently because 2 O.S. engines were running poorly but I had saved a 55AX and 46AX crashed motors. The pistons and liners of the crashed motors were in good shape and I was able to repair both tired motors for no cost except labor. The repaired motors run beautiful. If you check the price of a new piston and liner , they're around \$90 dollars and at price it's better to buy a new engine .

**Modeling Stuff (cont.)** I recently had to recover an airplane that was somewhat fuel soaked . I tried to get Balsarite base adhesive but it can't be shipped to Ca. So, I cleaned up the mess with acetone , alcohol and some ammonia and it still felt a little greasy. Where the edges would normally be adhered to , I applied a line of thin CA glue and when it set up, sanded lightly. Well it worked very well . The adhesion of Monocoat was good . Dick Belden



**The Prez Sez :** Our Club has a membership with diverse flying experience. Helicopters, Pattern, Racing , Scale gliders both powered and not, and powered planes of all kinds. Last week I spent four days at Los Banos Creek for some slope soaring . It's an annual event for me now. Just after joining this club about six years ago I was introduced to sloping from some friends that have been doing it for over 30 years . Like most soaring , weather conditions are a big factor and this year it was hit and miss . One rainy day , one day with 18 to 24 mph (perfect) and one day of pretty variable wind speed under 18mph (less than perfect) . A recent AMA magazine article named Los Banos as one of the top 10 slope soaring sites in the USA. I know why, and I look forward to my next trip . Jim

## Next Meeting this Thursday May 5th. 7pm.