



# Vaca-Valley Radio Controllers

NEWSLETTER

Winter Quarter 2018

AMA CHAPTER 172, CIRCA 1960 FAIRFIELD CA

<http://www.vacavalleyrc.org>

T-34 Racing will take place on the first Sunday of every month. Wind or no wind...

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## December Meeting Election Results

President: Richard Hartwig  
Vice-President  
Treasurer: Monty Welch  
Secretary: Oren Redsun

**H**ello fellow pilots,  
We have completed 2 Races with our T-34's and in nice weather. Just barely a breeze for both races. Seems like the first race was a casually plagued. If I remember we lost three planes, with mine going into the tall bushes in the last heat. Keep your batteries charged up, when a li-fe battery gets low the voltage can drop fast and lose bind with your receiver. This last race was some very close racing and I look forward for the next one. Many thanks to Ron and Steve for being pylon judges. Joe and Paul for lap counters and Oren as

starter and recorder for finish. As usual Tom 1st, George 2nd and Richard 3rd. Monty kept us all in stiches giving his best try every heat and finally finished a heat! albeit the last heat but a heat finished.

Jack Albrecht has contributed some very nice planes and shop equipment and some start up equipment. We will be raffling off at the club meetings. Next meeting is at the field at 11:00. See you all there.

**R**ichard Hartwig, Pres.

**Meeting Minutes** Called to Order @ 11am January14th, 2018 Members 12 and no guests.

**Flying Site:** Call the Paver back to have him address cracks.

**Membership:** Current Member ship is at 25 with 4 lifetime and 4 officers.

**Safety:** 4 buckets of sand are placed 2 in the pit area and 2 are out by the plyons.

**Events:** T-34 Purchase planes 6each. March Fun Fly to be determined.

### January Report continued:

**Old Business:** Gravel work on road and entrance. Thank;s Steve.

**New Business:** Paul Gundolf has been elected as our V.P. and John White has stepped up to be our Safety Officer. The Cash Raffle will start up again in February

**Toilet Seat Award:** Oren for smacking in a perfectly good T-34 for no reason but we too low for a loop.



## Meeting Minutes

Called to Order @ 11am February 11th, 2018 Members 13 and no guests.

**Flying Site:** Don and Ron have mowed, Looking real good. Gravel for road and entrance need attention.

**Membership:** Current Member ship is at 26 with 4 lifetime and 4 officers.

**Safety:** 4 buckets of sand are placed 2 in the pit area and 2 are out by the plyons. Watch out for the wood ticks

**Events:** T-34 Purchase planes 4 left . March Fun Fly to be determined. Don will be putting on an Egg drop.

### February Report continued:

**Old Business:** Gravel work on road and entrance. Moved forward to later in year. Runway paver needs to be contacted.

**New Business:** A wheeled sparayed was approved for purchase to help spary the weeds along the roadway

**Toilet Seat Award:** None

**Show and Tell:** Linda has been building an Gruman Albatross. Monty showed of her work and other parts of the kit. Sydney Coburn brought in a very interesting engine collection. Engines from England, Czech and Russia



## Meeting Minutes

Called to Order @ 11am March 11th, 2018 Members 13 and no guests.

**Flying Site:** Steve has had a chance to do work on the entrance and some of the road. Don has used the new speder to spray the weeds in the heli-pad and outskirts of the parking lot. Runway cracks will be addressed when it stops raining.

**Membership:** Current Member ship is at 27 with 4 lifetime and 4 officers.

**Safety:** John White has brought up people are still using the taxi-ways to take off. Flying etiquette(see his Article)

### March Report continued:

**Old Business:** Gravel work on road and entrance. Moved forward to later in year. Runway paver will fill cracks later in year after rains stop.

**New Business:** Hot Dogs will now be provided at the meetings.

**Toilet Seat Award:** None

**Show and Tell:** Linda has been building an Gruman Albatross. Monty showed of her work and other parts of the kit.

I showed off my new E-Flite T-6. having a good time with it.



Linda is building this plane with just a little help from Monty. February Monty had shown off some other parts of the plane.

Secretary's spin  
Oren Redsun

Hello Everyone

Well I have finally had the opportunity to write out the Newsletter.

As some of you may know I have been real busy working on larger scale airplanes. In February I passed the Inspection Authorization test to add to my A&P license. I'm almost ready to Solo and still manage to make it out to the field once in a great while. I have to admit that I haven't been on top of the newsletter or website as I had planned to be. I am sorry if something is getting missed or delayed.

Joshua and I had the opportunity the end of February to go to the East AMA expo. They had some real nice models displayed. The West coast one we missed but in the past it had a flying area and lots of booths. This one had a small flying area and a lake for boats.

The next event will be our March Madness Fun-Fly March 25.

Thanks to John White for a real nice article on Flying Field rules and Etiquette.

Membership

Please remember to send me a Stamped Self addressed envelope for return of your membership card. I'm going to issue cards that are laminated. This coming year I would like everyone to submit a new paper application. It will allow me to keep all club records up to date and correct. Remember the gate lock changes on the 1st of March. Remember the current Website for our club is : <http://www.vacavalleyrc.org>

See You at the field

Oren Redsun

[at64me@gmail.com](mailto:at64me@gmail.com)

## FEBURARY 2018, SAFETY REPORT

John White

- This month has proven to be a good month to fly in warm tee-shirt weather with no wind, to the complete other side of the spectrum of high winds and very cold temperatures. So you may ask yourself what does this have to do with safety. Well, it is really simple! While flying in warm or hot weather we must all remember to keep hydrated by drinking plenty of water, and staying under shaded areas as much as possible! We also should be using sunscreen to help prevent unwanted skin cancer. During the extreme cold conditions it is still just important to keep hydrated and making sure you have on warm clothing to prevent hypothermia. (YES) even here in Northern California it is possible to get hypothermia. In short while we are enjoying our sport, we should also use the buddy system and make sure our fellow pilots and club members stay safe as well by following the heat and cold weather rules of safety.

- OBSERVED or COMMUNICATED SAFETY ISSUES FOR THIS MONTH:

1. It has been observed that a few members have been starting their flight from the taxiway and not the runway. Please keep in mind that all take offs are to be from the runway only! The taxiway is to taxi to the runway, and return to from your flight!

2. FLYING FIELD ETIQUETTE

It has been observed and communicated that we all need to refresh ourselves with good flying field etiquette. In one recent warm February day with several members at the flying field (AND PLANES) in the air, someone walked onto the runway without announcing their action. There happen to be a plane on its final approach and ready to land when this happen. Luckily for the person walking on the runway to retrieve his plane, the landing was aborted because someone in the pits seen the disaster that was about to happen and yelled out to the pilot ready coming in to land..

I will postpone Part 2 of the Assess, Analyze and Act self-assessment safety article I start in our January/February newsletter until next month's newsletter. Instead I thought I would send out a good read on Flying Field Etiquette I ran across. The article was written by (All RC Flight) and is excellent refresher for all of us.

## GREAT FLYING FIELD ETIQUETTE REMINDER BY: (allrcflight.com)

John White, Safety Officer

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### The Unwritten rules of flying R/C

Even if you're a member of the friendliest club around, that doesn't mean there will be zero conflict amongst the membership. When you get a few dozen people together there are going to be, shall we say... "Tensions", from time to time. Just about any tension can be traced to the fact that someone did something that is considered "discourteous", breaking one of the unwritten rules of RC field etiquette. In several cases the offender did not even know his/her actions upset anybody and thereby often repeats it.

Combining my personal observations of the last couple decades of flying R/C along with reading plenty of bitching and moaning on the forums, I've created a list of common R/C field etiquette when flying with other aero modelers. Some of these may actually be written rules in certain clubs but all the same, violating them is considered universally discourteous and in many instances a safety concern.

- When starting or running up an engine, be conscious of the prop blast. Always be aware of where loose items and exhaust residue is being directed. Dust, grass clippings and oil can quickly coat other individuals and/or their equipment.
- Dogs and other pets are best left at home. Approximately 65% of the respondents to a message board poll agreed that a flying field is not a good place for a dog. If you must insist on bringing a well behaved pet to the field, keep it leashed at all times. Always clean up any mess left by them and dispose of it appropriately.
- Children are the future of this sport and should never be discouraged from visiting a flying field. Good behavior, however, is paramount for their safety and keeping them from damaging some very expensive equipment. Pre-schoolers should always have an adult's undivided attention. In other words, if you bring a child and you intend to fly, delegate your supervision to a trustworthy adult for the entire time you're dealing with the airplane. For the very same safety reasons, children of grade school age should not be granted permission to wander the pit area without an adult.
- Keep the language clean! Remember this is a family sport. Many modelers have children grandchildren, nieces and nephews they are trying to involve in R/C. These individuals should not have to worry that profanity will be used in front of the younger ones.
- Always be cautious of the prop arc and the area forward. Be sure the immediate area is clear before starting or running an engine above idle. Thrown or broken props do happen and are very dangerous. For the safety of yourself and others, alert people in your immediate area that may have their attention directed elsewhere, that you are about to start an engine.
- Keep engine-running time in the start-up area or pits or to an absolute minimum! The closer the flight line or pilot stations are to start up areas, the more of a concern this becomes. Engine noise on the ground makes it difficult for flying pilots to listen to the sound of their own plane and distinguish any changes in engine performance. High throttle runs should be kept very short, just a few seconds. If you need to idle an engine for an extended period time, (anything estimated to be over one minute) it should be done in a location away from spectators and flying members. Many clubs short on pit space have an engine tuning station far away from the flight line that is to be used for extended engine running. However, in my experience, few members rarely use it or even know about it. So ask if your club has a tuning station or would consider installing one.
- When walking in proximity of the flight line or onto the field to retrieve an airplane, avoid walking directly in front of other flying pilots.
- Avoid taxiing your plane in the proximity of pilots that have an airplane in the air. To a flying pilot it can be very unnerving to have a plane taxi very close to his/her proximity while they are trying to keep their eyes on their own flying airplane. (It doesn't matter if the pilot station is guarded or not, please steer well clear.)
- (Updated) This used to say; you should not claim a frequency for no more than 15 minutes, whether your plane was airborne or not. That was when 72 MHz was the rule but since frequency sharing is all but a distant memory with the widespread adoption of 2.4 GHz, this one will now read: Do not claim a flight station for more

than 15 minutes. Many clubs have a limited amount of stations in order to control the number of aircraft that can be in the air at once.

- If you need to walk onto the runway, make sure everybody understands your intentions before you step onto it. Observe all requests to land before you go. Spend as little time there as possible and announce when you are clear of the runway as well.
- Call out your intentions or difficulties to others that are flying. Some examples are: "Taking off", "Coming in/Landing", "Touch and go", "On the field", "Off the field", "Dead stick" or "Lost control". This last one can be useful to you the pilot as well. Others that are not flying will visually track where the plane goes down and be of great assistance in locating it.
- Give landing aircraft priority use of the runway and the airspace immediately surrounding should a go around be necessary.
- Give a student pilot's airplane plenty of space when flying. Beginners can become overly worried about traffic and will concentrate on collision avoidance rather than maneuvers that improve their skills.
- Student pilots should consider that their instructors may have also brought planes of his/her own they wish to fly. They may also be working with more than one student. Be patient!
- Always control your aircraft, whether on the ground or in the air, with the belief that radio failure can and will happen at any moment. Flying directly towards the flight line and diverting at the last minute may be exciting, but trust me it makes people on the flight line and pit area very nervous. Repeated stunts have resulted in the permanent loss of more than one daredevils flying privileges.
- Do not adjust equipment of a fellow modeler (IE: needle valve) without consent.
- Keep unsolicited advice to an absolute minimum. Safety concerns should always be politely brought to the attention of a fellow modeler. But if it's just general advice and you can't help yourself, be brief, be concise, present your suggestion once and move on. Just keep in mind if you really do know your stuff, your advice will be solicited.
- Some pilots do not mind holding conversations while flying and some do not like to at all. Unless you are very familiar with the pilot, assume he/she prefers not to chat. Wait until their plane is back in the pits and the engine is off.
- When standing in the immediate vicinity of a flyer, be sure to provide plenty of space and stand back a foot or two to allow him/her clear vision up and down the flight line.
- Help search for downed aircraft when possible. The next search and rescue mission could be for your plane and you will welcome the assistance. If you are the first one to the crash site, unless the damage is very minor, let the pieces lie until the owner arrives so he/she can take inventory or even investigate a probable cause.
- To continue the topic of lost planes. If its your plane that went down, no matter how distraught you are over damaging or even losing an aircraft, be sure to show your appreciation to your search party for helping you look, since they likely spent precious flying time helping you.
- If you are visiting another flying field, take as much time as necessary to familiarize yourself with the rules and the peculiarities of field. Ask questions about anything you are unsure of. Also, be humble and suppress negative comments. The members are well aware of any shortcomings and do not want to hear criticism from outsiders. Always remember you are a guest in their home!
- This last area is a rather tricky subject and could be an entire article on its own. We're talking about styles of flying that have proven not to be a good mix in some clubs. The division is between pilots that do maneuvers low, slow and in close (3-D airplanes and helicopters) vs. those that fly airplanes in a more "traditional pattern". To say this diversity has created hard feelings in too many clubs is a huge understatement. Considering how deep seated some factions have become, just saying there needs to be more communication, compromise and understanding appears to be an overly simplistic solution. However, a lack of that is what created the problem.

- Those flying 3-D or helicopter pilots need to realize that many of the maneuvers they perform, such as hovering, can be very disconcerting to other pilots, just to name one concern. If you wish to spend part of your flight doing maneuvers in the space immediately over the runway, express your intentions ahead of time as to work out a compromise with others. If you're in the group that has difficulty flying at the same time 3-D or helicopters do, you must understand that if club rules allow, these pilots have equal privilege to airtime for expressing their styles. Politely express your concerns to those pilots, to work out a compromise.

- Whether it comes from an impromptu agreement at the field or an adopted club policy, like I said before, everybody needs to communicate and compromise so that vastly different styles are not battling for the same air space at the same time.

The point of this article is to get beginners as well as experienced pilot's thinking about their own actions and routines. Those with many years' experience should consider this an update. Maybe you saw something that innocently has been part of your standard operating procedure for many years and did not realize was discourteous. Believe me, others have. Things do change and old dogs can and should learn new tricks. No matter how long you have been in this sport or how much you think you know, you may very well make an etiquette blunder and get approached on it. Yes, it's difficult to not take it personally or be insulted, but graciously accept the input and make an effort to incorporate a change.

Regardless if everything was addressed it all comes down to the fact that each of us needs to be conscious of how our actions impact those that we share the flying field with. Just simply communicating and being courteous will earn respect; make anybody a joy to fly with, and a welcomed guest or member at any flying field.

THAT'S IT FOR THIS MONTH.  
Remember "Safety First-Fly Second"  
John White, Safety Officer





Planes from AMA Expo East by Joshua Redsun

# NOR CAL

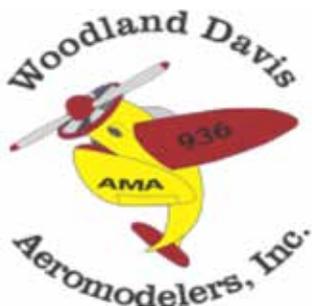
# AFTER BURNER

**At Woodland Davis Aeromodelers April 6,7,8**

Radio Controlled jet aircraft at Woodland Davis

Aeromodelers featuring electric ducted fan and turbine powered jets. Three full days of flying. Awards for Pilots Choice, Best Scale and Best Sport jet. Lunch will be available for purchase. Landing Fee \$30.00. Dry camping is available all weekend with no hookups. WDA has a mat type runway, so models with excess downthrust that will damage the surface will be asked to stand down. All AMA operation and safety regulations are in effect.

**Contact: Jeff Lovitt 650-504-6063 [jlovitt@sbcglobal.net](mailto:jlovitt@sbcglobal.net)**



# EVENTS

## VVRC [vacavalleyrc.org](http://vacavalleyrc.org)

March 25	Fun-Fly-
Apr 1	T-34 Racing
May 6	T-34 Racing
June 3	T-34 Racing
July 1	T-34 Racing
August 5	T-34 Racing
September 2	T-34 Racing
October 7	T-34 Racing
November 4	T-34 Racing
December 2	T-34 Racing

## Woodland davis [wdarc.org](http://wdarc.org)

Apr 6-8	WDA Jet Fly-in
Apr 27-29	WDA Float Fly
May 19-20	8th Annual Fred Burgdorf Memorial Pylon Race
June 23-24	AMA Pattern Contest
June 23-24	Chumley Stunt Clinic
Jul 7	Golden Age Fly in
July 21-22	Wings of Victory

## Outlying Area Events

Apr 14-15	Southwest Scale Classic Los Vegas NV
Apr 21	RC Country Swap Meet
Apr 27-29	Turlock 3rd Annual Rotor Rally
Apr 28	Warbird Fly-in Kingdon Air Park
May 5-6	Open House Wings Above Ash Creek Anderson CA
May 5-6	Sunset Beach Slope Fest n' Camp
May 4-6	Norcal Free Flight Champs Wagel Field
May 12	AMOS Helicopter Event
May 17-20	Livermore Rotorfest 2018
May 18-20	Redmond, OR Field of Dreams Scale Rally

# VACAVALLEY RADIO CONTROL CLUB

AMA CHAPTER 172, CIRCA 1960, FAIRFIELD CA  
<http://www.vacavalleyrc.org>



Oren Redsun

4909 Summer Grove Cir

Fairfield, California 94534

Meetings: (Second Tuesday of every month except December) All field meetings will start at 11am

Nut Tree Airport Vacaville.@7:30PM

2016 Meeting Schedule

April: 8th @ the Field  
May: 13th @ the Field  
June: 10th @ the Field  
July: 8th @ the Field  
August: 12th @ the Field  
September: 9th @ the Field  
October: 14th @ the Field  
November: 11th @ the Field  
December: 9th @ the Field

## 2018 VRC Club Officers

President: Richard Hartwig

Vice President: Paul Gundolf

Treasurer: Monty Welch

Secretary: Oren Redsun

707-718-2797

Membership: Oren Redsun

Safety: John White

Website: [www.vacavalleyrc.org](http://www.vacavalleyrc.org)