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The FLIGHTLINE

BAYSIDE R/C Club, Inc. AMA #1411
Fremont California

April 2011

Bayside R/C Club Officers

President ..... Pete Kontorinis 510-304-3056
Vice President ..... Dan Sievert 925-443-2604
Treasurer ..... Will Sievert 408-379-2520
Secretary ..... Frank Goto 510-713-1212
Chief Instructor .... Dave Neves 510-794-8065
Field Manager ..... Guru Mysore 408-576-7214
Safety Officer ..... Mike West .....
Editor ..... Phil Cole 650-462-9707
Editor's e-mail ..... newsletter@baysidercclub.com

Bayside R/C Club Web Site: www.baysidercclub.com

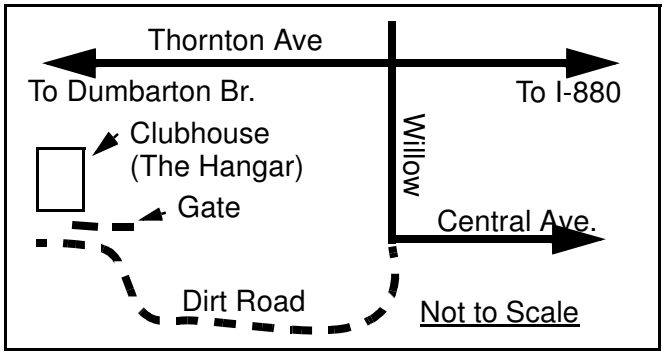
Save the club postage and printing (not to mention the trees) - sign up for electronic delivery of Flightline at http://baysidercclub.com/lists/?p=subscribe&id=2

Next Meeting

Club meetings are held on the second Thursday of every month at "The Hangar".

Next meeting: April 14, 2011 at 7:30 p.m.

ALL MEMBERS ARE INVITED TO BE THERE!



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Flight Instruction:

BAYSIDE R/C Club has qualified flight instructors to help you get started, solo or just improve your overall skill. These members are the foundation of the club and spend much of their personal time making the club a success. Primary instructors are available on a regular basis. Secondary instructors can help out on a case by case basis.

AIRPLANE - PRIMARY

Bill Johnson ..... Sat/Sun 408-293-1576
.... bjs72ta@msn.com
Mark Glanville ..... Fri/some Wed's 408-272-9045
Ben Jensen ..... Wed/Fri/Sun 510-498-1921
Gene Langley ..... Wed (by appt)/Sat/Sun.510-487-3187
..... genelangley@sbcglobal.net
Dave Neves ..... Wed/Sun 510-794-8065
Mike West ..... Sat/Sun 408-732-4279
.... iflyi16@comcast.net

AIRPLANE - SECONDARY

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Pete Kontorinis ..... Sat/Sun..... ???
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Dan Sievert ..... Sat/Sun 925-443-2604
Will Sievert ..... Sat/Sun 408-379-2520
Paul Winslow..... Sat/Sun..... ???

HELICOPTER - PRIMARY

Ryan Abbot..... Sat/Sun .. RT_Abbott@msn.com
Phil Cole..... Sat/Sun.....650-462-9707
Jim Miller ..... Sat/Sun 408-737-9517
Dave Neves ..... Sat/Sun 510-794-8065
Wolf Witt ..... Sat/Sun .....rcwolf@ymail.com
Sharam Shirazi..... ???.....sharam@dalex.ws

??? means your editor does not have the information

Mission Peak Weather Station

Sort of irrelevant now, unfortunately

Prez...

Hi Everyone,

Not much to report this month!

On new field issue, during our last meeting Scott brought up a good point in how we have been pursuing a new field. We have been looking for a "free" field for the club to use. We might have to up the ante by offering money for the use of someone's property. We are hopeful that maybe this might spark some interest. Dave Neves will be talking to BART again in hopes that we might be able to rent our old field while BART deals with construction delays and a short-fall of funding. At this time I don't have any new info on any progress that has been made. I am sure we will get a full run down at our club meeting in April.

If you've been out of the loop lately on club business, we are no longer sending out the monthly flight line via paper mailings. I have only received one request to continue receiving the flight line by mail. Everyone else will be getting an email reminder indicating the flight line is ready for viewing. Thanks for everyone's cooperation. We need to reserve the money we have for future use!

Pete

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Bayside R/C Club Meeting Minutes March 10th, 2011

Meeting opened at 7:31

President – Pete Kontorinis – present

Vice President – Dan Sievert – present

Secretary – Frank Goto – present

Treasurer – Will Sievert – present

Attendance – 23 members

Introductions

Just the usual suspects tonight!

January meeting minutes

Were approved as published.

President's Report –

-Dale Kunkle brought in an article reporting that BART is having problems funding the Warm Springs Station. - Asked that if you have not responded to AMA request for comments to the FAA that you do so soon. - Went to the R/C boat races in Fremont. Looked really scale with the rooster tails and won the raffle prize to boot! - Nick Gould saw someone flying a gas trainer in the McCarthy Ranch area, wasn't sure if the pilot had permission or not. - Lost his lunch during a ride in a real RV-6!

VP report –

Dan had an article which reported that BART ridership was up!

Treasurer's report –

Will gave this vital report. No new members tonight.

Safety Chairman (Mike West) – present

No incidents nor suggestions.

Chief Instructor (Dave Neves) – present

No soloists this month.

Field Chairman (Guru Mysore) – not present

No field to chair!

Newsletter editor (Phil Cole) – present

Survived his vacation and back among us!

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Website editor (Micah Stroud) – not present

Is working well.

New Field Committee

Dave is discussing what he needs to put in the proposal for the Dixon Landing site. -Scott suggested offering a fee and going through a realtor to find a site. May work for BART now that they are having financial difficulties.

Secretary's report –

Nothing additional to report.

Snacks –

Will brought the snacks tonight! (applause).

Frank had the raffle stuff there!

Event reports –

Jake reported that the last indoor event at PCC went well. There were 18 pilots there with all sorts of indoor aircraft. Currently held on the 1st Thursday of the month. Check the PCC website for details.

Upcoming Events –

Mike mentioned that the Castle event during Memorial Day weekend is coming up rapidly. He, Bill and Alan have reserved a camp site and suggested having a Bayside BBQ at the event.

Dave is organizing a heli fun-fly for South County April 29th thru May 1st. Will have demos, full size helis, campsites etc.

Old Business

No old business.

New Business

None tonight.

Break - 8:10 - 8:25

Show and Tell –

Dave Marshall had a picture of himself in a full scale glider taken 60 years ago. Guy in the back seat recently set an important gliding record. He also had a Mini SR Playboy he bought at the auction. Has a brushless motor but is slow flying. Has flown it 3 times and says it doesn't fly like a normal plane, has to get used to it's speed.

Jake had a Dumas 24" Supermarine racing plane. It was designed for rudder only flight on rubber but he put in the electronics from the Parkzone Champ. Unfortunately it turned out too heavy to get off the ground under it's own power, so it's back to the drawing board. The kit was laser cut and was amazed that the pieces fit so perfectly!

SAD Patch

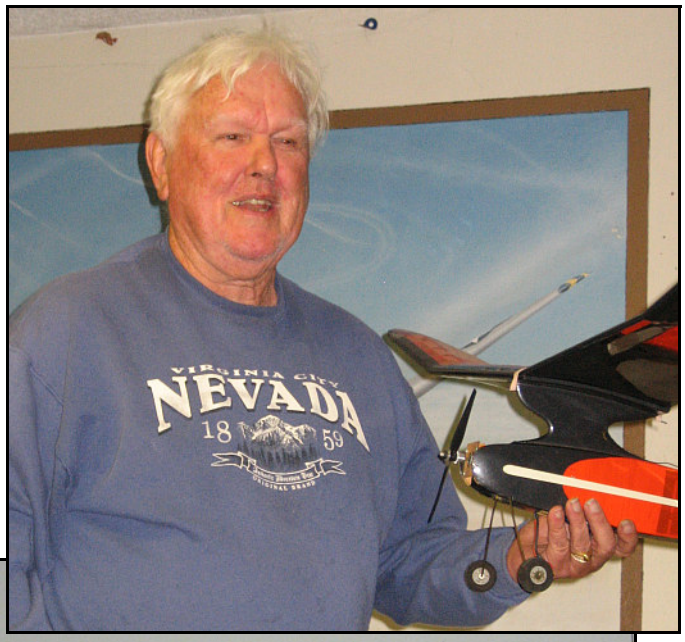
No stories tonight!

Raffle –

- GP Supersportster ARF - Wayne Wood
- GP Supersportster EP ARF - Will Sievert

Meeting ended – 8:35PM

Next meeting - Thursday, April 14th @ 7:30PM



ON THE SAFE SIDE

Ready to Solo?

by Jim Tiller, AMA Insider Safety Column Editor

Just as in full-scale aviation, an RC pilot's first solo is a memorable milestone. To have your prized airplane leave the ground, tear though the air, and then return safely to earth—all under your control—is a moment that no pilot forgets.

As we all know, RC pilots reach that milestone in many ways. Some, supremely overconfident, leave the hobby shop with an armful of equipment, go straight to the park, and throw their new purchase into the air.

Others think an hour of simulator instruction is plenty. I remember a story about one prospective flier who had flown the simulator awhile and then had a couple of buddy-box sessions from an instructor. The next weekend he went to a public field without his instructor. Despite offers of assistance and warnings to the contrary, he decided he could do it on his own. As you can imagine, his next flight was a short series of over-controlled gyrations ending with his new trainer in pieces a hundred feet from the runway.

I also know of a situation where an instructor told a student he was ready to solo without the buddy-box well before he had mastered the proper skills. In this case, both the student and the instructor did their very best to salvage the situation, but once again, the student's new trainer ended up not far from the runway and the discouraged pilot going home to fix the damage.

Three things happen as a result of these training incidents. First, there is the inevitable crash (or crashes) that could surely injure someone. Second, even if the newbie keeps at it long enough to be successful, they have probably learned a lot of bad habits that could still make them unwelcome or even dangerous when they fly at organized events or club fields. And last, but most serious, many quickly get frustrated and quit the hobby altogether.

There is little we can do about the guys who are bound and determined to do this without an instructor. In most cases, they have been told by the Local Hobby Shop (LHS) and other fliers that they should ask for help. We can only hope that they will learn and accept safe flying practices when they join us at the field.

But let's look at the bright side of this issue. Most of those interested in RC flying see the value of instruction and seek us out for help. Most are great learners and take instruction well. But they still face the anxiety that goes with the first solo. Most students are in the middle of the confidence spectrum—not overly timid and not overly bold. And if they tell you they are ready to solo, they probably are.

But how does the instructor know for sure that his student is ready to solo? Many will tell you that they just know the student has the skills to succeed—after all they have been there through the instruction process. I have no disagreement with that, because that is how I have instructed in the past.

Recently, I talked to a few fellow fliers who are a little more formal in that evaluation. Just as in full-scale flying instruction, they have a checklist or check flight that their prospective soloists must master before they wean them from the buddy-box.

Here are some suggestions that you might want to make to your instructors, if they are not already doing them:

1. We all know the student has to be able to make a safe landing. That's number one on everyone's list. But what do you require in preparation for touchdown on the runway? Can he correct for crosswinds using the rudder and still make the runway? Does he set up the proper glide and adjust the touchdown point with the throttle? Can he make both right- and left-hand approaches to your runway?

Sheldon's Hobbies

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2. Here's one directly from full-scale flying instruction. At altitude, pull the power back to idle on the buddy-box. Can your student find a good glide angle and make a dead-stick approach that would result in a successful landing?

3. Give the student a task to do, such as flying a figure eight, and then have him announce each part of the maneuver before he makes it. Can he make the airplane go where he says it's to go?

4. Using the proper field safety rules, can he assemble, fuel, start, and shut down his airplane without assistance?

5. On takeoff, can he keep the airplane in a straight line down the runway and maintain that course and direction until the first turn at a safe altitude?

6. Once again from full-scale flight instruction, put the airplane at an odd angle or orientation and then hit the trainer switch. Does the student make the right corrections to bring the airplane back to straight and level?

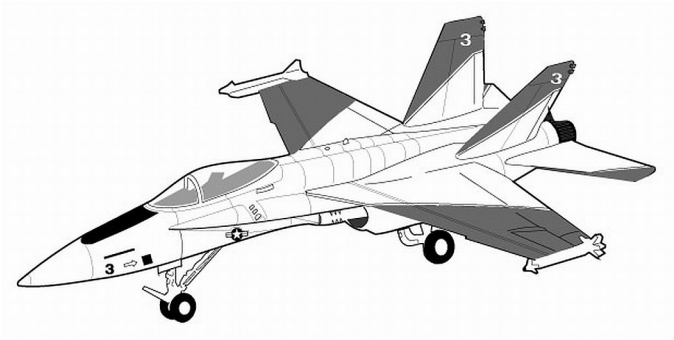
7. Fly the model quite a ways out and then hit the trainer button. Can your student get it back over the runway?

How well should your student do on these informal tests? Whatever the student does, it should be conducted "with the successful outcome of the maneuver never seriously in doubt." I borrowed this quote from a full-scale instruction manual as well.

Many clubs have a formal instruction manual they give their students at the outset with this and other goals as check off items inside. That is a great practice. If your group does not already have a training syllabus for new pilots, feel free to use my club's as a starting point (www.rcpropbuster.com/downloads/Rapid%20City%20Propbusters%20New%20Pilot%20Handbook.pdf).

We did not create this document ourselves, but like many of you, gleaned parts and pieces from others over the years.

Good instruction does not happen by accident, and good instruction will prevent accidents. It will also make pilots who are welcome at any field and are a credit to the modeling community—hopefully for many years to come.



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