



The FLIGHTLINE

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

December 2009

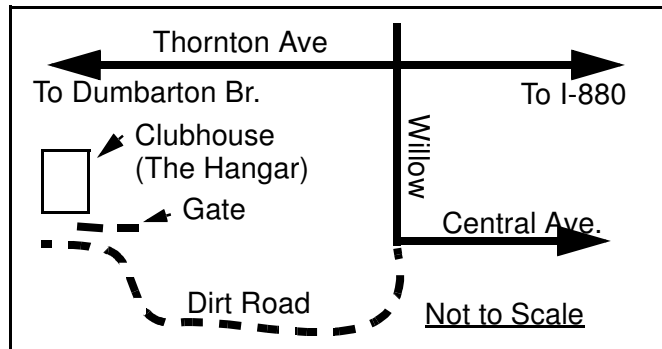
Bayside R/C Club Officers

President Pete Kontorinis 510-393-5734
 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 408-781-7259
 Safety Officer Mike West
 Editor Phil Cole 650-802-9255
 Editor's e-mail newsletter@baysidercclub.com

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

Next Meeting

Club meetings are held on the second Thursday of every month at "The Hangar". The next meeting will be at 7:30 p.m., Thursday, December 10
ALL MEMBERS ARE INVITED TO BE THERE!



Car Track Contacts

Ron Watson .. onthrottle@gmail.com 408-823-3766
 Nate Tramel .. biggin-nat@earthlink.net .. 408-263-1804

Mission Peak Weather Station

Current Weather at Mission Peak 408-946-9516

You Have Permission

Permission is hereby granted, unless specifically noted otherwise, to republish any article appearing in The FLIGHTLINE. Please mention The FLIGHTLINE and BAYSIDE R/C Club, Inc.

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
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AIRPLANE - SECONDARY

Phil Cole Sat/Sun 650-802-9255
 George Coward ??? ???
 Frank Goto Sat/Sun 510-713-1212
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 Hal Hirsch ??? ???
 Rick Klement Any Time 408-251-9113
 Pete Kontorinis Sat/Sun ???
 Alberto Lanzas Sat/Sun rcflynpilot-sky-lane@yahoo.com
 Scott Morasci ? 408-205-4961
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 Will Sievert Sat/Sun 408-379-2520
 Paul Winslow Sat/Sun ???
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HELICOPTER - PRIMARY

Ryan Abbot Sat/Sun .. RT_Abbott@msn.com
 Phil Cole Sat/Sun 650-802-9255
 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

Club Membership: 293



Prez Sez..

Hi Everyone,

The **Annual club Christmas Party** will be held in place of our normal meeting this month. The party will take place on **December 10th, Thursday evening**, starting at around 6:30pm. Location will be at the Hangar, where we hold all our monthly

meetings. For directions to the hangar look at the front of your flight line or go on line to the club web site.

Once again, Dave Neves will be in charge of the Pot Luck dinner. If you will be attending this year and would like to bring something for everyone to enjoy, please give Dave Neves a call or send him an email. This way we don't all bring dinner rolls! I'm bringing a case of Beer! Not sure what the rest of you will be drinking. ☺

Contact Dave at: neves.david@ssd.loral.com or give him a call on his cell **510-794-8065**

Bring your electric planes and Helicopters for outdoor flying under the lights during the party. Hope to see you all there. Bring warm cloths as is does get cold out there!

Pete

RECYCLE BATTERIES

A while back, I retrieved a large supply of different kinds of batteries and cells from the garbage bin. I wasn't looking for a possible source of a usable power. My thought was that these sources of a weird concoction of chemicals and metals should not go into landfill. What ever goes into our nickel cadmium, lithium ion and nickel metal hydride cells as well as the old lead acid batteries should not go to land fill.

There are 293 members in the Bayside R/C Club. Each of the members has at least one radio. Each member has a battery in the transmitter, in the flight pack, a starter battery and a glo plug igniter. That amounts to over 1,000 batteries and single cells. This does not account for people like me with more than one radio set or the electric fliers that have several flight batteries. Most of us also have flashlights and cell phones with more batteries.

Being the recycler that I am, I would like to collect any and all batteries and cells that you have. I will take them to a hazardous waste collection site when I get a goodly supply. Please give them to me, or place them next to my van and I will dispose of them.

WILL SIEVERT

HELICOPTER



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Bayside R/C Club

Meeting Minutes

November 12th, 2009

Meeting opened at 7:30

President – Pete Kontorinis – not present

Vice President – Dan Sievert –

present

Secretary – Frank Goto – present

Treasurer – Will Sievert – present

Attendance – 17 members

Introductions

None tonight.

October meeting minutes

Were approved as published. However, Jake pointed out that he did not win the #11 knife in the raffle last month, since he was not there. Frank apologized for the error.

President's Report –

Tonight, Pete was working in LA!

VP report –

Dan did the honors tonight and gave us an overview of what was to come.

Treasurer's report –

Will gave this vital report. 6 new members this month. Welcome to Dan Williams, Maheen Samad, Dave Mattison, Juvenal Torres, John Smith and Richard Hamlin! We currently have 293 members.

Safety Chairman (Mike West) – present

No incidents this month. One thought Mike had was that people with electrics need to be a little more careful about plugging in batteries. Suggestion was to plug in at the pits, and to have a heli in throttle hold. Board will discuss matter.

Chief Instructor (Dave Neves) – present

No new soloists/instructors tonight.

Field Chairman (Guru Mysore) – not present

From last month. Needs to find donations of carpet, contact him if you have a lead.

Newsletter editor (Phil Cole) – present

Flightline got out late this month due to printing problems. Despite that many members seem to have gotten it on time.

Website editor (Micah Stroud) – not present

No new news.

New Field Committee

Will mentioned again that Zanker/237 people have no desire to discuss interim use, use meetings will begin next spring.

Dave mentioned that Hobbytown maybe moving to the Pacific Commons area, and how that might affect us in terms of having a field to fly at.

Secretary's report –

Missed his first BBQ/board meeting in quite sometime, therefore had nothing to report.

Snacks –

Will brought the snacks tonight! (applause).

Frank had the raffle stuff there!

Event reports –

Mike thanked everyone who helped at the auction. Great turnout this time due to all of the extra advertising he and Brandon did. Items filled the entire hall.

Frank, Terry, John and Lisa (John's girlfriend) went to PCC's open house. John flew an assortment of electrics and Frank a T-34. Nice area to fly in. Frank almost bought the farm when he forgot that the field slopes up to a hill. Pulled up just in time.

Will and Dan went racing in Madera to participate in a warbird racing class. They took their customary T-34s but found that they weren't up to the task. Most were flying slightly smaller 40ish size planes with thinner wings and tuned pipes. Estimated that some of the planes were doing 170mph!

Upcoming Events –

It's that time again, i.e. the Christmas Party! As always it will be a pot luck affair. Please let Dave know what you are bringing so we all don't end up bringing beer!

Old Business

Bayside shirts.

New Business

As you may know Karl Allmendinger has a RC club organized at his school. At this time he is looking for trainers for use by them. Please contact Karl or Kunal if you can lend a hand.

Dave knows of a couple in Newark who wants to donate a Piper Cub to someone preferably a younger flyer. JP offered to fix it into a proper flying bird.

Break - 8:25 - 8:45

Show and Tell –

Steve Hoyt brought in his T-Rex clone that Dave has flown and believes it flies just like the real 500. There is a big difference in price though, the CNC version coming in at \$140!

JP had some of his "catch" from the auction. Saved an old timer plane which he gave to Jake, a kit in a box from WWII, a fiberglass fuselage of a Mirage which he hopes to build a wing for, wings he hopes to build a fuselage for, etc. Also ended up with 3 starters which



came in grab bags that he kindly donated to the raffle.

Dave flew his T-28 Friday night, the evening before the auction.

While he was able to take off and fly around, found that the gym was just barely big enough. Ended up crashing the plane into a wall.

He noticed a really tiny tandem rotor Eflite S300 flying around and decided he needed to have one. Bought the plug and play version and has been having a ball flying it!

Jake won 1st place in RC power concours with his Buccaneer at an old timer's event in Las Vegas. Jake had the nice trophy to show off to all. Congratulations!

SAD Patch

Micah flying his Corsair had his left mains collapse on takeoff. Micah got it off the runway despite this but did not have enough airspeed. Plane ballooned before coming back to the ground, separating the wing and assorted pieces from the fuselage. On the same day he was flying his Spitfire when the elevator fluttered. Without the piece the plane went to vertical and porpoised into the ground eventually.

Gene reportedly nosed a foamy jet into the runway. No other details were available.

And the Winner – **Micah!** For the obvious! Congratulations!

Raffle –

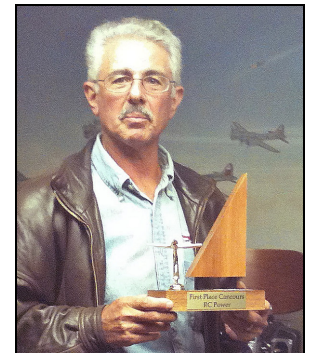
- Blade MCX S300 RTF - Frank Goto
- O. S. Engine Glow Starter - Phil Cole
- Hobbico Servo - Ellsworth Crowell
- 30 Minute Epoxy - Alex Goddard
- 6 Minute Epoxy - JP Rouland
- Thin CA - Will Sievert
- Thick CA - Phil Cole
- After Run Oil - Dick Pevehouse
- Excel #11 Knife - Ellsworth Crowell
- 3 Used Starters** - Dick/Will/Will

**Kindly donated by JP!

Next Month -?

Meeting ended – 9:20 PM

Next meeting - Thursday, December 10th @ 7:30PM





2010 RENEWAL TIME

I am writing this in November for you to read in December. If you have not already done so, you should be taking action to renew your membership in the Bayside R/C Club as soon as possible. Your membership expires on December 31. There is no grace period. Your envelope must be post-

marked no later than December 31, not January 1st. I must send your application back to you if it is not postmarked in December. It is acceptable for it to arrive in January if postmarked in December. This will delay your opportunity to fly the first weekend in January.

Also, if you do not have your application postmarked on or before December 31, you will be required to pay 1/2 of the Initiation Fee for a total of \$25.00 in addition to your Membership Fee of \$55.00. Please don't wait till the last minute to mail your application on time. I will continue to accept your paperwork at the field. The 31st is a Thursday, the following weekend is in January. If you hand your paperwork to me in January, you must have the extra fee included.

Please remember, the only cards that may be used on or after January 1st, are the club card, which is orange this year, and/or a 2010 AMA card, which is red. Don't forget to visit the impound shed when you arrive at the field. This is true of 2.4 gigahertz as well as the older 72 megahertz radios. You will be challenged for a frequency pin on your transmitter and the appropriate card in the proper slot in the impound shed. Don't even think about using the old excuse of "I forgot my card at home."

WILL SIEVERT

OCTOBER TREASURER'S REPORT 2009	
FFD airplane replacement	\$111.39
United Printing Inc.	\$282.47
Auction expense	\$50.63
Nor Cal	\$100.00
Flightline	\$262.20
Auction seed money	\$1,500.00
Member overpayment	\$27.50
Badge maker	\$41.14

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From the Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland

Learning to 3-D and 3-D Well; Part 3 of 5: High Alpha Knife-Edge Flight

by Jeremy Chin

In the previous articles, you got the right equipment (both virtual and real) and you learned how to fly a Harrier. Then you expanded your 3-D horizons by learning to fly an Inverted Harrier. You are well on your way to building a solid base of fundamental 3-D skill.

Next in line is another fundamental skill that can be built upon later. It is time to learn to do a High Alpha Knife Edge.

If you followed earlier suggestions to build your basic aerobatic skill set, you learned to fly a Knife Edge during that effort. If not, then go back and learn to fly it. Make sure you can fly both left tip down and right tip down, and both orientations with the top and the belly of the airplane toward yourself. This basic aerobatic skill can also be developed quickly using the simulator.

If and when you are comfortable flying regular Knife Edge flight, you are ready for the next step in your 3-D education: High Alpha Knife Edge. This name is really just the common name for flying Knife Edge at a high angle of attack.


To learn this skill, start by flying a regular Knife Edge down the field repeatedly. As you fly, gradually increase the rudder deflection, while balancing that against changes in throttle. Some airplanes require more throttle, some less. All have a point of equilibrium that you must find on your own.

This skill can be learned at any lower altitude, but I've found that having the lower wingtip at around eye level is the most effective. This altitude gives enough time to roll the airplane back to level in the event of a problem, but is not too high to allow good vision of the airplane.

You may find that the airplane you are flying will require a higher angle of attack in high-angle-of-attack Knife Edge than it did for Harrier flight. This is because the fuselage typically has less area than the wings do, and thus requires a higher angle of attack, more power, or both, to maintain a flat heading. You may also find that you need some aileron correction or elevator correction to keep the airplane on the same heading while in High Alpha Knife Edge. Fly the airplane in this case rather than relying on a mix. I've found that rarely are mixes effective in maintaining High Alpha Knife Edge when compared to regular Knife Edge.

Perform the same exercise in both directions down the field, and both directions with both orientations to yourself. When you feel comfortable in all orientations, begin to make circles with the airplane. Use your elevator to 'steer' the airplane in your intended direction. Practice this skill repeatedly until you feel comfortable in all attitudes and orientations, and turning in all directions.

When you have mastered High Alpha Knife Edge and flying upright and inverted Harriers, you are ready to move on to two more advanced 3-D skills: The Hover/Torque Roll and the Rolling Harrier. Each will be covered in upcoming articles.

STAPLE HERE 



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