



Club Newsletter

AMA CHAPTER 172, CIRCA 1960,
FAIRFIELD CA

February 2011 Issue 2

<http://www.vacavalleyrc.com>

The Pres Says.....

The 2011 event list has been generated by Jason Keiter. You can see this on the www.vacavalleyrc.com website and will be published in the monthly newsletter. There is one change to this list that I would like to make, add the open-house event to the June 25th fun-fly/BBQ.

The first T-34 race is scheduled for February 26th. We will need pylon judges and lap counters, so come out and enjoy the races, not only by watching but to help make it a success. There are still 4 T-34's to be paid for and picked up.

I will bring T-34's to the next meeting and will have extra T-34's available. The price is \$114 total.

Thanx to Mike Salazar, Jim Williams and Monty Wilson, both mowers are up and running.. Thanx again guys.

Remember club dues are due and need to be paid by February 15th. If dues are not received by that date a \$10 late charge will be applied. The gate combination will be changed February 15th 2011. As a reminder, you are required to wear your VVRC member card at the field, so that it is visible.

We need to have only dues paying members utilizing our flying site....

NO FREE-LOADERS.....

There will be a current member list posted at the pit area, (Ben, action on this please)

It has come to my attention that the gate has been left un-locked again. The LAST ONE OUT has to LOCK THE GATE. Failure to do so could result in loss of your flying privileges.

In closing, I would remind everyone that if you have any input, good or bad, that you feel needs to be addressed, please feel free to contact me.

Signing off....

Monty "crash & burn" Welch

Jan 11th 2010 Meeting Minutes:

Called to order@ 7:30. 21 Members and guests present.

Committee Reports:

Flying site: Looking in pretty good shape. John Deere needs to be repaired.

Membership: 74 members

Safety: Loose Props have been reported please add a little more torque when tightening the props.

Events: July 30-31st is the Travis Airshow. We will look into setting up a booth for info and such... T-34 racing has been approved by the membership. See website and later in newsletter for info.

Old Business: None

New Business: We need more people to step up to be flight instructors.

Looking for more participation for flying events we are going to set-up World Models T-34 races. We will allow the planes to have different engines however if you want to race at other clubs you will need the O.S. 46AX.

Entry fee is \$15 fuel provided by the club. Also we will have some Fun Fly's coming up and entry will be \$10. Xmas party to be announced later.

Toilet Seat Award: None

Show and Tell: None

Raffle: Fuel and tools...

World Model T-34 Racing Rules

1. Engine must be .46 cubic inch or less in displacement. Engine and muffler must remain stock except for removal of the muffler baffle is allowed. No Nelson, Jett or similar pylon racing engines are allowed. Recommended engines are OS 46AX or FX, Magnum XLS-46, Thunder Tiger Pro .46, Tower Hobbies .46, ASP .46, Leo .46. GMS-.47 is allowed at VVRC but not recommended due to potential conflict with other clubs rules. SuperTigre GS-45 is allowed but due to the larger carburetor throat diameter it may be banned at a later date only if it proves to significantly outperform the other engines.
2. All hardware must be stock or of the same or heavier in weight and the same or larger in frontal surface area. The stock spinner is too small to

- be flush with the cowl. If you replace the spinner please go a size too small to maintain low quality fit of stock plane. Also don't leave the pilots out. They are weight.
3. Airframe must remain stock. Repaired planes may be used as long as weight is same or more and frontal surface area is same or more than stock.
 4. Wingspan must remain stock. Wing tip style must remain stock. No rounded wing tips etc.
 5. You cannot sand or roughen the surface of the covering materials. Monokote, Ultracote, Word Models, covering are only allowed. You may paint or add additional covering to aid in knowing which plane is yours during the race.
 6. Servos must be of standard size. Micro, Mini, are not allowed. A battery pack must be a minimum of 4 AA cells or larger. NiCad or NiMh are allowed. Park flier receivers are not allowed.
 7. Props. APC sport 10x6-7-8-9, 11x5-6-7-8, Master Air Screw Sport 10x6-7-8-9, 11x5-6-7-8, Zinger Wood Standard Not the Pro 10x6-7-8-9, 11x5-6-7-8, Top Flite Power Point 10x6-7-8-9, 11x5-6-7-8.
 8. A\$15 entry fee includes 10% provided. 2/3rds of entry fees shall be awarded to top three pilots. 50%, 30% and 20%. That's first place of \$75 if 15 guys enter the race.

Racing guidelines

Consider your plane disposable. Odds are near 100% that you will eventually encounter catastrophic crash or midair collision.

1. **No whining and bring lots of CA.**
2. No attempt may be made to collide with another airplane. Obviously this is hard to judge. At the end of a race if a pilot feels another plane was trying to collide with his then a consensus from all viewers, not racers, in that particular race will be taken. If more than 50% believe that person attempted to cause a midair collision then that person will be forced to sit out a period of no less than 1 year from T-34 racing.
3. Each Race shall consist of a field of no more than 5 planes. The pilots must form up in a circling flight pattern. A 10 to 0 countdown shall be provided. No plane may cross the mid runway start line before the count of zero. If a pilot has a start fault he must continue the race as if the start was good. His counter must not start the count until that pilot has finished the first lap. You cannot loop back to correct your false start. You must complete a full lap to start your counting.



4. When more than 5 racers show up the heats shall be evenly stacked. In other words if 12 guys show up we will have 3 heats of 4 planes. Not 2 heats of 5 planes and 1 heat of 2 planes. A runoff race consisting of the winner or top 2 winners from each heat shall determine the final 3 winners. Obviously odd numbers will interfere with keeping all the heats stacked evenly. The event coordinator will just have to make a best attempt to create the field evenly based on skill levels.

Building Notes

1. Be sure to put the engine mount together properly. There are two pieces with holes that retain the front nose gear strut. You need to put the wire nose gear strut into the pieces before you screw the whole engine mount assembly together. If not they will not be aligned properly and the strut will not turn freely.
2. You might want to pre-drill many of the plastic pieces for the control horns and main gear hold downs. I found the hole to tight for the screws provided.
3. One of the wheels is meant for the front strut. The wire on the front strut is thicker.
4. Locktite all the set screws in the wheel collars. Many a wheel has been lost on takeoff.
5. I replaced the push rod provided for the throttle as my engine had a metal arm on the carb that might produce RF noise with the metal Z bend wire provided. I replaced with stander Ni-Rod with plastic clevis.
6. I had to sand the joining ribs of the wings to make them fit better prior to epoxying wing half's together.
7. I had to dremel some of the triangular stock on the engine

mounts to provide clearance for the mount. I also had to dremel the mount a little for Magnum XLS 46 clearance.

Jason Keiter

May your T-34 cross the finish line!

Secretaries' Colum Oren Redsun

Well I now have my T-34 Do You? Next comes the engine ... This seems like a fun setup a simple airplane evenly matched to show who is the better pilot. Reno has a similar setup with the T-6 Races. Stock airframe and engine all you can do is polish it.

I have spent a week getting the 2 club trainers setup and flying. I had to recover the wing for the low-wing trainer. It has flown but I ran out of time to get it trimmed properly. The club also has a Hobbico Super Star trainer that is ready to go. Both are matched to a JR 4 channel radio on channel 36. Paul Gundolff has another trainer and radio setup that was donated by Dave Marino. I have volunteered to set up the training curriculum that all club instructors should use to train new students. In the next month I will have some instructions and a checklist that can be used. As of right now if anyone wants any of the planes contact either me or Paul to make arrangements to be picked up.

See you at the field SOON

Oren

[At64me @yahoo.com](mailto:At64me@yahoo.com)

Pictures from the Xmas Party and AMA Expo....



**VACA VALLEY RADIO
CONTROLLERS, INC.**

**Meetings: (Second Tuesday of every
month except December)
Nut Tree Airport Vacaville. @7:30PM**

Current Flight Instructors

Current Flight Instructors

Mornings * Weekends only **

***Paul Gundolff 707 452-0960**

****Jim Adams 707 761-5051**

Marshall Ostrom 707 488-1509

Pat Lively 707 483-0246

Jim Williams 707 447-0719

Scott Rowan 707 446-6982

Oren Redsun 707 718-2797

Chuck Roundy 707 425-1402

Monty Welch 707 451-1842

(mode 1 only)

2011 Meeting Schedule

February	8
March	8
April	12
May	10
June	14
July	12
August	9
September	13
October	11
November	8
December	Christmas Party

**C/O VACA-VALLEY R/C
Oren Redsun
4909 Summer Grove Circle
Fairfield, CA 94534**



**February 26th T-34 racing
Starts**