



# BEEES BREEZE



**RC BEES of Santa Cruz County, Inc.**



Newsletter

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## Next meeting

**Thursday, May 18th, at the EAA building,  
Aviation Way, Watsonville Airport, 7:30 PM.**

## April Meeting

The meeting was opened at 7:30 p.m. on April 20th by President Steve Boracca with fourteen members present. The previous meeting minutes approval was proposed by Dan Morris and seconded by Allen Ginzburg, and agreed by all. Richard Ludt presented the treasurer's report, which can be seen in the members section of our website, and was also approved by all. There was in fact a small error in the previous 'Show and Tell' section. The Skyartec Cessna was in fact taken by Ken Kirsch, who has reported that it has since flown successfully at the field after some antique restoration. Well done, Ken!

Steve reported that he had received a check from the AMA for \$500, the maximum they will give for receipted field repairs, and that of course is a big help to us. The field condition is generally now very good, thanks to a lot of volunteer work, although the entry area and some of the area behind the pits could still benefit from a gravel application. Steve and Keith Wigley will look into what can be done when we are reasonably sure that the rainy season has come to an end.

Allen Ginzburg was able to report that the wiring for the field camera has now been completely updated, and the system is now fully operational again.

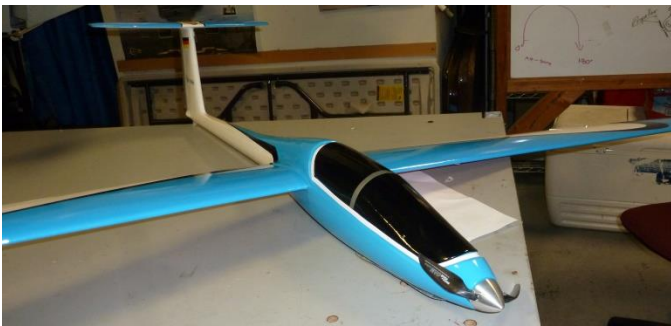
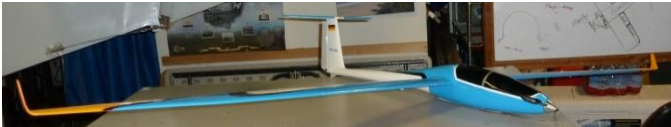
Steve has been talking to the leaders of a local scout group, with the possibility of inviting them out to the field one coming weekend. The weekend of May 6<sup>th</sup> was mentioned as a possibility, although this would conflict with two planned events, the night-fly on May 6<sup>th</sup> and the fun-fly on May 7<sup>th</sup>, both of which were enthusiastically promoted by Keith Wigley and Dan Morris respectively at the meeting.

Steve has been training newcomers on the club trainer, and reported some difficulties with the buddy-box connection. Several ideas were put forward for fixing the situation. Hope something worked out!

Dan Morris reminded us that the FlightFest was coming up on April 27<sup>th</sup> – April 30<sup>th</sup> in Vallejo. Dan and the Boraccas plan to attend, and other club members were encouraged to do so. An RC Bees highlight would be the presence of Jacob Boracca's ½ scale RV-4. Partial pictures of this airplane have been shown in earlier newsletters. ( *See coverage of the event further into the newsletter.* )

## Show and Tell

Last month Alan Brown brought in a damaged but quite pretty scale model German glider with a fiberglass fuselage which David Tacklind snapped up. It now appears that his brother Richard has taken it over, and has completely and beautifully repaired it. The original was all-white, but Richard used up some of his old covering material and paint box items to produce this fine renovation. It now has a Turnigy Glide Drive motor system.



George Ribeiro took advantage of the sale of Dale Oxford's airplane collection, and picked up a Fokker Eindecker and a Fokker D VII, both expertly made from Balsa USA kits. Two great pick-ups, good for George, and good for the Oxford family.



And that concluded the meeting.

## Down by the River

More news of Mike Evans Phoenix Models Edge 540. Here's the latest picture of it with its owner.



Yes, you might well ask. What's with the weird hat?! Well Mike mounts his SmartPhone above the brim and takes videos while he's flying the airplane. Great idea, Mike!

Keith Wigley continues his love affair with Precision Aerobatics airplanes, and here's his latest. These models are outstandingly well designed and lightly made, and no surprise that Keith is able to fly them so well.



Richard Tacklind regularly finds an old model in his collection to bring to the field, and on this occasion elected to fly a Pterodactyl.



No surprise that it flew around quite nicely, with

much better longitudinal and lateral stability than its famous real-life ancestors. No surprise that they became extinct, even though that was probably helped by a mammoth meteor strike!

Dan Morris also sent me a picture of his Dragon. You can just see the electric motor at the top of its neck. No information on whether this obviously top-secret airplane has flown yet!



Ken Singleton made a rare appearance at the club (he's a relatively new dad with a 15-monther at home), but showed that he hasn't completely forgotten how to fly his aerobatic airplanes – this one in a nice Italian color scheme.



### Flite Fest West

April 25<sup>th</sup> through the 28<sup>th</sup>, Thursday through Sunday, was "Flite Fest West" in Vallejo, Steve and Jacob Boracca, Hugh Chalmers and Dan Morris were there. 500 pilots and families signed up for it, so this was quite a big affair. Jacob took his new 15 foot wing span RV14 to the event. Here are a few pictures, courtesy of Steve.



The first one shows Jacob being interviewed by the organizers of the event.



Yes, that really is a big model, isn't it?

As Steve reported, you can see the runway was just a mat over the grass. It was very bumpy, narrow and only 2 feet from the spectators. It was definitely not the place to do a maiden flight. So we'll look forward to seeing it fly at our own field. Let us know when, Jacob!



### Night-Fly and Fun-Fly

May 6<sup>th</sup> and 7<sup>th</sup> was an event weekend for the RC Bees. On the Saturday evening, Keith Wigley organized a night-fly. He noted that sunset was at 8:01 pm. The moon rose at 4 pm so the field would be nicely lit by 9 pm. Temperatures were expected to be comfortable (no shivering in the cold). Sorry to say that your scribe didn't get there, and so we have no photographs or details of how the event went.

On Sunday the 7<sup>th</sup> we finally had our first fun-fly event of the season. Here is Dan's report interspersed with photos by Laurie and Steve.

“Eight members entered the events of the day. They were Hugh Chalmers, Nikolai de Malvinsky, Laurie Trescott, Keith Wigley, Richard Ludt, Mark Thomas, Harry Burdick and Steve Boracca.

*(Again, your scribe couldn't make it, to his great disappointment, because the water system for the group of homes on which he lives, had a major failure, and as the only retired engineer there, he had to be involved in trying to fix it). So I have to hope that I have all the details accurately reported, starting with getting everyone's names in correctly. My apologies for any blatant errors.*

Laurie chose to participate in the taxi test only and had a very respectable run going when she tangled with a cone and had to get assistance to show the plane where to point its wing. Good recovery, Laurie!

The taxi test had Keith turning in the best time of 20 sec., closely followed by Harry and Nikolai at 21 and 22 sec. Then Hugh, 31s Mark and Steve 37s each, then Richard 43s and Laurie 80s. Great job, all.

*Here's Richard's T-28 zooming past the first cone.*



*New member Mark Thomas is checked off by competition director Dan Morris.*



*Steve completes his run – looks like the same airplane!*



Next came the timed take off, triple loop and land sequence. I'm happy to report all aircraft returned undamaged. Keith and Harry flew 3-D planes and put on an impressive performance with times of 7.2 sec. and 7.9 sec. respectively. Next, flying conventional planes came Steve and Richard at 22 sec. each followed by Nikolai 35 sec., Mark 42 sec. and Hugh at 48 sec. All great times. *Here's Keith bringing his Stick into the pits.*



Next event was the timed take of, power down after 15 sec and glide to landing. Nikolai looked like he would run away with this event using his glider at 3:54 but Keith gave him some competition at 3:26. They were followed by Richard and Mark at 2:22 and 2:03. The remaining contenders Hugh, Steve and Harry at 59sec, 45sec and 38 sec respectively all looked good even if they were quick. *(Photograph on next page).*

Ahh, the bomb drop. Our bombs were small dirt clods since yours truly forgot the bombs at home. These were very, VERY difficult to see when they left the plane and hit the ground. So a lot of subjective guesstimation went into determining distance to target.

However, We had one very clear winner and one close second in this round. Harry dropped his bomb only 5 feet from the target and Nikolai was only 8 feet as well. All others were approximations with Steve, Richard and Keith at 30 feet, Mark at 40 feet and Hugh at 120 feet.

*Here's a rapidly climbing competitor in the climb and glide event.*



We broke for a wonderful lunch prepared by our fine chef and sou-chef Steve and Laurie.

After hot dogs and brownies we entered the last event, limbo.

The wind was up so this presented a real challenge. To hold up the limbo poles we needed volunteers (targets some suggested). Laurie held one pole and yours truly held the other. We started at 10' then 6', 4' and finally 3'. We saw some fine flying from this crew with most clearing the 10' and 6' line. In the end Keith and Nickolai went head to head at 3'. Both put on a great show.

*(Here are a couple of pictures of the two finalists taken by Steve of the limbo event. All other pictures*

*are by Laurie Trescott. Note the two very different approaches taken by the competitors. First we see Keith's Precision Aerobatics 3D airplane, also seen earlier in "Down by the River". This is followed by Nikolai's powered glider. Innovation is the key to this kind of competition).*



I want to thank all who attended and express a special thanks to Keith, Steve and Laurie for their help organizing and setting up last evening's night fly and today's fun fly."

Great write-up of a well-organized competition. Thank you, Dan.

And that concludes this month's newsletter.