

Wine Country Flier



Next meeting: Tuesday January 20th. Time: 7:30 P.m.
Veterans Memorial Bldg. (Northwest Room) Across from Fairgrounds

Get there early for your free door prize raffle ticket!

www.wcflyers.com

Promoting Model Aviation in Sonoma County

2004 Club Officers:

President: Stevo Smith (707) 523-4703 bigtex@speakeasy.net



Vice President: Phil Leech (707) 538-8557 leechstudios@sonic.net



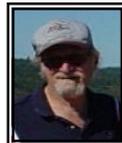
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Member @ Large Sid Maxwell (707) 584-4428 airmanx@inreach.com



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Contributing writers this month: Sid Maxwell, Phil Leech, sTev Smith, Larry Miller
Website: Stevo Smith

Note from the editor

submitted by sTevo Smith

Happy New Year everybody! Hope y'all had a nice holiday season, I know I sure did.

It's time again to renew our dues. The rules are the same, no pay, no fly. We have until the end of February and after that there will be a 50 dollar late fee added to your dues. Also you will forfeit any work points that you had for the previous year so no discounted dues. This should be plenty of time for everyone to get their dues paid and also their AMA renewed. So get out the check books and cut that check and just get it over with so you don't have to worry about it. If you need to make special arrangements you can contact any of the board members and we will try to work something out with you.

Just like always, we need some pictures and or articles from you to put in the newsletter and web. On that note is there anyone in the club or do you know of anyone that would like to help us out with our website? We would be willing to pay someone to rebuild the site so that it is easier to maintain and with more up to date software. We only ask that you keep in mind that we cannot afford to spend thousands as we are a non-profit org. I will be happy to maintain it but in its current state it takes a lot of time to do even a little. Just thought I would throw that out there. If you know someone just send me an email or give me a call, my info is on the main page. Enjoy the newsletter.

STevo

FLYER OF THE MONTH

Submitted by Sid Maxwell

STEVE (sTevo) SMITH

When Stevo Smith was 5 years old in 1966 he was on a trip in Texas with his parents and stopped to watch some guys flying large size RC planes. What a sight for a small boy to see. As he watched, the bug bit Stevo and he was to dream about RC from now on. Right at that time he was interested in dirt bikes. He rode competition, racing motocross until he was 22. He said he needed to quit as he was married at the age of 20. He married his high

school sweetheart DeeDee. In 1984 the yearning for RC was coming forth. He started with a Cox Cessna and a 3 channel radio. It was a good plane to learn with but he still crashed it often. He was doing a lot of shaking and had many up set stomachs. It took Stevo 3 months to stop shaking and to become comfortable flying. Then he built his first plane a "scratch built trainer". He really learned a lot from that plane. He then bought a 7 ft. trainer with a .35 Enya engine and a Airtronic radio. He was running his own painting business by then and would go out flying at 5 am until it was time to go to work. Then after work he would fly until dark. He started flying gliders with power pods as much as possible. At that time RC went on the back burner when he moved to ca. He moved to Point Arena on the coast for 4 years. He had a neighbor with a Duraplane that had never been flown and asked Stevo if he would fly it. Stevo took it off just like he had been flying forever. Later it crashed as the owner had not properly charged the flight pack. Stevo took another trip to Texas for 2 years but was back in ca. by 1996. He lived in Sebastopol and went to Empire Collage in Santa Rosa to study computers. His main thoughts were about RC and how he could get back into it again. After completing the Computer Support Specialist program and attaining his A+ PC certification he started working for Rhythms Netconnections (A DSL provider). Shortly thereafter he moved to Fremont, ca. in 1999. He got the bug really bad so he went to a hobby shop and bought a Flying Wing, FMA razor a decent flyer. He flew it every time he got a chance. He also had a JK Aerotech electric. In 2000 he moved to Santa Rosa and then was laid off in 2001. At Christmas his cousins gave him a SR X250 electric kit. His only plane at that time. He found out about the WCF from Red's Hanger One .It was his first club and the first time he had flown with other people. He entered his first event in June of 2001 and won first place with the little electric plane. He quickly made some friends, one in

particular was Larry Childs. The two became fast friends and since Stevo didn't have a glow powered plane at the time, Larry gave him a 60 sized Giles to fly. Now he had more confidence, more enjoyment, less fear and a good feel for flying.

I asked Stevo what part of RC he liked the best, "pattern, pylon racing, 3D and oh yes combat," Pattern is really what I want to do, I have been studying books and going to web sites to learn all I can. I am looking forward to Red's Aerobatics clinic. He now has a JR 8103 and JR xf631 radios. He has 4 planes and 2 sail planes with many more coming such as a Extra 300 kit.

Stevo is a hard worker. Besides having his own painting business, he's a hard worker in the club. He has been Editor, Board member and Flight Instructor for 2 years. He is starting in 2004 as our President and with his hard working ways pushing in a positive direction bringing everyone together with a can't miss policy. I asked Stevo what he thought of WCF, "a great bunch of guys and after spending time with them I found they have the same fears about flying that I once had." Then he said, "I would like to see the club continue to progress like last year and streamline some of the duties of the officers and board members and have all the record keeping on the computer. I would like to encourage others to reach out to do more with the club.

I asked Stevo what advise he could give, "Everybody has their own lives to lead and problems at home. When they come to the field, it's important to remember that we are all there to have fun and get away from everyday life. One of the things that makes this club so special is the spirit of cooperation and trying to be the best you can be. As a result, you can make some great friends along the way." For the beginner he said, "practice, practice, practice. Don't just visit when at the field, fly as much as you can. Really be aware of the set up of your plane, get help, fly as much as you can to get over that initial fear, Once you do that it will become more enjoyable and you will have many more successful flights. Also you can always buddy box even after you solo if you feel you are still not over that hump or just a little rusty". As a final word; "I'm positive

about this year, I feel it will be a real good year for the club. Everybody should keep a positive attitude because a negative one can do so much damage", Besides being married to DeeDee they both have a big family in Texas and have 2 dogs, Chewy and Curly. Stevo and DeeDee are both involved with the Big Brother/Sister organization and DeeDee is also with a latina org. called Mana.

Stevo's direction is straight, his attitude is positive, his work is hard and we are all left with that 3 letter word.....FUN. as told to sid maxwell

BOARD MEETING MINUTES

Submitted by Larry Miller, Sec.

Minutes of Board Meeting of 1/6/04

The meeting was called to order at 7:30 pm by President Stevo Smith. All members were present. They were Vice President Phil Leech, Secretary Larry Miller, Treasurer Tom Haddorff, Member at Large Sid Maxwell and board members John Reade, Guy Nicholas, Gary Child, , Ralph Grella, and Brody Carlson. Guest Rob Jensen was also present.

New officers and board members were briefed on what is expected of them in the coming year. Guy suggested a change in section one of the standing rules clarifying the assessment fee. This was agreeable to all board members and the change will be made. Sid brought up the point that the rented raffle ticket drum worked out so well that we should look into purchasing one of our own for all of our drawings. He will look around to see what he can find. John brought up the fact that more astro turf is available if we want it. He will check on it and report back in the near future. Phil reported that he had talked recently with county officials and they stated that the big dirt pile will most likely be there throughout the upcoming summer.

Sid said that he would like to replace the spectator barrier at the field. He will be working on that in the next few weeks. New committee assignments were made with the following results: John Reade was appointed Field Marshall. He will be in charge of field maintenance and safety at the flying site. Sid Maxwell will be responsible for flying events at the field. Again this year, Steve Cole will be in charge of flight training. Also again, Stev and Phil will continue doing the newsletter. Tom Haddorff and Phil will be responsible for budget and finance since they did such a great job last year. And the audit committee will be decided at one of the upcoming general meetings. Guy and Brody volunteered to chair the new field procurement committee. Stevo will be working with Rob and Steve Cole on updating the flight training for new members and will be hosting a workshop for instructors and a flight clinic for members who wish to learn to do more advanced aerobatics. Our opening day picnic and fly-in will be hosted by Rob. The date has been set for May 15th. He already has some great demos lined up. At the next meeting, Rob will present a radio clinic for those of you who need a little help with those new computer radios you got for Christmas. And speaking of Christmas, Larry asked if we have our reservation in yet for our next years party. Phil said that he check on it. There being no more business to take care of for now, Stevo adjourned the meeting at 9:30 pm.

Reminder: 2004 dues need to be paid very soon. After Feb. 29th there will a \$50.00 late fee charged.

Respectfully submitted,
Larry Miller, Sec.

Field Happenings

By: Phil Leech

This past month we all had to choose our days at the field carefully because of all of the rain and fog. But, there were some good days and those days were well attended. You've

just got to put other things aside when the sun shines and the wind doesn't blow too hard.

The Saturday just after Christmas we found over 40 people at the field with a number of spectators and young families up to see what we are about. We had blue skies and lots of activity. Julio Alvarez was there with his new scratch built quarter scale Cub. Julio built the Cub as a clip wing version and flew it with an OS 91. Art Sutter wrung out his Ryan STA and the Heli pilots were out in force.

The Tuesday just before New Year's Eve we found J.T. Williams with a new Tiger Moth ARF powered by Saito. J.T. had war stories to tell us as he related his bad experience with a new Hanger Nine F4u Corsair. Just a few days before J.T. had the F4u ready to go and started the Saito and was adjusting the needle valve when the engine broke loose and tore the firewall out of the plane. The worst part was that the engine continued to run causing J.T. some anxious moments until he managed to get it shut down. J.T. didn't have much good to say for the folks at Hangar Nine and was pretty upset with the workmanship and engineering that was evident after the firewall was laying on the ground. He was offered a new Corsair but J.T. turned that down and decided to go with the Tiger Moth which he flew in a very scale-like way. It really did look good in the air.

Jim Montgomery was on hand flying with Ralph Grella on the buddy box. After several good flights Ralph told Jim that he thought he was ready and ready he was as he managed his first solo flight. I'm pretty sure that this would qualify as the last solo flight for 2003! Congratulations Jim!

Tuesday, after New Years found a number of us trying to tough it out with blustery, cold weather. The high point of the day was when Jim Montgomery brought a number of white cotton gloves that he had found at Harbor Freight. Jim thought the gloves might be just right for a cold day

and he proceeded to pass them out to all of his buddies. And they worked great! I was a little skeptical at first because I wasn't sure how well they would work on my "magic thumbs" but they were just right to give some warmth while not hindering movement. Thanks again, Jim!

Saturday, the 10th we were all treated to John Reade's flight of his Great Planes "Elder 40" powered by a Saito 56.



Photo by Phil Leech

John had flown the plane a few weeks ago with Mike Cingari. Mike had suggested that the plane needed more rudder area. John had also had a problem on landing when the rudder with the tailwheel attached had cracked. Mike suggested that he fashion a new, larger rudder and that he build the rudder in two pieces with the lower part of the rudder with the grain of the wood perpendicular to the stab. So, here John was with the new rudder configuration all newly painted and ready to go. John was a little nervous about the seat of the pants modification and maybe just nervous in general because the Williams Brothers machine gun didn't make it to the flight line with the rest of the plane. Oh well. He taxied out and just got used to the plane a little and finally turned and gave it some throttle. After a few turns around the field John said, "I'm still shakin". And he was. He shouldn't have been because he later demonstrated a beautiful "on the mains" landing for us.

Mike Cingari was with us this day too as he assisted Gary Child with his P-51. Mike flew the plane and showed us a 2.5 point landing that was basically an "on the mains" landing

with the tailwheel just short of touchdown. Not quite a 3 point....a 2.5. It was a real treat to watch Mike in his element.

MINUTES GENERAL MEETING

There was no general meeting held in December.

FEARLESS FLYER

submitted by sid Maxwell

Flying in Control while Landing

The following article was taken from a recent Instruction manual by Great Planes, It is one of the better ones I have found and I thought you could use it, especially the guys who have recently soloed and need a little help with their landings.

LANDING

To initiate a landing approach, lower the throttle while on the downwind leg. Allow the nose of the model to pitch downward to gradually bleed off altitude. Continue to lose altitude, but maintain airspeed by keeping the nose down as you turn onto the crosswind leg. Make your final turn toward the runway(into the wind) keeping the nose down to maintain airspeed and control. Level the attitude when the model reaches the runway threshold modulating the throttle as necessary to maintain your glide path and airspeed right down the center of the runway. Let the model touch down directly in front of you on the runway. If you are going to overshoot.....smoothly advance the throttle(always ready on the rudder to counteract torque) and climb out to make another attempt. When you are ready to make your landing, flare when the model is a foot or so off the runway, SMOOTHLY increase up elevator until it gently touches down. Once the model is on the runway and has lost flying speed, hold up elevator(for tail draggers) to place the tail on the ground regaining tail wheel control. Practice, practice, practice, stay in control, be smooth, let the plane fly itself and have fun.

Let's fly.....see you there
sid maxwell

TIMELY TIPS

Submitted by Sid Maxwell

Here's one I picked up from a little old cleaning lady while standing in line at Walmart. She had 40 bottles of rubbing alcohol in her basket and that was all. I asked her what she used them for and she told me, "I mix one part of water and two parts alcohol in a squirt bottle and it cuts the grease right off", So I tried it and it was ok. Then I put straight alcohol in the spray bottle and it worked better. Try it and see what you think.
sid maxwell

The Hangar

Submitted by sTevo Smith

"HAPPY NEW YEAR" everybody.

We are all ready off to a great start. There have been a few days here and there that have provided some great flying. I was not at the field when this went up but Phil sent me a picture. Last year Tom Haddorff made a banner to pull behind his plane that says "Wine Country Flyers". Well he had up again and it works great. I think it is pretty cool when people go out of their way to do something a little different than the norm so my hats off to Tom.



Photo by Phil Leech

We also have some pics of Art Sutters beautiful 1/3 scale Sukhoi taken by a new member, Darren Black. These were taken the Sunday of Jan 11th. I happened to be at the field trying out a new plane of mine (CG Extreme Extra 330 profile fun fly) and got to

see Arts plane up close. It is a very stable flyer and can do just about anything the pilot can through at it. And the smoke system works great and really adds to the realism. If you made it to PCAM last year you saw this plane fly. Unfortunately (you know what's coming next don't you?) On about the 3rd flight of the day, he was coming out of a semi flat spin when the engine died and lost control of the plane over the jungle. Made me sick and it wasn't even my plane. Art being the trooper that he is along with Brian Blackburn and a new member named Mike, went out to recover the wreckage. Found out later that they were able to recover all the gear but the plane was no more. The real shame was that this plane is discontinued but Red from Hangar One Hobbies was able to suggest where one may be found and Art was able to order another one and should be already putting it together.

Okay, ready set go! sTevo attempting to foot race the sukhoi



Taking Off!



Okay so how did my profile fly? Well once Art helped me with tuning the Saito 65 4 stroke (my first 4 stroke by the way) I took off and the plane fly great. I was flying around doing a few laps to make sure it was trimmed out and flying properly. After that I started doing some maneuver to see what this bad boy would do and let me tell you, this plane can do it all.

There was one problem that I started to notice and that was that it started being a little squirrely when trying to hold a knife-edge or other maneuvers. Then Guy yelled to me "sTevo is something lose on that thing" as it was starting to sound louder and louder. So I thought it would be a good idea to bring it in and check it out. I was able to bring it in and landed in a sort of harrier fashion, light as a feather. When I picked up the plane I found the problem. The Dang engine was about to fall off. I had inadvertently left off the lock nuts and only had the bolts screwed into the wood mount. Then I remembered that when I was ready to install the motor that the bolts were not long enough and so just stuck them on with the ones I had and would go the next day to Hangar One and pick up some new ones. Well, I forgot about it. I am a real strong proponent for doing a through flight check before each flight but especially for first flights. I learned a valuable lesson. No matter how much experience a person has, it would be wise to have someone else look your aircraft over to make sure you didn't miss anything. The new club member that was assisting me (Mike, sorry I don't have your last name yet) on startup had told me that he noticed a lot of vibration but I thought it was just regular engine movement. Next time I will listen a little closer. Now the new bolts are in and they have two lock nuts on each bolt.

I still would like to see some pics of your workbench. It doesn't have to be all organized just send it in.

Till next month.

sTevo

Classifieds

LAST CHANCE FOR FUN BATS

I ordered [6] more Fun bats and this is the last batch. When these are gone -----no more Fun Bats.

Soooooooo

For Sale

Fun Bats, ARF, 15 size combat plane w/ 37" wing all

hardware including gas tank, hinges ..you cut your own tail feathers...\$22.00

Contact Sid Maxwell 707) 584-4428

airmanx@inreach.com

MESSAGE FROM THE PRESIDENT

Submitted by sTevo Smith

Hello fellow flyers. It's the first of the year and things is a looking up. Red is again going to host our opening day and it is promising to top last years if you can believe that. It should be a great fun filled day that you won't want to miss so mark your calendars.

I have to say how much I appreciate the spirit of cooperation that I observe in the club. Whether at the field or in the meetings it is present. It is so nice to go up to the field and just have a relaxed fun day. This is the way it is supposed to be and I for one will do everything I can to make sure it continues. We are really coming together as a club and we on the board have some changes in mind that should contribute to this common goal. There will be some very positive additions to the flight training program. At first it will take some getting used to but in the long run I am positive everyone will see the benefits.

Safety is always an issue so make sure and use a spotter even flying fixed wing aircraft. Our heli pilots have been implementing some new procedures that have greatly improved the flying experience at the field. Would like to thank Guy Nicholas, Mike Cingari, Steve Cole for the majority of that.

Bring your notebooks, a plane and radio to the meeting this next Tuesday as we are going to have Larry Frank show us some of his scratch building secrets. Also directly after the meeting we Red Jensen will be giving a abbreviated radio setup clinic. And as always we will have some great prizes so don't be shy, you really don't know what your missing if you haven't been.

STevo

Red's Corner

Hi all, Happy New Year! At the next general meeting I will be starting a multi-part how-to clinic designed to uncover the tips and tricks of advanced aerobatic flying. We will cover a new topic each month and there will be at least one hands on demo at the field. This month general aircraft and radio setup for aerobatics will be covered. I think there will be considerable interest and I hope you all will enjoy it.

Racing is back! We had a sport Quickie 500 class a few years back that was a ton of fun. We had several races and the participation was great. We stopped because the standard AMA 3 pylon course was too big for our field. After hearing several pilots say they would like to try it again, I have come up with a new course that will work fine at our field.

The AMA course is a triangular 3 pylon affair with the pilots standing at the base of the triangle and flying around themselves. The new course will be just 2 pylons and be set up parallel to the runway. This will be easier to fly, easier to keep same and fun for all. If you have seen Steve and I rat racing together you will get the idea.

The planes will be any Quickie 500 legal design with an O.S. LA .40 engine and a Master Airscrew 9x6 prop. I have ARF plane and engine combos for \$164.99.

The goal is once a month races, so come by the store or call for more info. Maybe we should do a racing clinic too!

EVENTS CALENDAR 2004



Opening Day Air Show	May 15 th
Combat Practice Sessions	March 6, 13, 21 & 28
Combat Exhibition	April 25



**P.O. BOX 4198
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