

Wine Country Flier



Next meeting: 18 January, 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: (sorry no pictures yet)

President:	Guy Nicholas	(707) 544-2141	Guy@Gui-Soft.com
Vice President:	Brody Carlson	(707) 545-8272	brody@connectionsit.com
Secretary:	Larry Miller	(707) 577-0496	exefire@aol.com
Treasurer:	Brian Blackburn	(707) 867-3470	bblackburn@santarosa.edu
Member @ Large	John Reade	(707) 545-9831	john.e.ream@gte.net

2004 Board Members:

Gary Child	(707) 579-2325	garychild@sbcglobal.net
Steve Cole	(707) 566-8838	stevecole@awesomehobbies.com
Rob Jensen	(707) 544-2827	Hangar1@Sonic.net
Mike Cracchiolo	(707) 291-2739	vdubbub@hotmail.com
Phil Leech	(707) 538-8557	leechstudios@sonic.net

Newsletter and Website:

Newsletter Team: Guy Nicholas, Phil Leech, Larry Miller, Sid Maxwell
Website: Patrick O'Halloran

Welcome to the New Year!

By Guy Nicholas

Well, a new year is upon us and it has started out as quite a wet one. In spite of the weather I have only missed about 5 days of flying in the past 2 months! Hope you all have done that well ☺. Here is a picture of my latest flying site



Jealous?

As of the time of this writing I have been in office for 8 days and things seem pretty much the same. I attended my first board meeting as president and was happy to see that I was ignored just as much as when I was a non-officer type board member. Seriously, we have a good bunch of dedicated people and I have a good feeling that our meetings will be productive and will serve the club well.

I would also like to let you know that I feel a large part of my job is to listen to the membership. If something is on your mind, good or bad, please let me know. If you have ideas about things that you think the club should be doing, or not doing, let me know. If you don't know me, or don't feel comfortable talking to me, talk to one of the other officers or board members and let them know. The officers and the board exist for the sole purpose of ensuring the betterment of the club. We can't do that if we don't know what the majority of the membership wants.

TidBits wanted

By Guy Nicholas

I wanted to take a moment as newsletter editor to clear up what my job here is. My job is to gather information and edit it down into this monthly digest. The articles I am going to put here have to come from the membership. If you have the gumption to write an article, do that, if you are at the field and see something funny, or better yet, if you see a crash, send me a quick email telling me what happened. I would also like to get more pictures in here. A good number of people now have digital cameras, bring them to the field and snap away. If you catch something good, send it to me.

Here is one of my cool shots...can you tell me what it is?



WCF Board Meeting

12/7/04

The meeting was called to order at 7:00 pm by President Guy Nicholas.

Members present were Vice President Brody Carlson, Secretary Larry Miller, Treasurer Brian Blackburn, Field Marshall John Reade, board members Steve Cole, Rob Jensen, Gary Child, Phil Leech, and Mike Cracchiolo. Guy led off with his plans for the club in the upcoming year. Safety will be a primary focus along with just plain having fun. A discussion of field security was held as there have been some problems with theft. The missing items will be replaced and placed under tightened security. Keys to the

lockbox will be in the possession of the following people only: Phil Leech, Steve Cole, Guy Nicholas, Mike Cracchiolo, Brody Carlson, and John Reade, If you need to get into the box, contact one of them. These names will be posted in the shed, probably on the box.

The board went over the planned budget for the upcoming year to make sure we don't spend more than we take in. We have numerous expenses including field rent, meeting rooms, porta potty cleaning, prizes for the raffles, postage, etc. Brian will report back to the board on the exact amount of expenses foreseen so that we can complete the budget process in a timely manner.

A preliminary events calendar was set up and will be published in the next newsletter. Rob will again CD the pylon racing events, Steve will take of the Learn to Fly day, Larry and Rob will work together on the PCAM show, Phil reluctantly agreed to set up the annual Neil Taylor picnic, John Reade will take care of the float flies, and we will be checking with Sid to see if he still wants to do the combat events.

It was noted that a few people didn't like the fact that our annual Christmas Party was held so late in the evening so we will be looking into getting an earlier start time. Brian will be taking over keeping up the roster for us this year so that Guy can devote more time to doing president things and working on the newsletter.

Rob suggested that we look into finding an indoor flying site since so many members have indoor models. If anyone has any ideas of where we can find an inexpensive, or free, building to fly in, let us know.

Reminder: After February 28th, dues will be considered late and a \$50.00 late fee will be assessed, so get that money in soon. There being no more business, the meeting was adjourned at 8:30 pm.

Respectfully submitted,
Larry Miller, Sec.

WE WUZ ROBBED!

By Phil Leech

Most of you have probably heard about the break-in and robbery to our Impound Shed and Storage Shed but I thought I should pass on the facts as I had observed them. I got a call from Ralph Grella on Thursday morning, Dec. 16. Ralph and John Stoufer were at the field and had just discovered that our Impound Shed had been broken in to and there was a bunch of our stuff missing. Ralph had called the Sonoma County Sheriff's Department to report the break-in. I hustled up to the field just in time to see the Sheriff's car parked near the shed. Everyone was upset to see the bi-parting doors had been ripped open and the secure storage box was open with our new P/A system missing. The only thing in the box were the P/A speakers (don't know why they didn't take them). So, it looked like they took our two-way radios, decibel meter and our frequency monitor. What a bummer!

The Sheriff's Deputy, Evans Sulme, interviewed us and asked several questions about access to the field and field hours etc. Then he asked us, "Do you have power up here to run the P/A system?" And we all, almost in unison said, "Oh, no, we have our own generator for that". And as soon as we had said that, we all made a beeline for the Impound Shed looking for our generator and you guessed it, it was GONE. This was the WORST! Not our GENERATOR! Now we were really bummed. This was the generator that was given to us last spring by Jack Collins and it had run perfectly for all of our events in 2004. What a loss.

Deputy Sulme gave us his phone number (565-2650) and the case number (041216-010) so that we could call him if any of us would have further info to help them catch these "bad guys".

Larry Frank has responded by donating a pair of two-way radios that he had to replace the pair that we lost. And Red Jensen thinks he has a db meter that he can part with and maybe some of you guys out there have something (like a generator) that you can send our way.

Racing Season Upon us

By Red Jensen

Better get those racers ready, a new season is right around the corner!

Our first race is Sunday January 30th 9 am.

We are going to be building new, easier to set up, pylons for this season as well as adding the new trainer class. If you think you might be interested in racing, check out the rules and see which class sounds best for you.

Please read the rules and note the minor changes from last season, most notably the Q-500 muffler rule. See ya there!

Quickie 500

1. All Aircraft must conform to AMA Quickie 424/428 airframe rules.
2. All Aircraft must use either an O.S. LA or FP engine with no modifications. You may remove the head shim and exhaust baffle. You may use a MAC's one piece muffler.
3. Only a Master Airscrew 9x6 prop balanced on one blade is allowed.
4. Maximum of 15% nitro fuel.
5. Races will consist of ten (10) counter clockwise laps around a prescribed course.
6. Race CD will be the final authority on all rule compliancy.

Trainer Class

1. The intent of this class will be to provide a forum for new pilots to race with their existing trainer aircraft. All participants are expected to follow the spirit of the class.
2. All aircraft will be a .40 size primary training aircraft as provided by the manufacturer ARF/Kit. Aircraft must be unmodified flat bottomed airfoil. Racing mods (clipped wings, racing

wheels, structural mods) are not allowed.

3. Max engine displacement is .46 (2 stroke) 56 (4 stroke). No engine mods allowed except head shim/muffler baffle removal. 15% nitro fuel only.
4. Race procedures will follow the Quickie class.
5. The CD will be the final authority on rules compliancy and decisions.

Wayne Frederick at U.S. Scale Masters Championships

By: Phil Leech

I don't know how many of you may have noticed the article in the January issue of Model Aviation about the 2004 Scale Masters event this past September at Kansas City. This is an annual event sponsored by the US Scale Masters Association which requires entrants to have accumulated enough points over the season at various local contests to "qualify" them to show and fly at the Scale Masters Championships. The article displays multiple pictures of the many gorgeous models ranging from early WW1 through WW2 to current day jet fighter planes with a few civilian types mixed in for variety.

Our own Wayne Frederick is listed as one of the scoring participants having a static score of 99.5 for his WW1 Fokker D-8.



I called Wayne to ask him about the event and he informed me that while the static

score was high, the final score was really determined by the flight score. He tended to discount the importance of the static score although for anyone who has seen Wayne's D-8 (at last year's PCAM show) it is apparent that his model is right up there with museum scale caliber. Wayne has flown and shown this plane for some time now but he encountered difficulties like direct morning sun that caused him to see the plane in silhouette coming out of a split S. Being unable to tell if it had rotated or not and without enough time to realize what was happening and with too little altitude to correct.....you guessed it.



You may remember that Wayne brought the remains of the D-8 to our November meeting and it was a sad sight. But not all is lost as Wayne has told me that he has the D-8 rebuilt and it is nearly ready to fly again. The crash caused him to lose any chance of a higher score for the Championships but I'm sure he will be there for the 2005 season!

Know your flow?

By Guy Nicholas

One sunny Saturday I start to spool up my helicopter for my third flight and I saw my swash plate bounce up and down a bit. I dismissed it (a subsequent article will address this point), as being proximity jitter. As it neared operating rpm it suddenly just kind of rolled over and...well...breaks stuff. It turns out that my battery was dead. Geez,

that was stupid, but at least it was on the ground and the damage was minimal. I repaired it, borrowed a battery from Steve Cole, and was flying the following week. Saturday went splendidly. Sunday, I spent a bunch of time on the ground tuning and what not and when I finally got in the air for my first flight. I spool up, took off, and suddenly, during a rapid climb out my motor shuts down and the heli again rolls on its side! I was able to get some control back and I got it on the ground in a few pieces. Again the battery was dead! What's up with that?!?!

I repaired the damage, installed a 2100Mah battery pack and set out to isolate my problem. As a point of reference my airborne pack consists of 5 digital servos a receiver, a gyro, and a governor. First step was to run a current meter to check out my total current draw. My idle current, heli on the table, doing nothing was about 500-600Mah. I thought that was pretty high so I started testing individual components. I won't go into all my gyrations I went through but suffice it to say I didn't really find much wrong.

I decided I would fully charge my battery, fly one 10 minute flight and then peak charge again to see how much current was used. It turned out that my 10 minute flight consumed about 450Mah. Mike Cingari later did a similar test on his heli and his current for an 11 minute flight was 487Mah.

They say ignorance is bliss, and I believe them. I had been flying my heli's with a 1500Mah pack for about 2 years and my standard flight session was 3 10-12 minute flights. Let's see, 3 flights, 450Mah per flight...I was using about 1350 of my 1500 available current!

I have since gone to a safer setup, a 5 cell 2700Mah pack and a 5.4v regulator. I suggest everyone get to know their flow!

EVENTS CALENDAR 2005



Opening Day Air Show	14 May
Learn to Fly Day	25 June
Day on the Pond	4 July
Fun Fly	23 July
PCAM Air Show Santa Rosa Airport	20-21 August
Neil Taylor Day	11 September



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