

Wine Country Flier



Next meeting: 16 August, 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

2005 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) 527-9645	bblackburn@santarosa.edu
Member @ Large	John Reade	(707) 545-9831	john.e.ream@gte.net

2005 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, Red Jensen

Website:

Patrick O'Halloran



Presidents Report

Guy Nicholas

I would like to extend my deepest sympathies and heartfelt condolences to Allen Spaeth on the loss of his wife Patricia. Please keep him in your thoughts during this time of need. Patricia's obituary can be found [here](#). "If desired, donations in her memory may be made to Canine Companions for Independence, 2965 Dutton Ave., Santa Rosa, CA 95407 or to your favorite charity."

This is the second time I have had to comment on bad news and it seems strange to have to jump from tragic news into the normal content of the newsletter, but I suppose that is all I really can do. With that said.

Welcome to the August newsletter. I would like to start by mentioning my front page picture...no it isn't me crashing again ☺. I found this image on www.runryder.com, a helicopter web site. The amazing thing about the picture is that it is NOT a crash, you can see the whole video, well, non-Mac, Broadband users can see it, at <http://www.gui-soft.com/helipond.wmv>

I hope all of you have had a great month, I have, but I haven't been flying. As some of you noticed, I was missing from both the monthly meeting and the last Board meeting. I have kids and summer is the time for vacationing. Actually, there were a couple weeks I could have flown, except my helicopter is down due to it being viciously attacked by an aircraft. I tried to run but I couldn't hide...the evil plank got me!

I could use some help, I haven't been getting to the field as much lately and now I am coaching my daughters soccer team; as if my presidential, newsletter, and board member duties weren't enough. I could use a bit of help with pictures. A couple people send them to me, but I would appreciate anyone that takes pictures at the field to send me any they think others may find

interesting. I do have one picture, thought it really should have gone in last months newsletter...I am a sucker for a good crash photo.



The big event coming up is the [PCAM](#) airshow and from all the work people are putting in on it I think our portion will be great. I want to thank all those helping out with it.

WCF Board Meeting

8/2/05
By Larry Miller

-The meeting was called to order by Vice President and chairman of the board Brody Carlson at 7:00 pm. Other members present were Larry Miller, Gary Child, John Reade, and Phil Leech.

-The first item of discussion was the upcoming PCAM Airshow. Phil has things well under control and has called for an airshow flight practice for next Saturday morning.





-The next item to talk about was the annual Neil Taylor fly in and free barbeque for WCF club members coming up in September. We also reviewed the candidates for the annual Neil Taylor award to be presented to the most deserving member.

-There being no more business, the meeting was adjourned at 8:30 pm.

Respectfully submitted,
Larry Miller, Sec.

WCF General Meeting

7/18/05
BY Larry Miller

-The meeting was called to order by Vice President Brody Carlson as the president (Guy Nicholas) was out of town.

-The free door prize drawing was held with Julio Alvarez winning the gallon of fuel.

-The treasurer's report was given by Brian Blackburn. The bank account is holding steady and the CD is growing.

-The secretary's report was approved as printed in the last newsletter.

-Sid Maxwell gave a report on his Tolay Lake Project meetings with county officials. He will be attending future hearings of the project to get in our desires to incorporate a model flying site on the property.

-Rob gave a report on the last pylon race held at the field. Again, there was a lot of exciting racing action with the only two casualties being Larry Miller's trainer in the

trainer class having a midair with Julio's trainer and Rob's Quickie splattering on the runway due to a radio problem. Julio's plane suffered no damage and Larry's will live to fly again. Not so for Rob's Quickie. In the Quickie class, Steve Cole has the point lead followed by John Reade. In the trainer class, John has the lead followed by Larry.

-Patrick O'Halloran gave a review of the recent swap meet he headed. It was quite successful and plans are under way for a bigger and better event next year.

-Sid reminded everyone of the float fly coming up on Labor Day and gave a report on the last one.

-Phil Leech gave us an update on the upcoming PCAM airshow he and Mike Cingari are working on. Several weeks ago we had a meeting with the show director to give him a demonstration of the smaller electric airplanes and helicopters in order to get the okay to fly them in closer to the crowd. He and most of the people present were really awed by the performance these little aircraft presented, expertly flown by Mike and Rob.

-John Stoufer alerted us to the fact that we need to order more club T-shirts and hats as our present supply is running quite low.

-Sid reported that he had talked to some county officials about removing the big dirt pile and they told him that it will be there well into the unforeseeable future. So we better get used to it.

-It was noted that the field was in need of some weed whacking and general cleanup and several members volunteered to take on the task.

-It was announced that Bob Film recently attended a glider contest and walked away with third place even though he lost the Monokote from his wing due to the extreme heat.

-It was brought to our attention that the annual Larry Frank Fun Fly is just a week away so get your airplanes ready and enjoy a fine BBQ when you are not flying.

-Sid asked for some volunteers to help him clear out some of the weeds at the float pond and several members responded.

-Sid announced that he had picked up a portable mike for our PA system. (unfortunately it turned out to be for a 120 volt system and ours is 12 volt).

-It was also announced that we had four new solos last month. Their certificates will be in the mail shortly.

-For show and tell, Larry Frank brought in his recently completed scale model of a Broussard. Like all his projects, it was beautifully done and should be test flown soon.

-Mike Cracchiolo gave us a rundown on the prizes he had selected for the raffle with the top prize being a Seamaster ARF.

-Raffle time. The first ticket drawn belonged to Sid and, of course, he picked the Seamaster. The next winner was Gary Child who picked a new starter followed by Brody who took the set of wheels. Anthony Lee won a transmitter stand and Bob Rose got a prop balancer. Brian Blackburn won a foam airplane and Richard Coleman got a Dubro Filling Station. There were a number of other winners but the biggest winner of the night was Brian Blackburn's son who took home the hinges.

-There being no more business, the meeting was adjourned at 9:00 pm.

Respectfully submitted,
Larry Miller, Sec.

Guidelines for a good spotter

from the Ocala Flying Model Club, Ocala FL
by Jim Malek
Don Zepp, editor

A good model aircraft spotter does not have to be a flier. They can be a spouse, boyfriend, girlfriend, or an interested friend. They should, however, have some training that goes along with their responsibility.

Good spotters:

1. Begin their duties as they approach the pilot's aircraft. They observe the fueling

ports for security, backed out screws, hatch security, proper frequency pin etc. and alert the pilot to anything out of the ordinary. They also observe the type and number of aircraft flying in the pattern.

2. Spotters should get a good grasp on the aircraft, even if there is a mechanical restraint. Proper hearing protection may be required. They clear downwind of the propeller prop wash, and warn any people standing in the propeller arc to stand back. They observe the position of the throttle stick on the transmitter—always keep their eyes on the pilots left thumb, and watch for a fast full throttle.

3. After the aircraft is started, they observe the functional check on the control surfaces for proper deflections. Is the antenna extended, etc.?

4. They check the runway, departure end, crosswind, downwind, and base legs for traffic prior to calling taxing out and takeoff.

5. After take off the pilot will feed them information on their intentions, i.e., do a loop, roll, stall turn etc. The spotters will stay ahead of the aircraft, feeding the pilot traffic information.

6. Before landing, they call out "landing," and make sure the runway is clear. After landing the spotters' job is not done. They check the final leg as the pilot taxis off or is on the field recovering his/her airplane, alerting other pilots of landing aircraft or aircraft taxing out.

7. From the time the spotters are on the flight line until the engine is shut down and the aircraft is removed from the flight line, the spotters must have situational awareness to their surroundings.

Aviation truisms

from Space City Crash
Space City R/C
Mike Crotts, editor
Houston TX

The following is a list of aviation truths compiled by a Continental airline pilot.

1) Every takeoff is optional. Every landing is mandatory.

2) If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick back; then, the houses get bigger again.

3) Flying isn't dangerous. Crashing is what's dangerous.

4) It's better to be down here wishing you were up there than up there wishing you were down here.

5) The only time you have too much fuel is when you're on fire.

6) The propeller is just a big fan in front of the airplane used to keep the pilot cool. When it stops, you can actually watch the pilot sweating.

7) When in doubt, hold onto your altitude. No one has ever collided with the sky.

8) A "good" landing is one from which you can walk away. A "great" landing is one after which you can use the airplane again.

9) Learn from the mistakes of others. You won't live long enough to make all of them yourself.

10) You know you've landed with the wheels up if it takes full power to taxi to the ramp.

11) The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival=small probability of survival and vice versa.

12) Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

13) Stay out of clouds. The silver lining that everyone's talking about might be another airplane going the opposite direction.

Pictures of Day on the Pond

By Sid Maxwell

I took a lot of pictures at the Day on the Pond on the 4th of July. I put all of them up on the bulletin board in the impound shed at the field. Check em' out.

(Editors note...I took the liberty including these pictures from the event)



How to prevent crooked takeoffs

from the Simi Valley Flyers, Simi Valley CA

by Ron Scott
Alan Hoff, editor

In airplanes with tricycle landing gears it's fairly easy to control the straightness of takeoff with the front wheel and rudder. During takeoff, you guide the airplane with the front wheel down the runway until the speed gets to about 10-20 mph, and then the rudder takes over and guides the airplane the rest of the way—hopefully straight down the runway to a smooth takeoff. Other factors

that affect takeoffs are obviously the pilot, wind direction, and model dynamics.

Toe-in is when the front wheels are slightly angled inward. Typically 1 or 2° of toe-in will do the trick.

Tail-dragger airplanes are slightly different animals and require a little toe-in in order to guide the airplane down the runway as straight as possible during takeoff and landing. Front wheel toe-in plays a very important role, much more so than in an airplane with tricycle landing gear.

An airplane with tricycle gear's center of gravity (CG) is in front of the main gear. This helps straighten out an airplane that has developed a yaw angle between where it is pointed and where it is actually going.

A tail dragger's CG is behind the main gear, and a slight yaw angle is not automatically corrected but is made worse and can result in ground looping.

Toe-in of the wheels can help both types of airplane. A model rolling straight ahead has equal drag from each of the wheels. When the airplane takes an unwanted turn to the left, the drag from the left wheel is reduced to near zero, while the drag at the right wheel increases. The net effect is an unbalanced drag on the wheels. This exerts a retarding force and tends to turn the airplane back to the desired direction. This wouldn't happen without toe-in.

A slight toe-in on float models also works well for maintaining a straight takeoff into the wind. The most important thing I've learned about float flying is to keep the airplane directed straight into the wind during takeoff and landing.

Neil Taylor Day is coming up!

By: Phil Leech Studios

OK, mark your calendars for Saturday, September 10.

We will be sending out fliers to remind you but I'd like to give you all an early "Heads Up" so that you won't be caught with prior plans already made. This event is in honor of Neil Taylor who was an active participant in WCF who is remembered for his willingness to help others, promote Model Aviation and to extend good will to all WCF members. Members are encouraged to "bring the whole family" for a free BBQ. There will be open flying for much of the day but there will also be some planned demonstration flying as well. Each year one of our members is selected to receive the annual "Neil Taylor Award" for outstanding contribution to our club. Your Officers and Board Members have selected one of us to receive this award which can only be awarded once to each recipient. Last year the award went to Sid Maxwell and Tom Haddorff. Wonder who the lucky guy will be this time?

FEARLESS FLYER

By Sid Maxwell

Look for the Fearless Flyer on our Web Site, www.wcflyers.com for future articles. He'll be flying high with articles about our club activities.....and no telling what.

See you there
Sid Maxwell

Field Happenings - PCAM WW2 Practice Session

By: Phil Leech

This year we have a planned flight agenda for PCAM that includes aerobatic sequences, a spot for WW1 planes, Helicopters (including a guest visit with turbine helis), Jets and a WW2 event that is planned as a formation type flight with WW2 planes. A bunch of guys do have WW2 planes and it has been a challenge to match up planes and pilots to come up with a program for the two days (August 20 and 21) of the PCAM event. Saturday, August 6 we had our first practice session to see how it

might work out. The idea of formation flying doesn't sound too difficult but the reality of it turns out to be something else. Mike Cingari has been working on planning and scheduling the various events but was flying for United Airlines on Saturday so Ralph Grella, who has been assisting Mike, introduced the group of us to the concept of what we were attempting to do. Then, Steve Cole who was acting as the flight leader for the day outlined what he thought our approach to the flight should be. We had three planes and pilots ready to fly including Steve Cole flying Art Sutter's new Hangar Nine P-51, Brian Blackburn flying his yellow tailed Hangar Nine P-51 and Mike Cracchiolo flying the Stuka that he recently bought from Roland DeConti. The idea was for Steve to lead the group in a series of circuits around the field pattern executing left turns in trail. Doesn't sound too difficult does it? The three planes did a sequential takeoff, 1, 2, 3 and were airborne with Steve leading the group in a series of circuits around the field. At the flight line, we were all huddled in a group communicating with voice commands, "Turn, pause, Turn" etc. attempting to get everybody synchronized and on the same page together. The idea was to get everybody at about the same altitude, same speed, executing the turns in an orderly sequence. At first, things were a little ragged with planes flying ahead of Steve's lead plane and then dropping back. Altitudes varied up and down especially at the turns but with each circuit things started to smooth out. There were a couple of moments when it looked like planes were getting perilously close to one another with a few "Oh, Oh's" and "Look Out's" called out. This is what "precision flying" is all about. Finally, Steve called out, "Let's Land" and began his approach with Brian and Mike following. The group executed a formation type landing on the first pass.

Formation flying is a team effort that requires a lot of coordination and practice but the result is a visual experience that especially rekindles memories of WW2 aviation. I think we're on to something here. We only have

one more weekend to practice before it is "SHOWTIME" at PCAM but whatever the outcome of our performance this year, I'll bet that next year will be even better.

WINE COUNTRY FLYERS

DAY on the POND
2005

On the 5th of September

Float Fly Madness

9am

SAL LAKE

across the freeway from
Alexander Valley Field

Float Fly Contest

for added fun

Awards to 3 Places

*****Deli lunch will be served

*****Cold drinks available

for more info call.....sid maxwell.....584-4428

EVENTS CALENDAR 2005



April 10	Pylon Races
May 1	Pylon Races
May 14	Model Air Show
May 21	Float Fly Practice at Sal Lake
May 28	Castle Air Base Fun Fly Atwater, Ca.
June 4	Float Fly Practice at Sal Lake
June 11	Float Fly at Redding, Ca.
June 19	Pylon Races
June 25	Learn to Fly Day
July 4	Day on the Pond
July 9	WCF Swap Meet at Santa Rosa, Ca.
July 17	Pylon Races
July 23	Larry Frank Fun Fly
Aug 14	Pylon Races
Aug 20-21	PCAM Santa Rosa Airport
Sept 5	Day on the Pond
Sept 11	Neil Taylor Fun Fly
Sept 14 – 18	Reno Air Races, Reno, Nev.
Oct 2	Pylon Races
Nov 16	Pylon Races
Dec 10	WCF Christmas Party Santa Rosa



**P.O. BOX 4198
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