

Wine Country Flier



Next meeting: 20 September, 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:

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
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Newsletter and Website

Newsletter Team:
Website:

Guy Nicholas, Phil Leech, Larry Miller, Sid Maxwell, Red Jensen
Patrick O'Halloran



Presidents Report

Guy Nicholas

Greetings and happy September! I hope you are all enjoying the fall flying. The weather has been cooling off and I swear, this year I am going to buy some fingertip-less thin gloves so I can fly in the upcoming cold.

The PCAM put on a pretty good show this year and for those of you who didn't make it, they had the flying wing there! Very cool !

Our show went...well, Phil has a report I posted later so I will save that news for him. I will say, some things went better, some went worse. Every year is a learning experience, and as long as we keep improving we are doing OK.

Neil Taylor went pretty well too. We bought the good hamburger meat this time, and they were yummy! To all of you who didn't attend...thanks ☺ more burgers for those of us who were there.

I would like to take a quick moment to make a plea for articles and pictures. There are a couple of people that are the majority contributors. I have talked to most everyone in the club and everyone has something to say. Lots of you have cool stories or tips. Send them to me. If you see something cool, or a crash ☺ take a picture and send it to me.

This is not RC related but our own Bob Film has generously donated a two night stay at the famed [Point Arena Lighthouse](#). In short, this is a two night stay in a three bedroom place that will sleep six...or more if you don't mind the floor. We have setup a silent auction with the proceeds going to the club. We had it setup at the Neil Taylor day event and we will have it setup at the upcoming meeting. The stay must be used this year and therefore time is of the essence...at the end of the September meeting the high bidder will be announced! If you are at all

interested you best make it to the meeting and get your bid in.

Happy flying! Stay safe.

WCF Board Meeting

9/6/05

By Larry Miller

-The meeting was called to order at 7:00 pm by Chairman Guy Nicholas. Other members present were Larry Miller, Phil Leech, John Reade, Brody Carlson, Rob Jensen, Steve Cole, and Brian Blackburn.

-The first item was to critique the PCAM airshow held last week. The first day, Saturday, our flight routine came off perfectly. We got a great round of applause from the audience. On Sunday, our allotted time was cut short due to some screw ups by the people running the show. The short time allotted to us to present our program and confusion led to Steve Cole turning his P-38 into a pile of confetti. Several of us will be attending the PCAM show debriefing later this month to voice our concerns related to our part in the show.

-At the next general meeting, we will have a video of our Saturday program for those who didn't attend to see the great show Mike Cingari and Steve Cole put together.

-Phil Leech gave us an update on the plans for the upcoming Annual Neil Taylor Memorial picnic. He promises bigger and better burgers this year and Joe Hunt should be there to do some 3D demonstrations for us. There will be open flying all day.

-We had a discussion on the election of officers for next year. Nominations will be accepted at the October meeting and the election will follow in November. We will be looking for people to step up and help run the club.

-Steve Cole and Safety Officer John Reade want to remind all flyers to pay attention to keeping their aircraft within our designated flight boundaries. The northern boundary is our main concern with many people flying out too far over the houses below.

- Phil reported on his work on the Christmas party coming up in December.
- There being no more business, the meeting was adjourned at 8:30 pm.

Respectfully submitted,
Larry Miller, Sec.

WCF General Meeting

8/16/05
BY Larry Miller

- The meeting was called to order by President Guy Nicholas at 7:30 pm.
- The free door prize drawing was held with Jerry Williams winning the gallon of fuel.
- We had 27 members present.
- Several new members were introduced to the group and welcomed into the club.
- The treasurer's report was given by Brian Blackburn and accepted by the members present. Our CD continues to make us money reports Brian.
- The secretary's report was accepted as printed in last month's newsletter.
- Under old business, Phil gave us a report on the proposed flight program for the upcoming PCAM airshow. Steve announced that there be another warbird practice for the show next weekend.
- The group gave a big thank you to Merle McGregor and Ken Melani for all the work they put in cutting the weeds at the field before the last event. Their efforts are greatly appreciated by all members.
- Sid Maxwell gave a report on his progress with the new field acquisition work he has been doing.
- Wayne Frederick, recently returned from the Nats, related his experiences there and announced that he qualified for the national scale team which will be going to Sweden to compete. Good luck, Wayne. And have fun in Sweden.
- Sid reminded everyone of the float fly coming up on Labor Day.
- Phil gave us a rundown on the plans for the annual Neil Taylor Memorial fly in coming up in a couple of weeks. This is a free

- barbeque for club members and their families.
- Ralph announced that his latest student, Tom Whitmore, had recently soloed.
- Steve reminded everyone to stay within the flight boundaries of the field so as not to upset our neighbors. He noted that some of our pilots have been straying too far north.
- Mike Cracchiolo reviewed the raffle prizes he had picked up for this month.
- There being no show and tell this meeting, we jumped right into the raffle. The first ticket pulled belonged to Rich Coleman who chose the Lanier P-47 ARF. Mike Cracchiolo was the next winner and he picked out the Flatana electric 3D kit. Tom Haddorff won some Super Floats and Guy got a nice JR flight pack which he will quickly trade in for one for Futaba. Phil got a nice aluminum spinner and Larry won a 2700 ma battery pack. There were several other great prizes won but the big winner was John Reade who got the hinges. Needless to say, he was quite thrilled.
- There being no more business, the meeting was adjourned at 8:30 pm.

Respectfully submitted,
Larry Miller, Sec.

Club Relations with Community Could Help Save Flying Site

by Jay Mealy

As the population and land value rise, all AMA chartered clubs are faced with the possibility of losing the use of their current flying site. Regardless of the type of use arrangement the club may have with the landowner, and even if the club owns the site, there is no guarantee that the site will not disappear.

In some instances, no matter what the club may attempt in order to save its site it ends in disappointment. Usually attempts to salvage a site occur after the fact, and fall into the "too little, too late" category. That is why it is important for a club to begin

working diligently at keeping its site from its very beginning—or as soon as possible.

There are many suggestions I share with clubs to accomplish such a challenging task. I will share them in future editions of the AMA INSIDER, but the one concept that has proven to be worthwhile in saving flying sites is community involvement in a non-modeling activity.

You may be asking “Why?” Well, to be blunt, not everyone perceives model airplanes and their operation as the greatest thing since sliced bread, to use an old cliché. I have been involved in site situations where a non-modeling neighbor has a complaint about a club’s presence. He/She then takes that complaint to non-modeling city officials, other neighbors, zoning commissions, etc. When that person succeeds in his or her attempts to shut down the clubs’ operations, the club is left wondering what happened.

Almost every club I have contact with describes its community involvement as presenting the benefits of model aviation to senior groups, scouting organizations, having an annual open house, etc.—all aviation activities. We all agree that these events only attract those who have some level of interest in aviation to begin with. This is not to say that those are not good activities, but if that is all the club is doing, it is missing a larger portion of their community’s citizens. This is the portion that could pose potential threat to the club’s existence. These are the people who have to be shown the benefits the club offers its community in non-modeling ways.

The truth is that it is easier to do away with a club that is just a group of people flying their model airplanes. It is much more difficult to evict a club that has the reputation of supporting its community in other ways.

Here are some ideas about how to support your whole community:

- Find the community’s favorite charity and contribute to it annually either financially or through volunteer efforts.
- Whatever the contribution ends up being, make sure the local newspaper has photos, captions, and stories. This is often done best by the club and then presented to the paper. If you do the reporters’ work for them they will usually run the story. The importance of this activity is not based on how much you are giving but that you are giving.
- Adopt a section of highway to maintain as part of the nation’s Adopt-A-Highway program. This is a good way to get your name posted and in front of a large number of your neighbors who will tend to associate your club with that program.
- Become involved at some level with organizations such as the Ronald McDonald House, Meals on Wheels, hospital volunteer opportunities, etc. Again, make sure, through the club’s public relations director, the local media knows about these activities.

The few ideas shared here have been proven successful and I am hopeful that you are already thinking of ways you might accomplish this in your own community. It only takes a little effort on the club’s part and they can go a long way in preserving your flying privileges.

Is there a Mike in the house?

Guy Nicholas

Neil Taylor was the first chance we had to test out the new wireless microphone Sid picked up for us. There were a few hiccups (who’d of think you needed a cord for it), but after some final early morning purchases by both Sid and myself, Sid was able to get it all dialed in. I have to say, it worked great! Thanks Sid!

***CHRISTMAS PARTY RE-
SCHEDULED***

Phil Leech

Mark your calendars for Saturday, Dec 17 for our annual Christmas Party. Cattlemen's called me the other day and told me that we couldn't have the time slot that we wanted for Dec 10 but offered the 17th with hours starting at 7:30 and finishing at 10:30. We will probably eat around 8:30 and then proceed with the evening's program. I'll give you an update as we get near the date but it looks like the Board is planning to have a nice Christmas Raffle with a bunch of free RC goodies. Maybe not something for everybody but you won't want to miss this one!

CRACKERJACK GOES SWIMMIN'

Phil Leech

Our annual Neil Taylor Day event was enjoyed by all of us and we were blessed with good weather (just a little windy). This year's recipient was none other than our fearless leader, **Guy Nicholas**, who has persevered as **President** and **Newsletter Editor** and indicates that he is willing to continue for next year as well! Go get 'em, Guy! There was a lot of open flying, and a good BBQ as presented by our main kitchen guy, **Bob Film**. And there was an amazing demo flown by **Joe Hunt** who came up for the day from Newark, CA. to fly heart stopping rudder stands and a 3-D routine that was unforgettable and inspiring to all of us who struggle with more fundamental aerobatics.

Later in the afternoon, **Mike Cracchiolo** had his ups and downs with his Heckler 3-D aerobatic plane powered by an Evolution 46.



(Ed. File photo)

Mike's plane was last seen descending near the mound, so Mike pulled back on the throttle and gave it a little "up" after he lost sight of it. Well, what can you do? You can't see it anymore so, you just hope and make tracks to the south of the field. For those of you who have never ventured past the gravel road just south of the field there are two small ponds located maybe 200 feet below runway level. When Mike got to the gravel road he could see his plane below, floating (or at least the pieces were floating) in the middle of the larger pond to the East. The plane looked like it was sinking, so he ran down to the pond throwing off shoes, socks and his shirt. He dived into the water, which wasn't too cold, and paddled to the remnants of his sinking Heckler. Mike managed to drag most of the plane to the shore to assess the damage but that's when he remembered that he had his cell phone in his pocket! Oh, Great! What else can go wrong?

Mike has had a bad year. His inventory of planes is definitely depleted. So what do you do when you're having a bad day? Buy a new airplane! And that's just what he did, stopping off at Steve's shop in Healdsburg he bought a new Harrier.

Ain't this a great hobby?

Float Fly at SAL Lake

By Sid Maxwell

We are having another float fly at Sal Lake on Saturday, September 24, 2005 at 9 am. Get your frequency pin from the field before you go to the lake. I will sign everyone up at the Salvation Army main building. This may be the last time we fly at the Lake this year so come on out for your last chance of float fly happiness.

Being Safe Means Learning from Others' Mistakes

by Jack Frost

Merriam Webster's Dictionary defines safety as "the condition of being safe from undergoing or causing hurt, injury, or loss."

When I look at modeling safety from this point of view, it seems clear to me that we all have a responsibility to try to provide a state of being—condition—that would prevent ourselves and others from being hurt, injured, or killed. In addition, we should all endeavor to eliminate the loss of equipment and property damage.

What does this mean? I think it means that just because we can do something, doesn't mean we should.

How many times have you thought or said or heard the following:

- "I'm only going to start the engine once. I'm not going to set up the plane restraint."
- "Pull tests are silly. I've never had a line fail."
- "This propeller should be good for one more flight."
- "This battery should be okay. I'm going to make it a short flight."

Do the actions associated with these statements help to establish a condition that would prevent hurt, injury, or loss? I think not. Who would say these things? I must admit that I've said a couple of them, and I'm reasonably sure that you have too.

Someone once said, "There are old pilots, and there are bold pilots, but not many old, bold pilots." Simply stated, pilots whose actions repeatedly establish unsafe conditions are more likely to have some sort of mishap.

Unsafe conditions don't only exist while airborne either. Take a look around your flying site. I'd be willing to bet that you can find a number of things that could be done better.

How about that chair with the almost broken leg? Or the fence with just a couple of nails sticking out to gouge someone? Or the hole that someone dug and then abandoned?

Many people genuinely concerned with safety have either been injured themselves or had someone close to them injured. Wouldn't it be better to be able to learn a lesson from someone who has already been hurt than to be wounded yourself?

Years ago, my wife's finger was cut by a propeller. It struck her finger with such force that it not only cut her to the bone, but it broke the bone. It took a long time to heal, and it still bothers her to this day. While I'm sorry that this happened, it doesn't make her finger any better.

Fingers don't grow back, eyes don't repair easily, and accidents cost much more than money. It may seem cool to be able to tell your friends about how many stitches it took to sew your hand up, how much blood you lost, or how long it will take to heal; however, that cool factor quickly diminishes if you lost any fingers or any use of your hand.

Let's face it, serious injuries change us physically and emotionally, but most importantly, they change us permanently.

Build straight, fly as often as you can, have fun, and be safe!

PCAM 2005 - WE'RE GETTING POPULAR

Phil Leech

Any way you look at it, Wine Country Flyers had a successful weekend this year at PCAM. Ok, Steve Cole might not agree completely but we left a good impression with the public who watched us perform. We had some behind the scenes glitches and coordination problems but the public didn't sense any of it. They saw Warbirds, fantastic Aerobatics, Helis and Jets and they loved it! We performed with the opening ceremonies and flew both days from 10:30 to 11:00. The timing of our flying dovetailed perfectly with the fog that covered the field and wouldn't allow any flying of the full size Airshow airplanes. Shortly after we flew, the fog lifted and the Airshow proceeded. Serendipity!



We had guest Heli pilots and Doug Boucher introduced his friend, Joe Hunt, who turned out with an amazing aerobatic display on Saturday.



Sunday was a different matter as the jets didn't fly, Joe Hunt's plane malfunctioned and Steve Cole's P-38 crashed. What a mess!



Still, the public didn't seem to notice and clapped and cheered as if nothing went wrong. Tom Haddorff opened the show with his WCF banner, the Warbirds flew, Doug

Boucher, Steve Cole and Red Jensen performed aerobatics and the helis did just fine. So, what's wrong with that! We all knew that we could be doing better and we will do better in 2006!

We had a strong static display of planes and helis and the public came by and asked questions about our club and where we fly etc. We had a few hats and shirts on display and didn't really expect sales except from our own members but much to our surprise, people began buying hats and shirts. Maybe as a souvenir of our morning performance. Who knows, they just bought stuff anyway.

Response from the PCAM guys was very positive and it looks like they are looking at us as a permanent part of their PCAM Airshow. Larry Miller and I will be attending a PCAM Airshow evaluation meeting later this month to get more feedback from them. We'll keep you posted!

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 17	WCF Christmas Party Santa Rosa



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