

# Wine Country Flier



Next meeting: 17 December, 7:30 P.m.  
Cattleman's Montgomery Village

[www.wcflyers.com](http://www.wcflyers.com)

Promoting Model Aviation in Sonoma County

## 2005 Club Officers:

President:	Guy Nicholas	(707) 544-2141	<a href="mailto:Guy@Gui-Soft.com">Guy@Gui-Soft.com</a>
Vice President:	Brody Carlson	(707) 545-8272	<a href="mailto:brody@connectionsit.com">brody@connectionsit.com</a>
Secretary:	Larry Miller	(707) 577-0496	<a href="mailto:exefire@aol.com">exefire@aol.com</a>
Treasurer:	Brian Blackburn	(707) 527-9645	<a href="mailto:bblackburn@santarosa.edu">bblackburn@santarosa.edu</a>
Member @ Large	John Reade	(707) 545-9831	<a href="mailto:john.e.ream@gte.net">john.e.ream@gte.net</a>

## 2005 Board Members:

Gary Child	(707) 579-2325	<a href="mailto:garychild@sbcglobal.net">garychild@sbcglobal.net</a>
Steve Cole	(707) 566-8838	<a href="mailto:stevecole@awesomeshobbies.com">stevecole@awesomeshobbies.com</a>
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Phil Leech	(707) 538-8557	<a href="mailto:leechstudios@sonic.net">leechstudios@sonic.net</a>

## Newsletter and Website

Newsletter Team:

Guy Nicholas, Phil Leech, Larry Miller, Sid Maxwell, Red Jensen

Website:

Patrick O'Halloran



*Mmmmm, you can pay at the door for the party. Don't miss out!*

## ***Presidents Report***

Guy Nicholas

Well, another year has come and gone. A lot has happened this year, I had to get glasses, I have lost a few more hairs, I gained a few more gray hairs...but I digress. I suppose you are more interested in what happened with the club. Well, let's see. We didn't lose money; with no exceptions all of our events paid for themselves or actually made money. That is a great thing as it means we can work on having more events during the year without spending as much time worrying about how we are going to pay for them. We also had our first successful racing "season". Of course for some of us success would not be the correct term to use...but I think we all had fun anyway. There were a number of very well attended float fly events.

Even though I believe we had a banner year, I don't want you all to think everything was roses. We had our issues. Some events didn't go off quite as planned, people scrambled at the last minute to pull things together, and of course we did get robbed (again). So what does that mean? Well that means we try to fix those problems this year. Hopefully the Board has remembered our mistakes and learned from them. I promise I will do my best to make this coming year better than the last. But in order to do that, I will need the help of all of you. I need your thoughts and ideas. This isn't "my" club, it is "our" club. What is it that would make the club better for you?

## ***PAY AT THE DOOR FOR THE CHRISTMAS PARTY***

By Phil Leech

Hey Guys! If you haven't sent in your check for the Christmas Party and would still like to go, don't worry about it. YOU CAN PAY AT THE DOOR! We sent out the reservation info and the mail-in forms for two reasons. The first is to get a reasonable count on how many people will attend so that we can

make our reservations with the restaurant. And the second reason is so that Brian can make up name tags for everyone. So, if you pay at the door the only thing you will be missing will be your name tag and you can live with that can't you? Brian has cut loose over a thousand dollars for raffle prizes for you and your lady so come take your chances with the rest of us to win some great R/C stuff. Good food, free raffle prizes and all of your flying buddies tradin flying stories! See ya! Cattlemen's, Montgomery Village, Saturday night, Dec 17, 7:30, be there!

## ***WCF Board Meeting***

12/06/05

By Larry Miller

-The meeting was called to order at 7:00 pm by Chairman Guy Nicholas. Other members present were treasurer Brian Blackburn, secretary Larry Miller, vice president Brody Carlson, safety director and field marshal John Reade, board members Red Jensen, and Phil Leech.

-A discussion of potential new board members for next year was held and the chairman will make his decision and announce his choices at the next meeting.

-Phil gave a report on his and Sid Maxwell's meeting and tour of the Tolay Park project. We will have to attend many more meetings before anything is known for sure. Even though they have 1700 acres of land, we're still going to have to fight for it if we want anything at all. Phil also told us about the tour they took of the Salvation Army property. Many thanks to Sid and Phil for their ongoing efforts to find us a new flying field.

-Phil also filled us in on his plans for the Christmas party. It looks like we will have over fifty people in attendance again this year. Should be a another great time this year, too.

-Red announced that he will once again CD the pylon racing for next year and released

the final points standing for this year. He will present the awards at the Christmas party.

-Due to some confusion concerning prorated dues for new members joining the club late in the year, we will clarify and rewrite that section of the club's standing rules.

-There being no more business, the meeting was adjourned at 8:00 pm.

Respectfully submitted  
Larry Miller, Sec.

### ***WCF General Meeting***

11/15/05  
By Larry Miller

-The meeting was called to order by President Guy Nicholas at 7:30 pm.

-We had 28 members present.

-The drawing for the free gallon of fuel was held with junior member Joe Giddings holding the winning ticket.

-The first order of official business was the election of club officers for next year. The results were as follows:

President, Guy Nicholas

Vice President, Brody Carlson

Secretary, Larry Miller

Treasurer, Brian Blackburn

Field Marshall/Safety Officer, John Reade

Thank you all for volunteering to serve your club. Without this dedication we wouldn't be as successful as we have been.

-Guy announced the unofficial pylon racing results for the year. The awards and official standings will be presented at the Christmas party. There was also a discussion of rules for next year which will be reviewed and voted on before next racing season.

-Treasurer Brian Blackburn gave his monthly report to the membership. He told us that it looks like we will wind up with a total of 111 members for the year.

-The Secretary's report was voted on and approved as printed in the last newsletter.

-After reviewing our finances, a discussion was held on the purchase of prizes and awards for the Christmas party. There should a great selection.

-Guy is continuing his search for a steel storage container for the field.

-Steve Cole has set up an appointment with Jeff Kowell to discuss topping the trees at the north end of the runway.

-It was noted that there have been no complaints from the neighbors in recent months so it looks like flyers have been doing a pretty good job of obeying the rules concerning flying within the field boundaries. This is not the time to get complacent so keep up the good work and stay aware of where your aircraft is on the property.

-Steve and Sid will be going over to the Salvation Army property in the near future to take a look at some potential flying sites.

-John Reade and Brian Blackburn are working on some new membership cards that may be going out to those who join the club or renew their membership this year.

-Julio Alvarez made a presentation of a solo certificate to James Coleman.

-For Show & Tell, Des Shapiro brought in his incredible scale helicopter, beautifully done up to copy the red REACH medic chopper that we see in the sky over town and landing at the local hospitals. Everything was done exactly to scale and it was gorgeous.

-Wayne Frederick brought in some molds for the wing of his latest project, a T-34, to show us how he is building his own fiber glass parts. It looks quite complicated but Wayne makes it all sound easy. Truly, a labor of love.

-Mike Cracchiolo gave us a preview of the raffle prizes for the evening and then proceeded to start off the raffle.

-The first ticket drawn belonged to Mike and he chose the .60 size Extra 300. As many planes as he has lost this year, he sure could use it. Rich Coleman's number came up next and he picked up the Rare Bear electric model. He was followed by Kurt Hiner who chose a P-47 electric aircraft and then James Coleman picked up a JR receiver. Joe Kagan won a Flatout electric plane, John Lehtio got a nice battery charger, Jerry Williams picked up Fueling Station, and Ken Milani took home a nice ball driver set. The next ticket drawn belonged to Julio and he bypassed a bunch

of nice prizes to get the coveted hinges. Way to go, Julio. Several more prizes were awarded to lucky winners before the evening was over.

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

Respectfully submitted,  
Larry Miller, Sec.

### *Just For Fun*

Here is a little something to pass the time between now and the Christmas party. Enjoy.

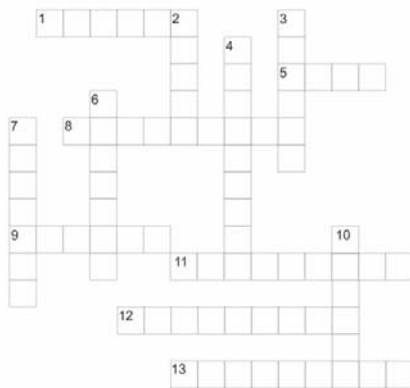
### Famous Names in Flight

#### Across

1. Chuck
5. Sally
8. Quique
9. Henry "Hap"
11. Charles
12. Neil
13. James "Jimmy"

#### Down

2. Burt
3. Glenn
4. Pappy
6. "Kelly"
7. Amelia
10. Orville



### *DUES FOR 2006*

By Sid Maxwell

The dues for 2006 are due by January 1, 2006. The dues are late if paid after the last day of February and there is a \$50 fine for dues paid after that date. The dues amount for 2006 is \$80 unless you are a hard working member and have received a reduced rate.

Remember it is OK to pay early. Send all dues to Brian Blackburn.

Sid Maxwell

### *LOOKING AHEAD TO 2006*

By Sid Maxwell

The year 2006 is coming and promises to be another year full of fun, excitement and good flying. Add to that a friendly atmosphere with that together feeling enjoyed by our members and you have one happy place. We will have many Fun Fly's and events that should appeal to all our members. Such as::::::

Starting in May with our Open House-Model Air Show and going five months with a fun fly every month until the last one in September, the Neil Taylor Fun Fly where all club members enjoy a, "free hamburger lunch". Pylon racing, one a month from March to November. Float flying at Sal Lake, one a month for five months. Aerobatic Clinic held by Joe Hunt. The Northern California Cup contest between the Prop Busters in Ukiah and our club. We will need a team of eight pilots to represent our club. PCAM at the Santa Rosa airport with exhibitions by our club members.

Top that off with all the open flying thru the year, a Christmas Party in December and you have one terrific year waiting for all of us.

see you at the field.....  
Sid Maxwell

### *Which is Better: PPM vs PCM*

by Ed Olszewski  
River District RC Eagles, Saint Clair MI

Aside from all the other choices when selecting an RC radio system, the terms PPM and PCM comes up. PPM or Pulse Position Modulation is standard FM. The next step up is PCM or Pulse Code Modulation which seems to be shrouded in mysticism. In a nutshell, it is not what frequency each is on, but how they use their frequencies.

To demystify PCM somewhat you should understand that there is no range increase with PCM. It is not on some special side band or frequency. It shares the exact same

FM frequency everyone else on your channel is using, and is susceptible to the same interference. There is, however, improvement in noise reduction and safe performance while the noise is received.

Noise is the undesirable signals on your frequency. They can be caused by anything from sunspots to another transmitter horning in on your frequency. Today's modern radios operate on a narrow band that eliminates most of the random noise.

Basically, the PCM radio takes your FM signal and "codes" it digitally (the "C" in PCM). Then the PCM receiver "decodes" the signal to utilize it.

Since noise is not a normally recognized code, it is ignored by the PCM receiver, and is not sent as servo instructions. In addition PCM does not transmit position signals for each servo in each transmitter pulse. Rather it transmits movement commands as required, and occasional positions confirmation commands. Short periods of interference will simply leave the servo at its last known position, and not show such radio interference as glitches or fluttering.

If your PCM receiver continuously receives interference past the preset time, it then switches into "failsafe mode," and obeys some preset commands you programmed in the receiver. For example, you may set failsafe to throttle down and move all other surfaces to the neutral position. This is great if you are in level flight, but disastrous if you are exiting a loop. If set to continue the last command, it will often keep your model in the loop. Unfortunately, failsafe settings will put your model in a precarious situation you didn't want it locked into.

A third level of protection may be obtained by using a pilot assist module in combination with preset positions on the failsafe settings. You can help ensure your model will go to level flight at a slow—but safe—airspeed and hopefully safely ride out the interference.

Even though the radio does not glitch, it is not to say the PCM radio was in good contact at all times. If another radio is transmitting on your frequency, it can—and likely will—interfere with your receiver's ability to receive the proper signal from your transmitter. The CB radio enthusiast in the seventies used to call this being "walked on." PCM will help keep your receiver from acting on a bad signal, but there is nothing it can do if a good signal can not be received over the interference.

The logic of PCM is that it is better to momentarily do nothing than act on a bad signal. PCM benefits are purely in precise transmitter/receiver communication. PCM does, unfortunately, have a serious weakness. Even minimal atmospheric or external noise can foul up those wonderful intricate binary numbers beyond any correction. In that case, the receiver is up a creek without a paddle. Think of it as if trying to communicate a grocery list via cell phone in a "one bar" area—some things are not going to make it in the grocery cart. With PCM the main purpose is to hide glitches by not transmitting them to a control surface command. As far as the pilot is concerned, there is only an unnoticeable momentary loss of control. If the radio interference is persistent, the pilot will probably be unaware and may lead to total loss of control sending the airplane either into the wild blue yonder or to the ground.

On the other hand, the simple PPM pulses may be corrupted with some information getting through. When things go bad, the choice is between no control (PCM)—and some control (PPM). Most RC pilots would prefer having some control even if erratic. When a model aircraft is suddenly doing the funky chicken, it is normally a signal to land.

Most radio interferences are normally small glitches and are recoverable, giving the PPM pilot a chance to land and find the cause of the problem.

The bottom line is if you are looking for a bullet-proof radio system to keep your airplane from falling from the sky, it does not exist. A system sporting PCM is an excellent choice for larger acrobatic and 3-D fliers with quick throws, where a small glitch may send it suddenly into the ground. PCM will of course work on smaller, more docile airplanes. These airplanes will benefit less from the added features, and PPM is probably a good bet.

Remember there is no substitute for a good battery charge and a range check. If another radio on your frequency is turned on, there is little any radio can do to keep you from being "shot down."

### ***Do You Remember: The Benefits of a Logbook***

by David Nuetzel, RCAM president  
Roxbury Area Model Airplane Club, Roxbury NJ

I started a log, which started the whole world crying! A joke, right? No, not a joke. I hope the Bee Gees don't mind me misusing a line from one of their songs, but my memory of the past is in constant flux if I don't write it down. The memory of crashing an airplane could very well become a "halfway decent save" a couple of years down the road. History has a way of always changing. There is no stopping that.

As long as people are willing to study it, it will keep changing. Some day that long sought after, critical piece of evidence will surface that proves either the Australians or Lieutenant Brown shot down the Red Baron. Until then, you can take your pick. With each different viewpoint taken, George Washington's historic image can go from semi-god to great leader, but would his image have been diminished if his personal letters to Martha were not destroyed?

The term historiography is not in my 20-year-old dictionary, so my unofficial definition of the word is that it is the study of historical viewpoints that make up history. History is therefore made of viewpoints that

are voiced and heard or read by the historian.

Who is to say that there wasn't an irritated farmer near the western front taking pot shots at the red triplane and exclaimed, "I got him." His story will never muddy the history of the death of the Red Baron because he only told the story to his wife, and she didn't believe him anyway.

Accurate history is very hard to come by. The most accurate history is recorded immediately after the event and includes as many view points as possible (or at least the viewpoint that has the greatest following). Then we record the history of that event to give praise to the good and study the bad or to learn from our mistakes.

We all make mistakes and would probably rather forget them. The downside is that we will most likely repeat those mistakes if we don't deal with them.

The most costly mistakes are those we deal with the quickly. A series of little mistakes that lead to a bigger mistake is much harder to correct or learn from because the first couple of mistakes become insignificant in our memory and forgotten. We find ourselves thinking, "If only I had recorded these events with their minor problems, I could figure this out."

Logbooks or journals are not for everyone. It would be another obstructive task during the flying day (like cleaning the airplane). Then there is the problem of forgetting to write in your logbook/journal. Here's a tip to help you keep from forgetting: If you rubber band your wing on, put one of the cleaner bands on your wrist when you disassemble the airplane at the end of the day. Don't take the band off until you have written in your logbook.

You can record what you like, but I like to record an overall view of the day including what field I flew, weather conditions, and what airplanes I flew—a couple of sentences

about each flight and how long they lasted. The more accurate the information, the more it can help you later on. Knowing how humidity levels effect the mixture setting on your engine from past experience, can allow you to set your mixture properly before you take off.

They can also give you an accurate record of usage. You'll know if an engine has had 1,000 flights or if a flight pack has been fast or field charged more than 100 times. You could keep a record of how your batteries have performed on the cyclor in the back of your log book instead of sticking post-it notes all over your workbench.

Information such as this can add a level of safety to your flying. It's also a fun way to look back. Going back in your log and finding a picture that your flying buddy gave you brings a smile to your face instead of wrinkles on your forehead from trying to remember.

Now this is time well spent, and it's not just another task at the end of the flying day. I started my logbook this year, and have recorded the first flight of my Fokker D.VII. Now, I won't have to remember how my inexperience and lethargic left thumb let that airplane wiggle down the runway before it took to the air on its first flight because I wrote it in my logbook.

## ***Bush Hunting***

By Guy Nicholas

James Coleman, motionless, trying not to catch the eye of the approaching photographer.



Here we see Richard Coleman shedding a tear in a moment of sadness over the loss of his first prop; a perfectly balanced Master Airscrew 14x7. If I am not mistaken, the highly colored mass next to him was the prop stand.



# EVENTS CALENDAR 2005



Dec 17

WCF Christmas Party Santa Rosa



**P.O. BOX 4198  
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