

Wine Country Flier



Next meeting: 16 May, 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

2006 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	johnereade@earthlink.net

2006 Board Members:

Steve Cole	(707) 566-8838	stevecole@awesomehobbies.com
Mike Cracchiolo	(707) 291-2739	vdubbub@hotmail.com
Phil Leech	(707) 538-8557	leechstudios@sonic.net
Sid Maxwell	(707) 584-4428	airmanx@inreach.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 all and welcome to May. We have a lot going on right now and I would like to begin with what is going on with our field search. I have had several people approach me with information and ideas. That is great and it has to continue. I have said it before and I will say it again, this is a group effort and we will succeed via a friend of a friend. I applaud the effort put out so far and I urge all of us to continue. There is another meeting in the works with Supervisor Paul Kelly, WCF, the developer of the land to the south of us and the public works department. I have also contacted Chris Smith, the columnist for the Press Democrat and he seemed interested in doing a story on us. I don't want to go into detail on either of these items yet as they haven't materialized.

Under the assumption our field is going to go away I have two things that you should receive around the same time you get this newsletter. First is a questionnaire, with a few simple things about where you are willing to go to fly, and how much you are willing to pay. Secondly, we are sending out a "support" form. I believe it is important for people to know how many people are behind us. I urge every one of you to go out and get 50 signatures. I will take a couple of the pages down my block and pick up that many signatures in fifteen or twenty minutes. If every one of the one hundred fifteen members gets fifty signatures that is...come on, break out the calculators...that right 5750! It may not help us, but it sure can't hurt. Get those items filled out and sent back in as soon as possible.

Other news, opening day is coming up, don't miss it. Robbie has some news that I will leave for him (see article further down).

That's all I have for now, see you all on the 20th.

WCF Board Meeting

5/2/06

By Larry Miller

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

-Guy started the meeting off with a discussion of the content of the petition put together by Sid. The final wording was decided upon and Sid will go ahead with it.

-Steve briefed us on his meetings with the mayor of Healdsburg on the development of an all R/C park for the use of car, boat, and aircraft models. At least one potential site has been identified and we will continue to pursue this idea.

-The next hour was spent discussing any and all ideas on locating property suited for flying R/C aircraft. Hopefully, all club members are on the lookout for potential sites. The more people looking will increase our chances of finding something.

-Phil was volunteered to make up the flyers for the Learn-To-Fly day event coming up next month. This is always one of our most successful events.

-Guy is going to issue personal invitations to any VIP who may be able to help us in our quest for a new site.

-Sid informed us that Bob Film recently had a Pacemaker inserted so he will be taking it easy for a while. Phil will take over his duties as head chef at the next barbeque. Those are some pretty big shoes to fill. We wish you a speedy recovery, Bob.

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

Respectfully submitted,
Larry Miller, Sec.



WCF General Meeting

4/18/06
By Larry Miller

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

-We had 31 members present and 1 guest.

-The drawing for the free door prize was held with Anthony Lee winning the monthly gallon of fuel.

-Treasurer Brian Blackburn gave his monthly financial report and informed us that we have 115 members as of this date.

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

-Ralph Grella and John Stoufer of the audit committee turned in their report of the past year's finances and all was in order.

-Sid Maxwell gave us an update on his plans for the upcoming air show scheduled for Saturday, May 20th

-Patrick O'Halloran updated us on his plans for the swap meet that is coming up on Saturday, June 24th at the Vet's Memorial building west parking lot. He has sent out flyers to most of the northern California clubs and has it posted on our web site so we should have a pretty good turnout.

-The club received a flyer in the mail on the U.S. Scale Masters Championships being held in Europe this year and that asked us for a donation to help send our representatives to the event. Since he is on the U.S. scale team, club member Wayne Frederick gave us an informative talk on the event. After his presentation, the members voted to donate \$100 to the cause.

-Next up on the agenda was Mike Cracchiolo's rundown on the prizes for the nights raffle. He picked out some great ones for us this time.

-The first ticket drawn belonged to Bruce Haskell and he picked out the Dual Ace, a twin engine, .40 size ARF. Can't wait to see this one fly. Mike had the next ticket and he chose an electric powered ARF. Dave Mercer was the next winner and he got a field box followed by Joe Kagan who chose a Super Stand. John Stoufer got some glow plugs and Brody won a set of floats. Maybe we'll finally see him over at the lake. Julio got himself a new starter, John Lehtio picked up some epoxy, Patrick won a nice tach, and Kurt Hiner got a JR neck strap. There were about a half dozen more winners so most people went home with something.

-There being no more business, the meeting was adjourned at 8:45 pm.

Respectfully submitted,
Larry Miller, Sec.

Hangar One Hobbies Closing

Dear friends and family,

It is with a heavy heart that I will close the doors of Hangar One for the last time at the end of May. The time, emotional commitment and strain on my family has run its course. I'm going to pursue other ventures, and spend some quality time with my friends and family, which is what I miss most.

Beginning immediately all inventory is discounted up to 50%. Display cases, computers and fixtures are all for sale. All must go. If you are interested in any of this, please let me know.

Red
Hangar One Hobbies
5350 Commerce Blvd. St. A
Rohnert Park, CA 94928
(707) 585-3170

NCC Canceled

By Sid Maxwell

Due to lack of interest in the Northern California Cup (NCC), scheduled for June 3 and July 15, the NCC will be cancelled. After discussion with some Ukiah members we decided to just have a Fun Fly and Bar-B-Que get-together for the two clubs. July or August is tentative.

Float Fly Sunday

By Sid Maxwell

Well here we go again, one more time for a Float Fly on Sal Lake. This time it will be on Sunday, May 28. Everything is the same, come through the CDF parking lot to the Lake. Get a frequency pin at the field before you come and bring it with you.

Soda, water and Deli lunch will be waiting for you to help make the day eventful and fun.

The Float Fly on April 29 started with a foggy morning, the sun showing up at 11am. We had 16 people with 12 flyers. There were many crashes but we enjoyed our first day on the pond this year. The May float fly should have better weather and more flyers. See you there.....

Model Air Show / Open House May 20, 2006

Events open with the, "star spangled banner"

10:00 WCF Banner, Citabria full size fly-by
 10:15 Control line
 10:30 Sukhoi with smoke
 10:45 Giant Zero
 11:00 3D with music
 11:15 Money & candy drop
 11:30 Sailplane tow & piggyback
 11:45 Heli aerobatics
 12:00 War bird formation
 12:15 U-Can-Do
 12:30 Learn to fly with public
 12:45 Giant Zero

1:00 3D with music
 1:15 Scale Heli
 1:30 Voo-Doo
 1:45 Paper drop
 2:00 Razorbacks P-47
 2:15 Raffle
 2:30 WCF Banner

Close with music....."sky pilot" by the Animals

Aerobatic Clinic By Sid Maxwell

The day for the Aerobatic Clinic, which was held by Joe Hunt, was sunny and windy. We had 20 flyers at the Aerobatic meeting where Joe instructed everyone about the IMAC Basic maneuvers. After the meeting we were flying the Basic maneuvers with two judges and Joe calling the maneuvers.

Afterwards Joe did his 3-D maneuvers and as usual they were fantastic. Joe will also be performing at the Model Air Show-Open House on May 20.....

Don't miss it !!!

Work Party May 19

By Sid Maxwell

There will be a work party on May 19, the day before the Model Air Show-Open House, to put the finishing touch on the event for May 20.

Cross-Country Flying

By Dudley Dufort

From the Sacramento Valley Soaring Society, Sacramento CA

There are usually two objectives in a two-day cross-country contest: distance and speed.

To accomplish the distance task, the pilot flies as many miles as possible around a predetermined course. There's no time limit; you can fly as long as possible to rack up

the miles. The only conditions (in most instances) are both the airplane and chase vehicle must go around the outside of the turn points and the distance flown must be from a single launch. If you land off field and time permits, you may return to the field and launch again, but your mileage restarts at zero. As a general rule, no launches are allowed after 3 p.m.

In the speed task, the pilot flies as fast as he or she can around the same course. As is the case in distance, both the airplane and chase vehicle must make the turn points on the outside of the course. A significant factor in the speed task is the two-hour time limit. If you fly for less than two hours, your mileage is divided by two hours. If you fly longer than two hours, your distance is divided by your actual time aloft.

The Airplane

The biggest difference in cross-country models is their size. The reason they are large size is quite simple—the bigger the airplane, the easier it is to see at high altitudes. Higher altitude equals a longer glide path. It also gives the pilot more time to find another thermal.

Cross-country models have room for a larger battery which permits many hours of flight time. Four to five hours on the road is quite common.

Cross-country flying would not be practical without the use of variometers. As the airplane flies, the variometer can detect minute changes in air density. Warm, rising air is less dense than surrounding air, and cold sinking air is denser. The variometer senses these differences and transmits a corresponding signal back to a hand-held receiver indicating when the airplane is in lift or sink.

Chase Vehicle

Most cross-country teams use a pickup truck for their chase vehicle. The driver and navigator sit inside of the truck and the pilot and spotter ride in the bed. Seating in the

truck bed can be as simple as a bean bag chair, though most teams utilize more comfortable swivel seats. Pickups aren't the only way to fly. Jeeps and convertibles are also appearing more frequently at cross-country events.

The Players

Pilot: The pilot's primary responsibility is to maintain constant visual contact with the airplane and keep it on course. At 2,500 feet it's easy to lose sight of the airplane. Reacquiring visual contact creates some of the tensest moments in flying. Sometimes when you finally spot it, it's too late. The pilot constantly discusses strategy with the rest of the crew to keep the airplane on course toward its intended goal.

Spotter: The spotter works in close accord with the pilot. He serves as an extra set of eyes when the airplane is at high altitude. Since the pilot can seldom take his eyes off the airplane, it's up to the spotter to continuously scan the route ahead. He's looking for other airplanes or birds circling in a thermal and approaching turns. It's important for the spotter to focus his attention in the quadrant of the sky where the airplane is headed. If 12 o'clock is the direction of travel, the spotter should be scanning the sky between 10 and 2. Signs of potential lift far off course are of little value.

Driver: There's much more to driving than the title implies. The chase vehicle driver has many responsibilities. It's up to the driver to safely stay close to the airplane. Smooth starts and stops are important for the safety and comfort of the pilot and spotter. He or she to adjust speed and juxtaposition based upon conditions and the pilot's ever-changing preferences.

Essentially the driver becomes an extension of the pilot. He or she anticipates the need to stop and allow the pilot to thermal when the airplane is low. Like the spotter, the driver is always on the lookout for other teams, approaching turn points, and indications of

thermal activity. It's important for the driver to alert the pilot of approaching visual impairments such as trees along the side of the road, and find a safe location to pull off the road when it becomes necessary to stop. A good driver is essential in cross-country flying.

Navigator: If manpower is available, some of the driver's responsibilities can be shared with this fourth member on the team. The navigator keeps the team on course and provides an additional set of eyes to scan the route and flying conditions ahead.

The Fun

Cross-country is all about team work, camaraderie, and a good measure of luck combined with flying skills. Working closely with the members of your own team is not only exciting, it's essential. Inadvertently, you also experience teamwork with other groups that you encounter along the course.

In glider flying, nothing beats the thrill of a low-level save with a cross-country model. There you are; you're at a couple of hundred feet getting ready to land when suddenly the variometer bursts into a staccato. You roll 13 feet of airplane on a wingtip like it's a hand launch. Before you know it, you're at 2,000 feet and in the immortal words of Willie Nelson, "on the road again."

Sun Safety

by Howie Kelem

From the Gold Coast Radio Controllers Club, Boca Raton FL

Many of us are not young kids anymore, but whether you're young or old, it really doesn't matter. There are so many problems going on all around us that I think its time to slow down and get familiar with yourself.

Being here on our little piece of heaven (Florida) is wonderful, but it comes along with an unforgiving sidekick. I'm referring to that great big beautiful sun that brings us all of those wonderful days. However, it also brings along with it many nasty problems. Statistics show that there are 700,000

Americans who develop some sort of skin cancer every year. Naturally, the best way to avoid this is to stay out of the sun, but we can't do that; we have to fly!

That means you should find ways to protect yourself. I suggest getting rid of those baseball caps. They may look great with fancy slogans and designs, but they only have one good feature, especially for guys like me. It covers the part of the head where the hair is thinning out a little, but it leaves your face, ears, and neck uncovered and that's just asking for trouble. Wear a hat with a wide brim, or one that has a flap in the back to cover your neck—anything that will shade the skin.

Where other exposed parts of the body are concerned, use a sun screen with at least a 15 SPF rating. If it's the dollar that is making the difference, think of it as another tank of fuel. It's a good investment.

There are so many different types of cancer. Should you ever develop some sort of abnormal looking spot, don't be a Mr. Macho. It could be nothing or something minor, but check it out ASAP before it turns into something major.

Terms and Definitions

Melanin: The substance found in skin that gives it its color. The darker a person, the more melanin they have. It acts as a natural guard against harmful UV rays.

Basal Cell Carcinoma: The most common type of skin cancer; usually found on the face and neck. Those who work outside or spend long hours of leisure time in the sun are more prone to this type of cancer. Basal cell carcinoma is rarely fatal.

Melanoma: The most dangerous form of skin cancer; usually found on larger parts of the body: arms, leg, and trunk. It appears as a dark patch on the skin. When caught early, melanoma is almost 100% curable.

Metastasize: The spread of cancer throughout the body.

Squamous Cell Carcinoma (Non-melanoma Skin Cancer): The second most common form of skin cancer caused by prolonged exposure to the sun. It is found mostly on body parts exposed to the sun: head, ears, shoulders, and arms.

Sun Protection Factor (SPF): The amount of protection the sunscreen provides. Usually expressed in numbers; the higher the number the more protection. For the best protection, apply sunscreen liberally and often (especially if you come in contact with water).

IMAC WORKSHOP

By: Phil Leech

Sid Maxwell has been an advocate for aerobatic flying and has been talking to me about “Humpty Bumps” and “Shark’s Tooth” maneuvers for some time. He had shown me schematic diagrams of ten basic IMAC flight maneuvers and I could understand Loops and Rolls and even Immelmans but many of the others were inscrutable to me. Sid suspected that there were probably many more guys like me so he set out to bring formal aerobatic flying to Wine Country Flyers. After seeing the flying routines that Joe Hunt performed last year at the PCAM Airshow, Sid approached Joe and asked him if he would be interested in hosting a workshop or aerobatic clinic to explain the ins and outs of contest flying. Joe was happy to participate and made the trip from his home in Fremont to our field on Saturday, May 6 to host a workshop for the International Miniature Aerobatic Club (IMAC). Most aerobatic contests are flown and judged by rules established by this organization and they have established rules for a contest routine that includes ten maneuvers that are performed in a sequence that is the same for everyone so that judging can be uniform and equal. Joe

explained how each maneuver should be flown at a minimum altitude of 100 feet and should be limited to about 400 feet high. The flights should be smooth, precise and flown at a uniform speed. After explaining all of this, Joe proceeded to fly the IMAC routine twice and he did it flawlessly. The sheet with the IMAC flight diagrams that was so hard for me to understand suddenly became clear as I watched Joe fly each maneuver with grace and precision. Joe then invited any of us to “give it a try” but there was a lot of reluctance for most of us. Finally, Joe was able to get Julio, Sid and Brian Blackburn to fire up their planes and compete with each other in a simulated IMAC “contest”. The good news is that these guys were able to get through the IMAC sequence more or less OK with Brian besting Sid and Julio. Everyone realized that if you are going to get serious about this it will require a lot of practice and that it is a real challenge to fly it right. Anyone interested in pursuing IMAC flying should ask Sid for a copy of the IMAC flight sequence. Its really not as hard as it looks!



EVENTS CALENDAR 2006

May	13	Work Party at Alexander Valley Field
May	19	Work Party at Alexander Valley Field
May	20	Open House-Model Air Show
May	28	Float Fly Madness
June	4	Pylon Races
June	9-11	Float Fly at Red Bluff
June	17	Learn to Fly Day
June	17-18	Dan Sullivan Memorial at Ukiah - Scale Masters
June	24	Swap Meet - Vets Hall Santa Rosa
July	2	Pylon Races
July	4	Day on the Pond - Sal Lake
July	22	Larry Frank Fun Fly
July	22-24	Down on the Deck at Ukiah - Open flying and Demos
Aug.	6	Pylon Races
Aug.	19-20	PCAM - Santa Rosa Airport
Sept.	3	Pylon Races
Sept.	4	Day on the Pond - Sal Lake
Sept.	9	Neil Taylor
Sept.	14-17	Reno Air Races
Oct.	1	Pylon Races
Oct.	14	Float Fly Aftermath - Sal Lake
Nov.	5	Pylon Races
Dec.	16	Christmas Party at Santa Rosa



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