

Wine Country Flier



Next meeting: 15 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

2006 Club Officers:

President:	Guy Nicholas	(707) 544-2141	Guy@Gui-Soft.com
Vice President:	Jon Stychno	(707) 888-6885	jon@epsinsurance.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
Phil Leech	(707) 538-8557	leechstudios@sonic.net
Sid Maxwell	(707) 584-4428	airmanx@inreach.com
Jerry Williams	(707) 762-5368	jerrywilliams99@comcast.net

Newsletter and Website

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



Presidents Report

Guy Nicholas

Greetings all, and welcome to August. I want to start out by addressing our field issues. As I have mentioned in both a meeting and in the newsletter, if I had it to do all over again, I would be a major stickler for one rule...flight boundaries. This one issue is the reason we are being removed from our field today. As you all know we have been taking a dual approach with regards to our flying site. On one hand we are looking very hard at finding a new site while on the other hand we are fighting to keep our current site. With time running short on finding a new field before the April deadline, we must do our best to keep our neighbors as happy as possible while we remain at our current site. The board is currently in the midst of penning new flight rules and the sanctions for violating them. The idea behind them will be to eliminate any flyovers of our neighbor's properties. Until those rules are decided upon lets go with this:

1. Land northbound whenever possible.
2. Southbound approaches must be kept to as short as possible
3. Any flying North West of the runway should result in an immediate grounding. If you see ANYONE flying there please ask them to land immediately. This one sounds harsh, but remember, the person flying in that area could be the one that gets you kicked out of your flying site!
4. If you have not been signed off to fly solo, don't. It has come to my attention we still have student pilots flying solo and this cannot be tolerated.

Enough of that, PCAM is fast approaching, and as usual we need static aircraft and volunteers. Phil Leech has

graciously volunteered to head things up so if you are interested in helping out please get in touch with him (see the cover for his particulars).

The weather has been great, so get out there and fly. I have been working a ton lately and haven't had time to get out in over a month, but that shouldn't keep you indoors. Get out there and FLY!

WCF Board Meeting

1 Aug 06

By Larry Miller

-The meeting was called to order at 7:00 pm by Club President and Board Chairman Guy Nicholas.

-Members present were Jon Stychno, Jerry Williams, John Reade, Larry Miller, Steve Cole, and Phil Leech.

-Jon went over the meeting held recently with County Supervisor Paul Kelly. Our members came away with a positive feeling.

-Phil briefed us on the preparations for the upcoming PCAM airshow.

-It was suggested that we purchase an electric park flyer and give it away in a free raffle for young kids at the airshow.

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

Respectfully submitted,
Larry Miller, Sec.

WCF General Meeting

18 July 06

By Larry Miller

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

-We had 29 members present along with 2 guests.

-The drawing for the free door prize was held with John Stoufer taking home a gallon of fuel just for showing up to the meeting.

-Our new Vice President, Jon Stychno, was introduced to the membership.

-The Treasurer's report was presented by Brian Blackburn along with the announcement that we now have 120 members in the club.

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

-The president announced that, due to job commitments, Mike Cracchiolo has resigned from the board of directors. That job is now open to any member who is interested in helping to run the business end of the club.

-Sid Maxwell gave a review of the recent float fly and said it was the most well attended one yet. Besides almost 30 aircraft, we also had at least 10 high speed boats from hydro planes to really quick electrics.

-Jon Stychno gave a report on the last pylon race held at the field.

-Sid reported on his quest for a new flying site. Some leads are drying up while others are presenting themselves. Knowing Sid, he'll never give up his search until he comes up with something for us.

-Phil Leech reported on his progress on the upcoming PCAM airshow.

-It was announced that there will be an aerobatic contest and clinic in Ukiah next weekend. Joe Hunt and his Down on the Deck crew will be there to show how it's done.

-For show and tell, Steve Cole brought in a Hangar 9 Showtime 4D ARF. He also brought along an electric 777 passenger jet model.

-Joe Kagan announced that he had an electric plane and a flight simulator for sale.

-Mike, although he's resigned from the board, will continue to pick up the prizes for the monthly raffle. And this month he put together a nice bunch of stuff.

-The raffle was up next with the first ticket drawn belonging to Mike who chose the Funtana X50 ARF. Merle won a glow driver, Ralph got a prop balancer, Guy

took home a CG Machine, Joe Kagan picked up a JR receiver, Phil got an airplane stand, Jon won a prop reamer, and so on. There were several others folks who picked some nice prizes, too. Thanks to Mike, we had another great raffle.

-There being no more business, the meeting was adjourned at 8:30 pm and everyone proceeded to the parking lot to watch Steve fly his electric 777. It flew quite well and really looked great in the air.

Respectfully submitted,
Larry Miller, Sec.

Thank You

I would like to thank everyone in the Wine Country Flyers who gave me their support and thoughts in my time of grief. It was well accepted and it meant very much to me.....

Sid Maxwell

Day on the Pond - Labor Day

By Sid Maxwell

On September 4 will be the, "Day on the Pond", at Sal Lake at the Salvation Army across the Freeway from our field. Because of my grief I do not know where I will be on that day. I may be there or I may not. The field will be closed that day so all you guys who plan to fly should come out anyway and have some fun for me.....

Sid Maxwell

It's Up to Us

by Dave Brown, AMA President

By now most of you have seen the press articles about the Federal Aviation

Administration (FAA) stepping in and stopping the California police units from using this new Mini Unmanned Aerial Vehicle (UAV).

Based upon the E-mail I have received, there seems to be much concern among modelers that this will result in our “right” to fly RC models being taken away. Right now, there is no indication that the FAA wants to curtail our “normal” RC model-airplane activity.

That noted, when one of these situations comes up where a device that looks like a model airplane is used in a “commercial” manner or activity, it brings attention to the fine line we must walk between our “normal” RC modeling activity and the type of activity that the government has an interest in controlling.

While the FAA’s concern right now is commercial use of unmanned aircraft, other government agencies have an interest in activities that are “unusual” in the sense that they do not represent the mainstream sport/hobby of model aviation. Each of these situations which brings attention to these “unique” uses for RC devices seems to bring a new twist to the puzzle.

In the latest instance, the American Civil Liberties Union (ACLU) has questioned the use of these drones by the police to invade people’s privacy. While these devices would have no more capability than a normal police helicopter, the assertion adds another complexity to the issue.

I suspect most of us have heard the old fables about the RC model equipped with a camera and flown over a nudist colony. It was a great tale and conjured up much imagination, but in today’s world, such fables would have a negative effect on our “right” to continue enjoying our hobby.

It’s a different world than it was 40 years ago. Technology has made many more things possible, and at the same time, society has become more sensitive to the issues that those capabilities bring to the forefront. The survival of our hobby will depend on our ability to walk the fine line between reason and capability in an ever-changing world.

The FAA’s concern is the commercial application of this technology, but there are governmental and nongovernmental agencies with other areas of concern. Obviously, the homeland security people have their focus, as does the US Customs Service, the police, the military, and now the ACLU.

I’m sure there are many other agencies out there with concerns. Even the Environmental Protection Agency (EPA) and the US Fish & Wildlife Service have voiced some interest. It’s a crazy world out there, and we need to be smart in how we conduct our activities in order to avoid the pitfalls that could put our sport/hobby in jeopardy.

I do not believe that the FAA has any intention to take over direct regulation of model airplane flying in this country, but they do have a job to do and they will do it. Part of that task seems to be regulating the commercial use of unmanned aircraft—including those that bear an uncanny resemblance to model airplanes.

How can we help ourselves avoid becoming involved in the FAA’s regulatory net? It’s actually fairly simple. We need to steer clear of doing anything that has the appearance of being a commercial activity.

I realize that some see using a model airplane to tow advertising banners as a neat opportunity to support their hobby,

but that activity could put our sport/hobby in jeopardy. Equipping a model airplane with a camera, and taking aerial photographs may be fun, and may not be a problem if it doesn't raise any privacy-invasion issues, but the temptation to sell photographs made in this manner could bring about unwanted attention and possible regulation.

We need to be smart and avoid any activity which could bring about unwanted questions. If we do so, we should have no problem, and if we do become a challenged activity, we will have a track record to use as evidence in the ensuing battle(s) we might need to wage.

On the other hand, we can be foolish and invite those challenges by allowing those unusual activities to pick a fight in which we might not prevail since it will involve an adversary that is much more powerful than ourselves. It's up to us. Do we really want to pick that fight?

Sometimes the best battle you ever waged was the one you avoided.

FAA Grounds L.A. Sheriff's Drone Air Force

22 June 06
By Lynn Doan and Ashraf Khalil
Times Staff Writers

The Federal Aviation Administration has temporarily shot down Los Angeles County Sheriff Lee Baca's plans to launch unmanned surveillance drones to monitor crime.

The Sheriff's Department has been working for seven years with a defense contractor to build SkySeer, a 3-foot-long remote-controlled model airplane with a 6 1/2 -foot wingspan and tiny video cameras that can fit in the back of a patrol car when disassembled.

Baca and other officials had seen the drones as a major advance in law enforcement, providing deputies with a bird's-eye view of standoffs and other surveillance operations without the noise and high visibility of helicopters.

The project hit a milestone last week when the Sheriff's Department performed its first demonstration for the media — showing the plane take off, beam its video images 250 feet to deputies below and then landing.

But the test raised the ire of FAA officials, who said they had told the Sheriff's Department a week earlier that it could not fly the drones without receiving a certificate of authorization from the agency.

"I wouldn't want to term us as peeved, but we were definitely surprised," FAA spokeswoman Laura Brown said. Sheriff's officials were told "that we were more than willing to sit down and talk about a certificate — but that was before their first flight."

The FAA is now investigating Friday's demonstration to determine whether the Sheriff's Department should face disciplinary action.

Until the investigation is over, Brown said, the agency will not authorize the county's use of the drones.

Sheriff's officials dismissed the conflict as a misunderstanding that would soon be cleared up. But they were incredulous about what they consider red tape getting in the way of their law enforcement tool.

"A private citizen can go to the store and buy one of those model airplanes and fly them around. But because we're doing it as a public service, we have to deal with the FAA?" said Sheriff's Cmdr. Sid Heal.

Once they "take a deep breath and realize there was no malice intended, it will get back on track."

Baca said Wednesday that he was unaware of the FAA investigation but downplayed the dispute.

"There's no reason for the FAA to be concerned," he said, calling the drones "non-invasive and nearly silent."

The Sheriff's Department has been developing the drone in conjunction with La Verne-based defense contractor, Octatron.

The drones are still in the testing stages. But if they prove effective, the department planned to buy 20 SkySeers at a cost of \$20,000 to \$30,000 each.

Backers say the drones are much cheaper to operate than helicopters and are virtually silent, something that can be an advantage in undercover surveillance.

But that silence worries privacy advocates, who fear the Sheriff's Department will spy on people.

"Drones are far more nimble and silent; at least with a helicopter, you know you're being looked at," said Beth Givens, founder of the Privacy Rights Clearinghouse in San Diego. "The use of drones steps over the line."

Heal said the department has no plans to spy on people. Rather, they would most likely be used to track fleeing suspects, monitor hostage situations and search for missing children and hikers, he said.

The drone would fly about 300 feet above the ground, much lower than small planes and helicopters.

Still, the FAA said it tightly regulates all drones and other "unmanned aerial vehicles" because they could interfere with other aviation activity.

"We've already got certain lanes designated in the sky out there," Brown said. "There are certain ways that UAVs must operate so that they have less impact on other types of things."

The FAA is especially concerned about drones in Los Angeles, which has very congested airspace and where certain types of planes and helicopters are assigned specific "air corridors."

But it's not unheard of for the FAA to reserve airspace for drones.

The FAA recently created such a zone in New Mexico to accommodate a Homeland Security drone that patrolled the U.S.-Mexico border in search of illegal border crossings.

Hair Spray

by David Miller

From the Thermal Thumbers of Metro Atlanta, Atlanta GA

Modelers are always on the lookout for mainstream products with FF applications. Here's one I feel compelled to pass along.

Go to your nearest Wal-Mart, Costco, Kmart, or any discount store and buy a big can of Aqua Net hair spray. It won't cost much, and there's nothing like it for preparing a balsa surface for Mylar, tissue, or paint.

Why, you ask? Well, it turns out Aqua Net is nothing but high-grade lacquer with some smellum mixed in. The big-hair crowd puts tough demands on the product, so the good people at Aqua Net pack in a ton of propellant to lay it on thick for just the right effect.

The beehive bouffant scent dissipates in short order, and you're left with a fine coat of sludge that both fills pores like spackle and raises errant fuzz like Viagra. A few quick strokes of 600 wet/dry sand paper and you're done.

For really smooth painted finishes, like Design Master and Krylon, you might want to repeat the process as required, using multiple coats and higher grades of W/D. But not to worry, Aqua Net is cheap!

How To: Tricky Decals

by Dawson Gillaspay
From the Lewes RC Club, Lewes DE

Have you ever wanted to place a graphic or numbers on your model but find cutting them out of MonoKote is just too much effort? Try tracing paper available at craft or office supply stores.

Here's how to do it with a computer and scanner.

Scan your artwork and save it.

Print it on thin tracing paper.

Cut it out and stick it on your plane by spraying the back of the tracing with adhesive.

If you like to fly in the rain, you can waterproof the finished product by spraying it with clear spray paint before you place it on your plane.

Unlike a commercial decal with a totally clear background, the tracing paper will be barely visible, but it's not that noticeable.

Improving poorly controlled, dangerous takeoffs

By JIM DEVINE
from TRAC News
Tampa Radio-Control Aircraft Club
Jim Smith, editor
Tampa FL

How often have you seen an airplane that is taking off to the east roll off toward the pilot stations? Usually, the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check your wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Pick a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at a slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off the fuel when you are about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch.

EVENTS CALENDAR 2006

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
Sept.	23	Wine Country Aerobatics
Oct.	1	Pylon Races
Oct.	7	Trek to Ukiah
Oct.	14	Float Fly Aftermath - Sal Lake
Nov.	5	Pylon Races
Dec.	16	Christmas Party at Santa Rosa



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