

Wine Country Flier



Next meeting: 16 January, 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

2007 Club Officers:

President:	Jon Stychno	(707) 888-6885	jon@epsinsurance.com
Vice President:	Guy Nicholas	(707) 544-2141	Guy@Gui-Soft.com
Secretary:	Brooks Robertson		Dr.lector@comcast.net
Treasurer:	Brian Blackburn	(707) 527-9645	bblackburn@santarosa.edu
Member @ Large	Adam Clement		adampclement@comcast.net

2007 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, Brooks Robertson, Sid Maxwell
Website: Patrick O'Halloran



Presidents Report

Jon Stychno

Greetings fellow modelers! I would like to say how honored I am to be 2007 President of Wine Country Flyers. Let me tell you a little bit about myself. I am 27 years old and work as a Commercial Insurance Broker. I am a Sonoma County native and currently live in Windsor (only 12 minutes from the field). I began my lifelong adventure in aviation at a very young age. My father was a commercial pilot (we work together these days at EPS Insurance) and he taught me the fundamentals of flying with Guillows Gliders and rubber band powered stick and tissue airplanes. He would also take me for rides in a Citabria, and that is where I learned that flying airplanes (full scale or R/C) demands 100% of your attention. As a teenager I really honed my R/C flying skills on the cliffs of the Sonoma Coast, flying sailplanes and slope combat. I soloed in a Cessna 172 when I was 22 years old, and have been flying full scale aircraft off and on since then, but my real passion is performing aerobatics with my Extra 300, Pylon Racing, and flying scale maneuvers with my P-51 Mustang.

Going forward for 2007, we have a lot of work ahead. Our first hurdle is to secure our agreement to stay at the Refuse Transfer Station for one more year. We also must find a new location for our club to move to when we are unable to fly at our current site. This will require hard work from club members, but my experience as Vice President tells me that the club is full of dedicated people, and we'll get it done. I am really looking forward to the Opening Day and PCAM airshows, for it is the club's chance to show what we are all about. Most importantly I am very excited about sharing our hobby with the community by having multiple Learn to Fly Days. We are already working with Saint John's

School in Healdsburg for a spring time event and Roy Domke, President of Healdsburg Rotary, will be coordinating events as well. I learned so much about physics, engineering, and electronics while aeromodeling, and I see our Learn to Fly Days as a fantastic way to make learning fun for kids while portraying our club in a positive light.

May everyone have a safe and crash free 2007, and I will see you at the field!

Torque Rolls and Tail Taps!

Jon Stychno

Board Meeting

By Brooks Robertson

2 Jan 2007

The first board meeting of 2007 was called at 7:00 pm by our new president Jon Stychno. The first order of discussion was the sound issue. Sid Maxwell purchased a sound meter and discussed preliminary readings taken at the field. Sid is also working on a proposal for the upcoming county meeting. This topic among others will be discussed further at lunch meeting on Monday the 15th.

At 7:25 pm board member selection was discussed. The 2007 selection is still short one member. Anyone that would like to fill this position contact Jon.

At 7:30 the 2007 calendar of events was reviewed. The rough draft was gone over by officers and board members and finalized. On February 10th the hobby connection day will take place. Special thanks to Hobby Town owners Jean and Steve Elliot for inviting our club to the event. Steve will attend the next general meeting to further discuss details on time and place. Also awards will be given this year for our float fly events. There are five scheduled for this season. Furthermore instead of one learn to fly day there will be three. Board member

Adam Clemente will donate a trainer type airplane for learning pleasures.

The club is currently looking for a contest director for the Larry Frank event on July 14th. If anyone is interested in being the director for this event contact Jon for further

At 8:00 pm there was discussion of a swap meet. Time and date is still unknown at this time. If anyone has input on this event contact Jon for ideas. We also discussed where the Christmas party will be held this year. The club would like to make reservations as soon as possible to guarantee a place for the event this year. Suggestions are welcome.

Electric Reno racing was the next topic at 8:17pm. This event will be held on the pylon racing days. Rules for this circuit have yet to be discussed. In March the club will host a fun fly for the BMW car club. Details on this event will be further looked into, time date etc...A thank you is given to all that helped fix the runway after the wind storm blew a section askew. A beautiful letter to the parks dept. was written by our president Jon. The letter was looked over by club officers and board members alike. Some small changes were made.

A list of all club members was looked over at 8:32pm. We confirmed a list of soloed pilots. If you are unsure if you are a soloed pilot please check with Jon Stychno. Also be sure to give current information like phone numbers E-mail etc... The final issue was the clubs web site. We are currently looking for a reasonably priced ISP. Thank you to Patrick for your efforts to make our website a desired place to visit. The meeting ended at 9:00pm

Your 2007 secretary Brooks Robertson

BUILDER'S CORNER

By: Phil Leech



I just finished installing the landing gear on my PT-17 Stearman and I just wanted to share with you all about how it all went together. I bought the Midwest Stearman kit from Red when he was still up and running at Hangar One Hobbies. Oh, do we all miss those days at Rohnert Park. That must have been at least three years ago and I have just gotten around to building the kit. I knew that one of the most critical parts of building a realistic sport scale Stearman is the landing gear.



It is not just a straight leg affair and has quite a sculptural shape to it. I had even taken pictures of a Stearman at the airport at Chino and had several shots of the landing gear. The suggested gear that comes with the kit just didn't get it as far as I was concerned and I knew that Robart made some struts that might work. I looked it up on the internet and

found that they make a strut just for the Midwest kit. After talking to Steve Cole about it he thought it was a good idea and should work out OK, so he ordered a set for me. The struts came with a blueline drawing of a modification to the Midwest kit that was planned around three shapes cut out of 1/4" ply then glued to the existing kit structure. The struts were fabricated with metal flanges that were welded to their struts allowing the modeler to bolt on plywood so that balsa could be added and shaped around the normal round shape of their strut. Anyway, that's what I did and here are the pictures to show the results. Don't they look great?

Things are looking up for this Stearman. Now on to thinking about what to do about all of those flying wires!

Fearless Flyer Flying

IMAC Aerobatics

By: Sid Maxwell

The Fearless Flyer is back flying IMAC aerobatics inviting you to join us in the coming events this year. The 2007 IMAC Basic, are the beginning maneuvers with 10 maneuvers to perform. It only takes about 4 minutes to complete these maneuvers and we usually do them 4 times. It will take some PRACTICE to find out how to perform them in an accepted way as perfect as can be. The more perfect you do them the more fun you will have and the more satisfied you will become.

We will discuss 2 maneuvers each month with the first event on July 7. The maneuvers are performed in the center, on the left and on the right, according to the wind. Be sure to read the Basic Summary and Aresti Routines. I have posted some copies on the Bulletin Board at the field.

1. Roll

The first maneuver will be the ROLL. It is flown on a horizontal straight line starting in the center of the box, usually in front of you. The rate of the roll must be constant and should take about 3 seconds to complete. A full roll without hesitation flown in a smooth manner with precision is a must.

2. Humpty Bump

The second maneuver will be the HUMPTY BUMP flown on the left (or right). Enter horizontal, perform a 1/4 loop go vertical, pull over the top with a 1/2 loop to a vertical down line. Perform a 1/2 roll in the center of the down line, pull a 1/4 loop at the bottom to exit at the same level as you entered. Be smooth and fly with precision.

Practice and we will review 2 more maneuvers next month.

See you at the field,

Sid Maxwell

Lock on the Gate

The gate at the field needs to be locked every time, if you are the last one to leave. First one in opens, last one out locks.

Sid Maxwell

Gate Lock Change

On February 1, 2007 we will have a new combination number for the gate lock. We only want paid up members having access to the gate. We want to keep complaints to a minimum or zero. If you need the new combination number, you can call me at 530-233-0263 or call any other Board member.

Sid Maxwell

Dues Are Due

WCF club members dues are due on January 1, 2007. Dues paid on or after March 1, 2007 are considered delinquent and members will be assessed a late fee of \$50. Remember, it's OK to pay early. Dues notices were mailed to all club members, the workers and the watchers. If you didn't receive one contact Brian Blackburn.
Pay on time and save the fine.....

Sid Maxwell

Events for 2007

The event calendar is finished and on the back page. There are 35 events, 26 at our field. There should be something of interest this year for most of us. We will go to Sal Lake 5 times, there will be 3 Learn to Fly Days, Pylon Races every first Sunday of the month for 9 months, four major events starting with the, "Opening Day-Model Air Show", in May. A Trek to Ukiah and one at WCF with a swap meet added in. PCAM, IMAC Aerobatics, a Swap meet at the Vets Hall and a Christmas Party closing out the year. As you can see it's going to be a big year, a fun year and we will need your help. The more help we can get from you guys, the less work it will be for a few.

Sid Maxwell

And Then It Was One

It was cold, last Saturday, the kind of day that could bring you down. There was something else about to take place that would be a king size bring down. The phone rang for Mike Cracchiolo at work. Bad news!!! Mike raced to his home, opened the garage door and what did he see? The heavy shelf 8'x15' which was suspended from the ceiling had come loose and crashed to the floor. His 8 airplanes were hanging under the shelf

with his motorcycle parked below. All the airplanes except one were total, the motorcycle had considerable damage. He lost a brand new P-40 war bird, a new Stuka war bird, a Harrier, a Tiger 60 and 3 electrics. All he has to fly now is a Twist, but he has plenty of parts.

We are all sorry to hear it Mike and we know it could happen to any of us. None of us like to crash but this is the living end. It's just like starting over.....

Sid Maxwell

Soaring Through the Clouds

by Chinmay Jain
Oakland Cloud Dusters newsletter, Oakland CA

As soon as the engine touched the starter, the screeching began. It was a high-pitched roar, deafening to all who were near, but I didn't care; I was scrambling to get the model ready for flight. Just seconds after it started, the noise faded more and more until it was simply a distant whining—and click!

I tried to glance up, but finding the sun too bright, I looked away. I shaded my eyes with my hand and lifted my face up to the sky, feeling the warm sun graze my cheeks.

I could see the airplane getting smaller and smaller until it was but a red speck in the sky. Seeing it gliding through the clouds lifted me into the sky; I felt as light as a feather as I too soared alongside my airplane on invisible wings.

Building and flying model airplanes is an exacting hobby and requires a lot of time and effort. Most people don't consider a muddy, thorny field a fun place to be, but for me, it's my favorite place in the world. Nothing feels better than the excitement of winding up a powerful rubber motor, starting an ear-splitting gas one, or just heading off to retrieve a model out in the field.

Most model airplane fields are dry, dead, and grassy, filled with bugs and thorns that grasp on to pants and jackets. Some are moist and muddy, especially after the summer is over and the rainy season begins. And still some have such thick roots, that jokes are made about the existence of gnomes under the leaves that pull up your pants and pull down your socks.

The prospect of walking through any one of these fields, especially when the chases can be half a mile or two miles long, might seem just crazy to some, but I would do almost anything to get my airplanes back so that I can have the joy of flying them once again.

The fields need to be big and open and they are very important because the size and the weather determine if you can actually fly a model and dictate your chances of getting it back. They're a thrill to fly, but they also take hours of precise work and meticulous effort to build, so each one is priceless. Once you've built it, a model is a part of you and it's hard to give it up.

One category of model airplanes is rubber. These tend to be smaller, less powerful, and a little more forgiving than gas aircraft when you mess up. Still, when 30 grams of rubber are packed into a tiny airplane with a lot of turns on it, it can out-accelerate a gas model.

It's truly exciting to wind up a rubber motor to its breaking point and then see the model shoot up as you release the propeller. Then, when the plane is in the air and in a thermal, it feels as if you're flying along with it. Just watching your creation spiraling higher and higher until it is almost out of sight gives you an ineffable feeling of freedom.

Rubber models are in general slower, and more relaxed. But they can't give the same excitement as a gas model screaming up into the endless reaches of the sky.

My first experience with gas models showed me how astonishing and thrilling they can be. As soon as I started the small, powerful engine, the airplane struggled to free itself from my grasp and shoot skyward.

The loud noise caused so much confusion that I almost fumbled with the aircraft. Noting its power for the first time, I redoubled my grip and then remembered what I had to do. I hastened to get it ready, but my first attempt was unorganized and awkward. Finally, I had everything set and I released it.

The model ripped itself from my hands and raced away from me, spiraling into the endless reaches of the sky. When my heartbeat finally slowed down, I glanced up to find my model gently floating among the clouds. Starting the motor for the first time was a little tricky, but now, it is much easier since I got used to it. The routine gets etched into your mind every time you do it until finally you can do it with your eyes closed.

Competing with the gas model is very exciting because it is so fast-paced and exact. Out on the field, the terrain is terrible and there are long chases but the satisfaction of seeing something you made soaring hundreds of feet in the air makes the effort to build it worthwhile.

Anyone can fly a pre-made airplane, and it may seem more fun than to build your own, but I think that nothing can match the satisfaction of having your own model fly.

Be it model building, sports, music, or any other hobby, I believe that working

toward a goal and finally reaching it is the best thing in the world. I can work toward my goals and dreams in a place where I can fly my models.

That is why a model airplane field is my favorite place to be.

GPS and Albert Einstein

by Russell Knetzger
M.A.R.K.S. Remarks, Milwaukee WI

Some aeromodelers own hand-held GPS meters (global positioning systems) for their boats or full-scale airplanes. In remote areas they may even use them in their cars or for remote-area backpacking. Did you know the GPS technology relies upon the theories of Albert Einstein, the great physicist of the 1900s?

Last year, 2005, was the 100th anniversary of the publication written by Albert Einstein at age 26, of four astonishing technical papers, all in one miracle year, any one of which would have catapulted him to the stardom in physics that he achieved and still holds. Prior to Einstein, Sir Isaac Newton was the most revered physicist.

In his first 1905 paper, Einstein theorized why the “photo-electric effect” occurs when light hits metal—basically that photons of light are knocking surface metal electrons out of their orbits, causing an electrical current to flow. His second paper went further into the makeup of the atom. His third paper was the whopper: the contention in his theory of “special relativity” that produced the fourth dimension—time—along with length, width, height, and that nothing can move faster than the speed of light at 186,282 miles per second.

Einstein’s fourth paper was almost as big a whopper: the famous equation $E=mc^2$,

that energy and mass are interchangeable, where e-energy released is m-mass times c-the speed of light, squared. The formula later led to the atomic bomb.

Ten years went by and in 1915 he produced his fifth major paper: “General Theory of Relativity.” Both the general and special theories hold that time is not a constant.

To celebrate these remarkable insights, the 2006 edition of the World Book Encyclopedia supplement contains this quote by Alfred J. Smuskiewicz, a freelance writer in science and medicine:

“Almost 100 years later [of the 1905 special relativity and the 1915 general relativity theories], scientists used both theories to construct the global positioning system (GPS). This worldwide network of satellites transmits radio signals to receivers around the globe. By measuring the transit times for these signals—which travel at the speed of light—GPS allows people to identify their precise position anywhere on earth.

However, due to the effects of relativity, the clocks on the satellites tick at a different rate than clocks in the receivers. Einstein’s special theory of relativity showed that moving clocks—such as those on satellites—tick at a slower rate than clocks at rest. His general theory of relativity argued that clocks closer to a massive object—like the receivers on earth—tick at a slower rate than clocks farther away.

“Because the GPS computers need extremely accurate transit times to measure precise distances, engineers designed the GPS satellites to compensate both for special and general relativity.”

EVENTS CALENDAR 2007

Feb	10	Hobby Connection Day - Petaluma	July	7	Wine County Aerobatics
Mar	4	Pylon Races	July	14	Larry Frank Fun Fly
April	1	Pylon Races	Aug	5	Pylon Races
April	7-8	Propbusters Fun Fly at Ukiah	Aug	18-19	PCAM -Santa Rosa Airport
April	28	Float Fly Madness - Sal Lake	Aug	25	Learn to Fly Day
May	5	Trek to WCF - Healdsburg	Sept	2	Pylon Races
May	6	Pylon Races	Sept	3	Day on the Pond - Sal Lake
May	12	Work Party at Alexander Valley Field	Sept	8	Neil Taylor Fun Fly
May	19	Opening Day - Model Air Show	Sept	12-16	Reno Air Races-Reno
June	2	Float Fly Madness - Sal Lake	Sept	22	Wine County Aerobatics
June	3	Pylon Races	Sept	29	Trek to Ukiah
June	7-10	Float Fly at Red Bluff	Oct	6-7	Red Bull Air Races-San Francisco Bay
June	16-1	Dan Sullivan Memorial at Ukiah	Oct	7	Pylon Races
June	23	Learn to Fly Day	Oct	13	Learn to Fly Day
June	30	Swap Meet - Vets Hall Santa Rosa	Oct	20	Float Fly Aftermath - Sal Lake
July	1	Pylon Races	Nov	4	Pylon Races
July	4	Day on the Pond - Sal Lake	Dec	15	Christmas Party



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