

May 2007 Edition

Wine Country Flier



Next meeting: 15 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

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	(707) 433-4113	adampclement@comcast.net

2007 Board Members:

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: Guy Nicholas, Phil Leech, Brooks Robertson, Sid Maxwell

Website: Patrick O'Halloran



End of an Era? Presidents Report

By: Jon Stychno

The Wine Country Flyers now have less than a year to find a new home. Our lease is up in April 2008. It's time for all of us to focus our efforts in finding a new flying site for our club. Over the last few months, many members have been doing their part to help the cause, which is much appreciated. The strongest leads we have so far are land in the Alexander Valley, and a site on Salvation Army property. Other clubs in the area have offered to store our equipment if we haven't found a new site by the time we need to vacate our current site, which takes care of that issue. If this happens, the Wine Country Flyers will still continue to exist, and we will try to coordinate occasional flying at other clubs in the area until we find a home. I have a feeling that we won't have to resort to these measures, as we have many resources that we are utilizing to find a new home, and dedicated people involved.

In the meantime, we still have a fantastic facility at our disposal, and we need to care of it and continue to follow the rules, especially regarding the no-fly zone. The board has taken the first step in eliminating all complaints from neighbors by revising the no fly zone. The runway now has a white line 100 ft from the north end which we are using to test a new shortened runway configuration, which should reduce the possibility of flying too far to the north, and over the neighbors property. We also plan on moving the pilots stations to the south, and reconfigure the helipad. This is all being done with the idea that if complaints are eliminated, and we don't have a place to go in April, the club will in good standing with the neighbors and the county, and they will be more willing to help. As always, contact me, or any board members with ideas, questions or concerns relating to the future of WCF. The clock is ticking!

Board Meeting Minutes

1 May, 07
By: Brooks Robertson

Hi, fellow club members. On May first, the board meeting started shortly after 7:00pm. Sid Maxwell started the meeting with a proposal to change flying patterns and pilot positions at the field. One hundred and thirty feet will be removed from the north end of the runway and be placed at the south end. In addition the pilot stations at the north end will now be placed further south. The proposal has been submitted to the board to keep aircraft from flying in the current no fly zone. Furthermore the no fly zone has been extended in an effort to reduce or eliminate complaints from nearby homeowners. A diagram indicating the new no fly zone will be posted in the shed. These changes are scheduled to take place sometime after opening day. According to Sid, with these changes, the neighbors to the north cannot hear or see our aircraft while in flight. A work party has been scheduled to move pre-flight tables and pilot stations. Time and date has been posted on the web site.

At 7:30 we directed our focus to the Spectrum flight pins. They have been made (by Wayne Frederick) and are scheduled for delivery to the shed. Opening day was next. We went over the events that are going to take place. Thank you to Sid for planning this exciting day. We will be selling raffle tickets for a prize that is yet to be announced. Also there will be a BBQ lunch to look forward to. Joe Hunt and some other DOD pilots from Ukiah will be performing some mind blowing 3D maneuvers. Tom Haddorf will be performing a candy drop on the runway to please the young folk that will be attending the event. These are just some of the fun things that will take place. A list of all the events during the day will be posted on the web site.

At 7:55 we went on to organize a committee to promote Learn to Fly day. Jon Stychno and myself will visit schools local to Healdsburg in an effort to get students to come to this event. It will be held on June 23rd. All flight

instructors are encouraged to come with buddy boxes for a day of flight training. The last issue at 8:15 was talk of pursuing a new field. Board members discussed a few things regarding this issue; however no conclusions have been made.

The meeting ended at 8:30

Your 2007 Secretary Brooks Robertson

GENERAL MEETING

17 April, 07
By: Phil Leech

There were 32 members present when Jon Stychno brought the meeting to order at 7:35pm. The gallon fuel door prize was won by Ken Ribardo. There were no guests and no new members for the evening.

- Treasurer's report: Current assets: \$13,123 with 103 paid members for 2007. The Treasurer's Audit is still a work in progress....maybe next month?

Secretary's Report - as published in the Newsletter

- Sick and injured: Nobody sick this month. OK.

OLD BUSINESS

- Adam Clement gave us a rundown on the Pylon Races that were held on Sunday, April 1. Apparently everyone got acclimated to the new race course and it looks like it will be a safer way to go. He explained the new Reno Class that is centered around 40" or less wingspan foamy Warbird types. Looks like the season is off to a good start.

- Merle McGregor displayed the new decals that are available for either \$4 for the small ones and \$10 for the larger type.

- Jon told us about the meeting that he and Guy attended with the Cub Scout Pack where they distributed free rubber powered balsa planes that were donated by Steve Cole. The session generated quite a bit of interest in our RC planes and the Scouts have requested a special "Learn to Fly Day" so they can get some "hands on" experience. Jon plans to schedule a day for them in July, probably July

28 or 29 as there is no conflict with any of our other scheduled events that weekend.

- Recognition for the work party last Sunday with hats off for Sid, Merle, Steve Cole, Brian Blackburn, Bryan Germone and Adam Clement.

NEW BUSINESS

- A site at the Salvation Army was visited last week and expectations were high that this might be "the one". Great location, enough space to fly, right next to our float fly site. Plans were in the offing to prepare a presentation to the Salvation Army Officers when we learned that there are issues with a waste water irrigation system on the site and it might not be available to us after all. Roy is looking at another site off of Healdsburg Ave. and we'll hope to hear something about that one soon.

- Sid Maxwell presented fliers that he has created for the Learn to Fly series and for our Opening Day Event. Time to start putting the word out for these events that are planned to involve the general public in our hobby. Sid told us about the upcoming Trek from Ukiah Event scheduled for this coming weekend that will feature a Swap Meet and a free BBQ lunch. And the first Float Fly is scheduled for April 26. Sid presented printed copies to all members present of his schedule of events for the Opening Day Airshow. Sid has done a lot of work on the schedule that includes ace aerobatic flyers from the Propbusters including Joe Hunt. The schedule includes 20 individual sequences and covers everything from electrics, helis Warbirds, U-control, 3-D and pylon racing. All of this will be topped off with a raffle for several ARF kits that will be donated by all of the area hobby shops.

- Patrick O'Halloran gave us an update on the new Website and explained the new features of the site.

- Guy Nicholas told us about his recent aerobatic flight in a Pitts S-2C that was a birthday present from his wife. The flight cost \$450 for 45 minutes. That's \$10 a minute Guy! Guy claims it was a bargain and I'm sure he won't forget it. Didn't get sick either.

THE RAFFLE

Robert Gregoire was the big winner and took home a 21st Century Thunderbolt with a list

price of \$199. Next up was Ollie Burns walking off with a GWS P-38 and then here was Ken Ribardo picking up the 2100 mah Li-poly battery pack. Adam Clement went for the Glo Driver and Merle McGregor selected the Angle Pro incidence meter. Brian Blackburn took the Prop Balancer and Jeff Penner settled for decals while I finally won something, a red spinner. John Reade was left with the ignominious hinges! And that was it for another memorable WCF Raffle!

We took in \$232 for the evening and the club will add \$125 so we can look forward to \$357 for prizes next month. Don't miss it!

Meeting was adjourned at 9:05pm

Minutes prepared and submitted for Brooks Robertson

By: Phil Leech

After the Trek

By: Sid Maxwell

It was 8:10am when I pulled onto the freeway in Rohnert Park. It was what you would call a bad weather day. It wasn't raining but it looked like the sky was ready to open up. As I headed thru Santa Rosa my cell phone rang. It was Brian Blackburn saying he was on his way and it was raining in Cloverdale right now and Cloverdale was only 12 miles from our field in Healdsburg. We were heading to Alexander Valley Field for our flying event, "Trek to Wine Country". The Trek is a new event where the Ukiah Propbusters join our club at our field for a fun fly, swap meet and a hamburger lunch.

After arriving at the field it wasn't long before the rain arrived. We had about one hour of flying before everyone headed for cover. There were quite a few guys at the swap meet, buying and selling so it turned out OK. we had 35 people attending and even though we were being rained out we were having a good time

We were served a hamburger lunch featuring the, "fat burgers", which are what you would call goooooood....

So now the next Trek is September 29 at the Ukiah Propbusters field where you can fly on real green grass.

Try it, you will like it there.....

Sid Maxwell

Model Air Show - Opening Day

By: Sid Maxwell

Our biggest event of the year is almost here. On May 19 we will put on the, "best model air show in Sonoma county". We have 24 events lined up so how could it be anything else. We will have a big raffle with ARF airplanes donated by our sponsors:

Awesome Hobbies.....Healdsburg

Sonoma Hobbies.....Sonoma

Hobbytown.....Petaluma

Mendocino Hobbies.....Ukiah

Jake's Hobbies.....Rohnert Park

Rotary Club.....Healdsburg

Top all this off with a Hamburger Lunch featuring the famous, "fat burgers", and the only thing left is all the, "fun", we will have plus that good feeling of enjoyment.

See you at the Air Show.....

Sid Maxwell

Three Preventable Sins of RC Flying

By: Jim Procise

From the Valley City RC Club, Medina, Ohio

One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose an airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps to avoid them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer too. One of the primary

benefits of a programmable radio is that it can store settings for several models. With a click of a button, you can call up the setting for the model you're about to fly, complete with trim settings, servo end-point adjustments, servo rotation directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, a reserved rudder and/or steering, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model.

The solution is twofold. One, remember to check the model selected the moment you turn on your transmitter and make sure it matches the airplane you are about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model selected, you'll almost always catch the error if you check the control surfaces before flight.

Having a radio set to the wrong model is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program the servo directions before flying a new airplane. Again, make it a habit to check the movement of the control surfaces before every flight and you'll head off disasters before they happen.

Improperly Located Center of Gravity

Balance is important in full-scale airplanes, but it is even more important in RC aircraft, where fractions of an inch or so can make the difference between a model that flies well and one that is unmanageable in the air. Most construction manuals or plans specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the recommended CG is at or very near the recommended location. If necessary, add lead weight to the nose or tail to achieve the recommended CG. Often, instead of adding weight, achieving the desired CG can be

accomplished by moving the receiver battery forward or backward. Always check the CG with an empty fuel tank. If your airplane has retracts that fold backward (like the F4U Corsair), check the CG with the wheels up. Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter battery, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you are not sure whether they are charged. Most transmitters have built-in volt meters; don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive expanded scale voltmeter (which should be a part of every flight box). Remember, low batteries lead to crashed airplanes. This is one case where an ounce of prevention is worth a pound of cure.

Float Fly Again

By: Sid Maxwell

Just when you thought the Float Fly is over..... here comes another one. On June 2 we will go to the Lake one more time, so you can finish up getting your float plane just the way you want it. It will be another good day just like the other one.....at Sal Lake.

Sid Maxwell

Fearless Flyer

By: Sid Maxwell

So now we come to the end of the monthly IMAC maneuvers and to the beginning of your practice routine to fulfill your desire to perform the maneuvers in a smooth, precise and enjoyable way. This month we have #9 the Half Loop or the Immelman and # 10 the Spin, one and a half.

9 Half Loop or Immelman

This maneuver is performed on the right side(or left according to the wind). Enter horizontal, pull to a half loop and at the top, quickly do a half roll. This maneuver leads into the next maneuver, the Spin so it is a good idea to end up at a safe altitude.

#10 Spin, one and a half.

When you start to practice the Spin it is a good idea to start at a higher altitude to give yourself plenty of room to recover. Some planes recover very easy while others take more time.

This maneuver is performed in the center. Enter horizontal, slowly reduce throttle and start adding up elevator until the plane stalls. It will have a slight up attitude. As it stalls, add left rudder, full up elevator and some aileron if needed. After one spin release rudder, ailerons, elevator and maybe add 1/4 down elevator, just a touch to establish a true vertical down line. After another 1/2 spin, fall on a vertical down line, add throttle and exit in the same direction as you entered and exit at the same level as you entered the Immelman. So now the monthly maneuvers are over, whew, don't you agree?

The Aerobatic IMAC Basic contest is on July 7. See you there.

Sid Maxwell

Top Ten Reasons Why It's Not So Bad to Crash Your Airplane

From Roxbury Area Model Airplane Club, Lake Hopatcong, New Jersey

10. If there are people in the club who are wondering why you haven't done it recently, they will finally be "off your case."

9. You get everyone's attention for a few seconds.

8. You get some people's sympathy for second or two.

7. Certain club members run to get their camera to take pictures of the wreckage.

6. You don't have to fold the back seat down in your car to get your airplane in on the way home.

5. Your spare parts collection just got bigger.

4. You now have more room at home for your next airplane.

3. You now have room on your transmitter for your next airplane (if you were maxed out).

2. You will never have to bring that airplane to the club auction.

1. You don't have to fly that airplane anymore.



RC Wear

By: Sid Maxwell

How would you like a WCF hat? Or a white Polo shirt with the club Logo. Maybe a T-shirt with the club Logo on the back. We just received a new supply of hats. So we have them all! If you are interested contact John Stoufer, he has the prices and the goods.

We are hoping all club members will show up at the Opening Day - Model Air Show on May 19 with the club's hats and shirts. It's what you call, "looking Good".

Sid Maxwell

Keep Your Pilot in Your Plane

Hangar Talk, Edinburgh, Indiana

Have you ever seen someone's pilot-figure rolling around in the canopy? Not very cool

especially if the pilot is an F-15 figure. Try this idea to make sure your pilot doesn't eject too soon.

Since most pilot figures are hollow, enlarge the rubber hole in the bottom of your figure. Make it about 1/4-inch to 3/8-inch wide. Go down to your favorite hardware store and purchase some drywall hole-hanger screws.

Get the 1/2-inch or 3/4-inch thick size. The size to use will depend on your cockpit size and the thickness of your pilot's rubber base.

Now drill a hole into the cockpit floor (where your pilot will sit). The cockpit hole needs to line up with the hole in the bottom of your figure.

Now glue your pilot down and take the drywall screw and push it up through the bottom of the cockpit floor.

Put the base of your figure on top of the drywall screw and tighten the screw. As the screw is tightened, the casing's external fingers will collapse or spread out inside your figure securely attaching your pilot to the cockpit floor.

Now if your airplane crashes, at least you know your pilot will still be securely attached!

Helpful Ideas

From Ed Olszewski, Eagles' Nest, St. Clair County, Michigan

With the weather becoming gloomier, and colder, some of our attention has turned to building and repairs—and hopefully more of the building and less repairs. Here are a few tips:

The foam "Pool Noodles" sold in the sporting goods section of mega marts make great foam stock for mounting your batteries and receiver in your airplane. It cuts very easily with a kitchen knife, and a pocket can be easily formed that will protect the electronics from vibration and shock. It is also rigid enough to hold the devices in place in many applications.

Aluminum foil makes a great shield or mask when spray painting. Paint of course does not penetrate the foil; it can be easily formed, and will stay where you put it, often without the need of tape.

Store your unmounted engine in an aluminum foil pouch. Thoroughly clean the engine and spray penetrating oil as a preservative and wrap the engine with the foil. Crease the edges to form an airtight seal to keep the preservative oil in, and the dirt and moisture out.

Cleaning Pushrod Tubes

From San Gabriel Valley Radio Control League, South El Monte, California

The oily residue of model fuel sometimes makes its way into the pushrod tubes, which also captures small particles of grit. The oily residue also makes some of the flexible plastic pushrods and tubes swell and soften slightly, which makes operation in curves almost impossible.

A simple cure is to apply a solution of powdered graphite, mixed with mentholated spirits or rubbing alcohol. Holding the model in an appropriate position (thus having one end of the errant tube in an upright position), apply the solution with a syringe onto the rod (or it can be applied to the mouth of the tube while moving the rod in a back and forth motion) to encourage the solution to circulate.

The mentholated spirits, or alcohol, washes away the oily residue and grit, leaving the graphite behind providing a good lubrication to the pushrod.

For Sale

To place an ad here email guy@gui-soft.com and to keep it here you have to "renew" it every month, that way there are no stale ads.

EVENTS CALENDAR 2007

May	19	Opening Day - Model Air Show	Aug	25	Learn to Fly Day
May	25-27	Ukiah Propbusters Fun Fly & Exhibition	Sep	2	Pylon Races
June	2	Float Fly Madness - Sal Lake	Sep	3	Day on the Pond - Sal Lake
June	3	Pylon Races	Sept	8	Neil Taylor Fun Fly
June	7-10	Float Fly at Red Bluff	Sept	12-16	Reno Air Races-Reno
June	16-17	Dan Sullivan Memorial at Ukiah	Sept	22	Wine County Aerobatics
June	23	Learn to Fly Day	Sept	29	Trek to Ukiah
July	1	Pylon Races	Oct	6-7	Red Bull Air Races, SF Bay
July	4	Day on the Pond - Sal Lake	Oct	7	Pylon Races
July	7	Wine County Aerobatics	Oct	13	Learn to Fly Day
July	14	Larry Frank Fun Fly	Oct	20	Float Fly Aftermath - Sal Lake
Aug	5	Pylon Races	Nov	4	Pylon Races
Aug	18-19	PCAM -Santa Rosa Airport	Dec	15	Christmas Party



**P.O. BOX 4198
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