

October 2007 Edition

# Wine Country Flier



Next meeting: 16 October, 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](http://www.wcflyers.com)

Promoting Model Aviation in Sonoma County

## 2007 Club Officers:

President:	Jon Stychno	(707) 888-6885	<a href="mailto:jon@epsinsurance.com">jon@epsinsurance.com</a>
Vice President:	Guy Nicholas	(707) 544-2141	<a href="mailto:Guy@Gui-Soft.com">Guy@Gui-Soft.com</a>
Secretary:	Brooks Robertson		<a href="mailto:Dr.lector@comcast.net">Dr.lector@comcast.net</a>
Treasurer:	Brian Blackburn	(707) 527-9645	<a href="mailto:bblackburn@santarosa.edu">bblackburn@santarosa.edu</a>
Member @ Large	Adam Clement	(707) 433-4113	<a href="mailto:adampclement@comcast.net">adampclement@comcast.net</a>

## 2007 Board Members:

Phil Leech	(707) 538-8557	<a href="mailto:leechstudios@sonic.net">leechstudios@sonic.net</a>
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## Newsletter and Website

Newsletter Team: Guy Nicholas, Phil Leech, Brooks Robertson, Sid Maxwell  
Website: Patrick O'Halloran



## ***Presidents Report***

(ed. No report received)

## ***Board Meeting Minutes***

1 Oct. 2007

Kenwood Elementary 10/8/07 - Jon Stychno and Brian Blackburn will be doing a demo at 3:15, for the Gate Program.

Learn to Fly Day 10/13/07 - Merle McGregor, John Reade, Brian Blackburn will be buddy boxing. Jon Stychno will put on a demo along with others with War Planes. Adam Clement will be running the Ground School.

Neil Taylor Fun Fly Report - Thanks to Phil Leech for putting the day together.

Trek to Ukiah - There were 23 members from our club who made a day of it. A good time was had by all. Especially Steve Cole who had a mishap with a tree. sic!

IMAC Wrap Up - Due to the unpredictable weather , we had three participants. Jon Stychno was 1st, Brian Blackburn 2nd, and Adam Clement received Turd place.(inside joke).

Moonlight Float Fly 10/20/07 - From 3:30pm to ? at Sal Lake

Trentadue Site Report - Our hopes of a quality field have been dampened due to potential liability issues that could occur. Their legal department was against this opportunity.

Handicapped Port-a-potty - A new one will run \$1500-\$2000. This is still under research for alternative sources.

Fleet Week - Begins with practice starting on 10/4,10/5, with the events being held on 10/6&7, over the S.F. Bay.

Sid Report - Drilling gas relief wells at our field has begun on 10/1, and should be completed by 10/5.

2008 Dues - We will collect full dues (\$80.00) the same time as usual. If we do not have a field after 4/08, we will discuss alternatives, and prorate refunds, if so desired by any member.

Minutes taken by,  
Jerry Williams

## ***Nice Links***

Thanks to John Reade for sending out a few nice aviation links this month:

Great video of a Sopwith Camel flying around. How often do you get to see that?

<http://www.youtube.com/watch?v=qtprTL66-FY>

And this one, actually John sent me the link to the Yankee Air Museum air show, but I went up a level to grab this link. There are a lot of great close up shots of some truly beautiful aircraft.

<http://www.richard-seaman.com/Aircraft/AirShows/>



## ***Moonlight Reminder***

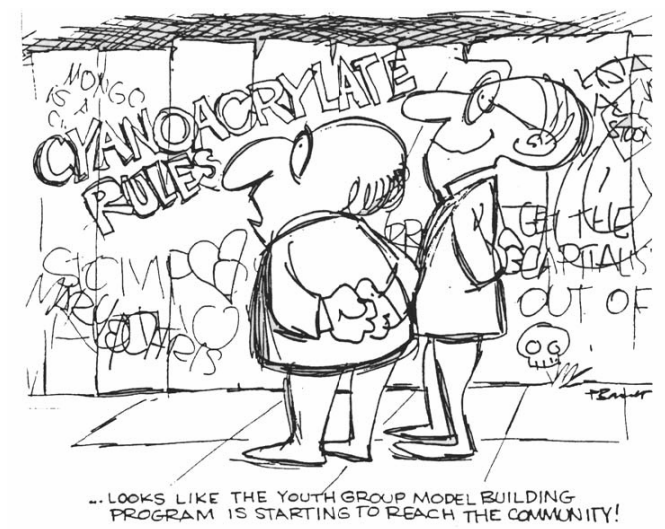
By: Sid Maxwell

On October 20 there will be a Moonlight Float Fly at Sal Lake where we will fly on water till

the Moon shines. We will start at 3:30 pm in the afternoon and go till dark. Some of us will come early, before 3:30pm maybe as early as noon, what ever you like. If you come before 3:30pm (that's when the field closes) get a Frequency pin from the field before you come and I will return them for you later. I will have a Frequency Board at the Lake for after 3:30pm. This will be the first time we will fly after 3:30pm as a club.

It looks like we may have Hot coffee and Cake for desert and there will be cold drinks available.

Fly by the light of the Moon at Sal Lake on October 20.



### ***Trek to Ukiah***

By: Sid Maxwell

What a great day it was! Good flying, good food and good people. Yes that something special was still there, that good feeling and it was still serene. What a great place. We had 52 people with 23 from Wine Country Flyers. Everyone you talked to had only good things to say about the Trek; the flying, so many people flying it was very entertaining, never a dull moment; the Swap Meet, so many people were selling it made it worth while; the food, "fat burgers", and all the trimmings what a feast. We even had people saying it was so much fun we should do this a couple of more times a year.

Also a big,"thanks", to the Ukiah guys for having us! So until next time.

Sid Maxwell

### ***Antennas***

From the Aero R/C Club, Lennon, Michigan

With all of the technological advances in transmitters and receivers, we spend more time learning how to use the new features to improve our flying enjoyment. It is easy to forget that these complex signals must be sent from the transmitter to the receiver in the aircraft, and it is the antennas of each that are most important in maintaining a strong signal.

Metal-whip transmitter antennas can take a beating and should be inspected regularly. Inspection before each flying session is not a bad idea. Things have a way of happening during transport to and from the field, and back at the hangar.

Extend the antenna fully and give it a mild shake. Look for slop between the sections as this can cause an intermittent connection. If any section slides back (collapses) without force, replace the antenna. Also check that the antenna is tightly screwed into the base. Sometimes the threaded inserts break loose.

Never use metal gadgets to attach the frequency flag. Clean with tissue and alcohol, and lubricate with WD-40. If a section breaks, it can be soldered together with brass tubing while you wait for a replacement. Receiver antennas must be handled gently. Do not pull on the connection at the receiver body. The antenna should be routed at least 2-inches clear of other electronic parts. When bundling the receiver in foam, be sure the antenna comes out one end and the servo/battery wires out the other. Never attach the receiver antenna with a metal clip. Route it through plastic tubing, or tape it in place. If a portion of antenna breaks off, an extension can be spliced on and covered with shrink tubing. The actual standard wavelength is about 4 meters,

but most manufacturers of radios used in the US use 1/4 wave antennas at approximately 3 feet ( about 41 total inches is better,) and some Park Flyer, single-conversion receivers are less. A few inches in length is not critical.

The new 2.4 GHz radio systems will improve the reliability of antennas because they are only a few inches long, but existing radios have a lot of life in them. In any case, the gold standard for determining a good radio signal is a range check with the engine running. Take the few minutes of time to check your antennas.

### ***IMAC***

By: Sid Maxwell

On September 22, we had the Wine Country Aerobatics contest for the IMAC Basic maneuvers. It was not a good day for weather because the black sky above appeared ready to unleash a torrential downpour at any moment all morning and just when the contest ended the rain began. Overall it was a fun day and we had awards for the winners.

First -----Jon Stychno

Second-----Brian Blackburn

Turd-----Adam Clement

Sid did the calling, Darlene and Wayne Frederick did the judging. Wayne created the plaques.

So until next year

### ***Turning Your Trainer into a Fun-Fly Airplane***

By: Ed Moorman

From the Casper Aeromodelers Association, Casper, Wyoming

You've got a club fun-fly coming up and want to enter. Which one of your airplanes should you use? Your low winger? Your old trainer? Should you build a new one? Some clubs restrict you from using specialty fun-fly airplanes in local club meets. You know, the ones with the carbon-fiber boom and the single big wheel. If this is the case, the best airplane you can use is your old trainer!

The first thing you want to do is find out what kind of events are typically in your local fun-flys. Usually you'll have Most Loops in a certain time, Taxi Race, Spot Landings, Climb 'n Glide, Limbo, and other events similar to these. The Loop Landing, Touch 'n Goes, Dixie Death (take off, 3 loops, 3 rolls, land for time), and inverted limbo events are generally left to the real competition fliers and usually not flown locally unless your club is a hotbed of fun-fly activity. So for your local events, you'll need a light model with a lot of lift and a good engine. What does this sound like? Sounds like a trainer with a hot .46 to me. Pull out your old FP .40 and drop in a .46. Add a lot of control throw and you are in business.

Here are some modifications you can do to turn your trainer into a ringer for fun-fly events.

1. Replace the original landing gear with a much wider one. Your old trainer's worst event may be the Taxi Race. It might have a tendency to tip over, especially if there is any wind. You will also want to add a wire between the gear legs. The wire gear normally found on trainers always tends to spread out letting the tail sit lower. This makes it easy to hit the nose wheel first, insuring a bounce. You want the airplane level, so take some 1/16 wire, bend to shape, and wrap and solder it between the gear legs down by the wheels. Pull the legs together so the airplane sits level.

2. Install your most powerful .40 to .50 engine. If there are events that require you to loop, set the needle valve so the engine runs slightly rich in level flight. Under G-forces during the loops, the engine will lean out to max power.

I sometimes have trouble convincing people to do this. Go up and do 10 loops in a row and see if your engine sags or not. If your engine is set screaming lean, you won't get 5 loops before it sags. Most people's engines will sag at 7-8 loops. You need to set it a little richer for loop events and also for Climb 'n Glide.

Set your elevator throw by going up and doing several loops at full back stick. As the airplane

goes through the loops it may slow down and try to stall. This is why you need a powerful .46 engine, to keep your speed up in maneuvers. If the airplane stalls and rolls out of the loop or drops a wing, land and reduce the elevator movement. If it can do continuous loops, land and increase throw. Do this until you can do 10 of the tightest loops possible without stalling.

3. Next, if you get a chance, remove the ailerons and replace them with 2-inch-wide aileron stock. Going to ailerons wider than 2 inches would probably require two aileron servos which many people might not want to undertake. If you do, look for "The Moorman Flies: Using Two Aileron Servos" on RC Online.

After you install the wider ailerons, seal the aileron-wing gap on the bottom with tape or MonoKote. If you are not going to change out the ailerons, seal the ones you have. Sealing the ailerons will increase their authority, giving you a higher roll rate. Install your most powerful servo on ailerons. If there are going to be events with rolls in them, set the throw for all you can handle. Guys with computer radios will need exponential.

There is a one-time way to make wider ailerons. Go to a drug store and pick up some poster board. Cut a strip 4 inches wide, fold it down the middle, and tape it to your original ailerons. You will have to clean them off with alcohol or acetone first to get the tape to stick. Remember, you are going to need a strong servo on ailerons.

4. Flaperons and Spoilers: Here's how you can have flaps without the aid of a computer radio. Make up three sets of aileron pushrods. This includes the servo arm, pushrods, and devices. One set will put the ailerons level for normal flying and events like Climb 'n Glide. A second set will be short and pull the ailerons down about 20-30 degrees or so. You'll have to experiment to get the best setting. These are your loop ailerons. Down flaps will give you tighter loops. You'll need to test fly to see

where the elevator trim has to be for flying with flaps.

The final set, or premade aileron pushrods, is for Touch 'n Goes. This set gives you about 10-15° of up ailerons. Up ailerons, or spoilers, will kill some of the lift your trainer is making and keep it from floating. This will let you make faster Touch 'n Goes.

All right, let's see what we have. We have a trainer that should have the same power as the other guys and it ought to be as light or lighter. It ought to glide much better than any airplane with a fat, thick, symmetrical airfoil. With flaperons down it ought to loop with just about anything. Even without flaperons, the light-weight, high-lift, flat-bottom airfoil and lot of power should keep you in the ball game. All trainers are floaters, but setting the ailerons slightly up like spoilers should help you get down quicker. This should be a very competitive airplane in local fun-flies.

If you don't have a trainer and want a good club fun-fly airplane, I suggest a Sig Kadet Serorita. It is big and light. This model is built from sticks and ribs. Build the wing flat and replace the spars with spruce. If you can, leave off the cabin and just build a box fuselage out of sticks. The airplane was originally a three-channel trainer without ailerons, so use two servos and make some 3-inch wide ailerons out of sticks and cover with MonoKote. Use Kevlar cord for bracing on the tail. Use a wide and fairly long gear for good propeller clearance. This airplane should be very light and, with a hot .46, should be a sleeper in local fun-flies.

### ***You're Addicted to RC, When...***

From the Sacramento Valley Soaring Society,  
Novato, California

- You read nothing but transmitter and model manuals in the bathroom.
- You have converted a mobile home to have room for all your airplanes with just space enough to sleep.

- Your RC insurance costs more than your car's.
- You have something RC within a radius of 5 feet from you at all times.
- You've heard, "Hey that looks just like the airplane I tossed in the bin after crashing last week," more than once at your flight field.
- A full-scale airplane passes overhead and you move your thumbs to match its movements.
- If you plan to go outside for any reason and it's windy, you go back inside again and find out when it's due to be calm next.
- When the power steering goes, you tell the people at the garage to change the servo.
- If you worked feverishly in all your free time, it would take three years to clear up your backlog of kits.
- You host a fun-fly when it's so cold that one of the events is starting your engine.
- You accept a crash as an opportunity to start a great new kit.
- Every time you pass a garage sale, you look for wings.
- If you spend more money at the local hobby shop in one hour than you make in a month.
- You keep your old van just to transport airplanes in.
- When you go to Home Depot and the PVC pipe and fittings section gives you ideas for new wing racks instead of plumbing projects.
- The smooth tarmac bike trail at your local park has funny airport markings sprayed on it.
- Your car has a ski box on its roof, yet you never go skiing.
- You have a "special room" for your airplanes.
- You have a gallon drum of adhesive in your shed.
- You have at least three different heating irons.
- Your neck shows a white strip, that is the same width as your transmitter strap.

## *Flight Trimming*

From The Eagle's Nest, St. Clair County, Michigan  
Submitted by Jack DeLisle

Proper Center of Gravity (CG): Method A Roll model inverted.

- A. Slight down elevator required for level flight—no adjustments.
- B. Significant down-elevator required to sustain level flight—move battery pack backward.
- C. No down-elevator required to sustain level flight—move battery pack forward.

Proper CG: Method B From level flight, roll model to a knife-edge.

- A. Model falls without dropping nose or tail—no adjustments.
- B. Nose drops—move battery pack backward.
- C. Tail drops—move battery pack forward.

Engine thrust up/down: From level flight out around 100 yards, pull to a vertical climb directly in front of you, release sticks and observe deviations.

- A. Model continues straight up—no adjustments.
- B. Model pitches toward wheels—decrease down thrust.
- C. Model pitches toward canopy—increase right thrust.

Engine thrust- left/right: Fly model straight and level into the wind and pull vertical.

- A. Model continues straight up—no adjustments.
- B. Model veers left—increase right thrust.
- C. Model veers right—decrease right thrust.

Knife-edge flight—pitch: Fly model into wind, maintaining knife-edge flight with minimal rudder. Do this from each direction.

- A. Model continues on knife edge without deviation—no adjustments.
- B. Model pitches toward landing gear—mix in up-elevator with rudder.
- C. Model pitches toward canopy—mix in down elevator with rudder. Knife edge flight—roll

Fly model into wind: do this from each direction, maintaining knife-edge flight with minimal rudder.

A. Model continues on knife edge without deviation—no adjustments.

B. Model tries to roll—mix in opposite aileron with rudder.

Aileron differential: Fly model level heading into the wind or downwind. Pull to a 45-degree climb, and roll with aileron.

A. Model rolls without yaw—no adjustments.

B. Model exits yawed in opposite direction of roll—increase differential. Increase up throw on aileron.

C. Model exits yawed in direction of roll—decrease differential. Decrease up throw on aileron.

### ***Get some superior pilot skills***

from Transmitter  
Palomar RC Flyer  
San Marcos CA

**Superior Pilot: Def.** “A pilot who uses superior judgment to keep his butt out of situations that might cause him to have to use his superior flying skills.”

#### **Get some skills**

It just doesn't happen without some effort. Many new pilots are happy to be able to fly a trainer after they solo, but after spending some effort to learn to fly by yourself, you should continue to develop the additional skills needed to become a superior pilot. These skills are not simply acquired. It takes a plan to continue mastering the fine points of Radio Control (RC) flying.

Acquiring the judgment to know your own limits is not easy. Here are some tools:

**1) Read.** Spend time with the RC information available in magazines, books, on the Internet, etc. Look for common sense approaches to construction, safety, and flying tips.

**2) Participate.** Attend RC activities where there are experienced fliers. Get involved as an observer, judge, recorder, or official. You'll be surprised at what you learn. As you acquire skills, increase your participation.

**3) Practice.** As you learn new skills, do more than just file them away. Practice them. This is the key to extending your RC abilities. Don't just continue to do the same thing every time you fly. To acquire a new skill, you must try it.

**4) Ask for help.** This an overlooked way to acquire skill. Identify someone with the skill and ask for help. Even in competitive events, almost all RC fliers are willing to share their experience. You can save yourself many mistakes by learning about the mistakes of others.

**5) Master new skills.** Learn at your own pace. Don't overextend your ability. Give yourself plenty of margin for error and gain absolute confidence through practice. Each person has different talents, so things that are easy for others may not be easy for you and vice versa. By practicing, you can avoid making major mistakes (and the coincident expense and embarrassment). Continued practice brings confidence and mastery. Have you tried anything new lately? Now go fly right!

### ***For Sale***

To place an ad here email [guy@gui-soft.com](mailto: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

Oct	13	Learn to Fly Day
Oct	20	Float Fly Aftermath - Sal Lake
Nov	4	Pylon Races
Dec	15	Christmas Party



**P.O. BOX 4198**  
**SANTA ROSA, CA 95402**