

November 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

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
Jerry Williams	(707) 762-5368	jerrywilliams99@comcast.net
Roy Domke	(707) 395-0411	Runabout@aol.com
Merle McGregor	(707) 585-1061	m.mcgregor@sbcglobal.net

Newsletter and Website

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

Website: Patrick O'Halloran



Presidents Report

By: Jon Stychno

As the rain begins, The Wine Country Flyers are wrapping up another action packed year of events. The December Pylon Race and Christmas Party are all that's left on the calendar. It seemed that almost every weekend there was something going on at the flying field. Aerobatic contests, Pylon Racing, Float Fly's, Scale Fly-Ins, and Learn to Fly Days for Cub Scouts and the general public were well attended and enjoyed by all. The club's top pilots were also kept busy, participating in the WCF Model Air Show, and wowing over 20,000 people at the Pacific Coast Air Museum's annual Wings over Wine Country Air Show. Many members also took time out of their busy schedules to participate in presentations at Sonoma County schools. I would like to thank all of the Wine Country Flyers for the hard work and effort. I would also like to thank club officers and board members for their contributions, and a special thanks to Sid Maxwell for organizing many of the events held throughout the year.

This fantastic year of fun wouldn't have been possible without the help of some very important officials, the County Board of Supervisors. The board approved a one year extension of the Revocable License Agreement in February of 2007. Since that time, WCF members have been working extremely hard to locate a suitable location for a new flying site, before the extension expires in April 2008. This task has been quite a challenge, to say the least. To date, over 30 potential sites have been explored, and at one point, we got as far as grading a new runway. Unfortunately, none of these leads panned out, due to everything from difficult site access, unsuitable terrain, and legal issues. We continue our search for a new place to fly, and will work until we have found one. Recent discussions with developers of Saggio Hills, a planned development located to the south of our flying site have been positive. It appears that they support the Wine Country Flyers

staying at our current location until the resort is completed! This is great news!

Since the lease extension, the Wine Country Flyers have also been making great efforts to minimize the impact on our friendly and accommodating neighbors to the north of the flying site. We have reconfigured the layout of our flying stations, and more importantly, instituted a "No Fly Zone" on the north side of the field, restricting flight in the area where noise may be heard by neighbors. These changes have been very successful, and we are always looking for ways to continue to maintain a positive relationship with residents in close proximity to the Refuse Transfer Station.

If a solution has not been reached by April 2008, the Wine County Flyers will continue to operate as the only model airplane flying club in Sonoma County, whether we have a place to fly or not, and continue to hold monthly meetings. As I have mentioned before, this club is full of dedicated, talented individuals, and together as a team, I believe we will be able to accomplish our goal to have a safe, enjoyable location for Sonoma County residents to participate in this wonderful hobby for years to come.

Board Meeting Minutes

13 Nov. 2007

The meeting was called to order at 7:00pm by President Jon Stychno. Officers and Board Members attending were Jon Stychno, Guy Nicholas, Brian Blackburn, Sid Maxwell, Roy Domke, Merle McGregor, Phil Leech, Adam Clement and guest Jeff Penner.

The first order of business to discuss was the Christmas party. It will be on December 15th with dinner starting at 7:30pm at the Montgomery Village Cattleman's. There will be a flyer out shortly, please RSVP quickly so that we will have a good count for the dinner. Awards and prize amounts were voted on; awards and prizes will be given out at the dinner.

General Meeting Minutes

16 Oct. 2007

2008 Elections are set for the November general meeting, there is a nomination or an incumbent in place for each position so there shouldn't be any unfilled offices. Jon will have his board appointments in place by the end of the year.

In order to better enforce the no fly zone, several changes were discussed.

- Move the pilot stations at the north end of the field to the south end of the field.
- When pilots come the flight line they should use southern most available flying position, this should help them from flying so far north into the no fly zone.

There was discussion about different strategies for the next meeting with the county. More work will be done on this in the next meeting. There will also be a form sent out to the general members asking for potential new sites to investigate.

There was a short report about the Moonlight float fly, not much flying was done as the winds were high. A few people tried and crashed, other than the wind, a good time was had.

There was no update on the handicapped restroom at this meeting; there should be additional information available by the next meeting.

Adam mentioned that they are looking into some inside flying at the fairgrounds. No cost info was available yet but he will let us know as it becomes available.

The November Board Meeting concluded at 9:00pm.

Report prepared and submitted for Brooks Robertson, Secretary by Jeff Penner.

The meeting was brought to order by Jon Stychno at 7:30 pm., with 31 members and guests present.

- The Door Prize of a gallon of fuel was won by Wayne Frederick which will help him re-supply the fuel he recently used at the Scale Masters event in Hemet, CA.

-Guests for the evening included Tom Frazier and his son Colin Frazier. Will Whiteside was on hand to present a video program later in the evening.

New Members included youthful Joel Pringle who was accompanied with his mom.

- Sid Maxwell presented the Treasurer's Report for Brian Blackburn who was teaching at the JC. Our total accounts have reached \$13,094 and we currently have 115 members.

- The Secretary's Report was as published in the Newsletter.

- For Sick or Injured, John Reade was on hand to tell us about his recent knee operation and he suggested that he would be a presence at the field for the next 3 to 6 weeks as he convalesces.

OLD BUSINESS

- Steve Cole gave us a re-cap re: the Pylon Races. During a Quickie 500 heat Steve and Patrick O'Halloran connected in flight with the result that Patrick's plane was trashed while Steve's was completely unscathed. A picture of the results is published on the cover of the October Newsletter. There are two more Pylon Race sessions scheduled for this year, first Sunday of each month.

- John Stychno and Brian Blackburn received a round of applause for their effort at presenting R/C info to a bunch of school kids at Kenwood Elementary. There were about 20 kids at the presentation and a few of them showed up at the recent Learn to Fly Day,

- Sid told us about the recent "Learn to Fly Day" where 17 students turned up for flight training with instructors Brian Blackburn, Merle MacGregor and Sid.

- Sid reported on the WCF aerobatic IMAC event. Three awards were presented to

Adam, Brian and Sid. Thanks to Wayne for the plaques.

- Sid also reported on the "Trek to Ukiah", relating that there were 52 flyers attending with 23 from WCF. Tim Moore of Propbusters did most of the BBQing and Sid served up his famous fatburgers. The weather was perfect and there was a lot of good flying.

- Sid emphasized the need to adhere to the "No Fly Zone" and told us that Jason Wilcox had called him about planes flying too near his property. Sid has a good relationship with Jason but we have to stay within the No Fly limits.

NEW BUSINESS

- Sid announced his new event, "Moonlight Float Fly" scheduled for the coming Saturday, Oct. 20. The float fly will start at 3:30pm and last 'til dark. Sid will have Starbucks coffee and cake available.

- The prospects of a WCF field at Trentadue winery were discussed. At this point, the insurance issues seem to preclude a field at Trentadue. Victor Trentadue has offered to ask other winery owners in the valley whether they would be interested in helping us. Ralph Grella brought up an idea regarding the possibility of a flying field at a site once owned by Agilent in Rohnert Park. Agilent used to allow employees to fly from an area on their Corporate Campus. Agilent sold the facility to Coddling Enterprises a few years ago with the thought of developing the site for residential and/or commercial development. While it would only be a temporary opportunity for us until Coddling develops it, it might be worth pursuing especially since Dave Coddling was a member of WCF a few years ago.

- The annual Christmas Party is scheduled for Saturday, Dec 15 at 7:30 and reservations have been made for us at Cattlemen's Restaurant in Montgomery Village. Invitations will be sent out in mid November.

- Steve Elliott from Hobbytown has scheduled another Hobby Expo for 2008 for Feb 6, 2008. We will have a booth reserved for us.

- The election slate was presented for review. The actual elections will be at the November WCF meeting. Here is the slate:

President: Jon Stychno (encumbent)

Vice President: Guy Nicholas (encumbent)

Treasurer: Brian Blackburn (encumbent)

Secretary: Jeff Penner

Member at Large: Sid Maxwell

The Member at Large office also includes duties as Field Safety Officer and Sid plans to vigorously enforce rules regarding compliance with the "No Fly Zone".

SHOW AND TELL

- Wayne Frederick showed us a trophy and plaque that he had recently been awarded by the Scale Masters group for his participation at their national event held in Hemet, CA. Wayne received the highest static score for his Fokker D8 in the Team Scale category.

- Will Whiteside presented a 35 minute video of his flights at the Reno Air Races this past September. He made the laptop powerpoint presentation with assistance from Steve Cohen. Will explained in detail the origins of his Yak 3/Yak11 airplane and outlined the modifications he and his group have made in the past and also their future plans to increase horsepower and speed. The video included footage taken in the cockpit of Dago Red at over 500 mph and 100 feet of altitude. It was a real treat to have Will share his experiences with us and was the high point of the evening.

THE RAFFLE

- Ken Ribardo was the big winner for the night winning an Ultra Stick. Brian Germone picked up the second best prize, a Tiger 2 ARF. Colin Frazier won the slick miniature heli that Steve Cole had demonstrated earlier. Brian Blackburn arrived from his teaching job just in time to win the deluxe wing bags. John Lehtio selected a pair of glow plugs and Julio Alvarez took the Century 21 sealing iron. Will Whiteside opted for packages of servo extensions and Ralph Grella liked a pair of scissors. Joel Pringle picked up a power switch while Sid took the hinges leaving the fuel line extension for Merle MacGregor. We took in \$305 for the evening and will have \$425 available for the November meeting raffle.

-The meeting was adjourned at 9:10 pm

IN MEMORIAM
GLEN BALLARD - 1911-2007

By: Phil Leech

Glen Ballard passed away June 8, 2007 at the age of 96 after a long battle with prostate cancer. Wine Country Flyers made Glen a lifetime member several years ago when he could no longer fly because of macular degeneration. Macular degeneration is a disease of the eyes that slowly but steadily causes the loss of sight. Glen's case was an unusual one in that he didn't learn to fly R/C until he was in his eighties. But he was determined and persistent (sound like anybody you know?) and he DID LEARN TO FLY! Glen was an affable old guy and everyone liked him and appreciated his die hard attitude to flying R/C airplanes. He flew for several years and as the disease got worse and worse he crashed and crashed some more until one day he announced, "I just can't see the airplanes anymore". Guys would occasionally bring Glen to the field so that he could meet with old friends and just hang out with everyone. That's about the time we decided to make him a permanent lifetime member. He received our Newsletters and kept in touch with a few of his old friends. I met Glen on a couple of occasions, usually at our Opening Day Event and I would have to agree that Glen was a really nice old guy, colorful and still full of enthusiasm for flying and modeling. I'm sure we will all miss him.

Christmas Party 2007 - Coming Up

By: Phil Leech

Put Saturday, December 15 on your calendar for a "can't miss" date for you and your wife or best girlfriend. You should be receiving your invitation and reservation card in the mail in the next few days. We have our reservations for Cattlemen's Restaurant in Montgomery Village confirmed and we will have the same banquet room equipped with a P/A system and a cash bar. We have moved the time up to 6:30 for our cocktail hour and plan on

dinner being served between 7:30 with hors d' oeuvres and dinner at 8:00 with your choice of Teriyaki Chicken, Ribeye Steak, Prime Rib (my favorite) or Grilled Salmon at about 8:00. The program for the evening will be highlighted with video clips of this years' events and Jon Stychno will be the emcee for the evening.

The club has set aside over \$1500 for raffle prizes that include cash envelopes for our ladies and R/C goodies for us guys. Adam Clement will be selecting the prizes and John Reade will be the raffle master.

We've had another great year and this will be the last event to cap off a memorable season. Looking forward to seeing everyone so don't put off sending in your reservation and check. You don't want to miss this one!

No Fly Zone!

By: Sid Maxwell

Keep in mind that we still have the, "No Fly Zone".

Remember:

1. Land and takeoff to the South if possible.
2. Make an immediate right turn on take off at the North end and a sharp left when landing.
3. Or take off and land at a 45 degree to the runway.

There have been several complaints by our neighbors. Let's work together and bring the complaints to Zero.

Sid Maxwell

Moonlight Results

By: Sid Maxwell

It was not a good weather day. The wind was at 35 mph but it seemed like 60 all the time we were there until the very end. Then after we packed up, the wind stopped. It was dark now and the only night flyer that flew by the light of the moon was Jon Stychno. He had rigged up little plug-in lights on the top and bottom of his 39" Tribute electric. Then he put on a light show in the CDF parking lot. Maybe next year

we will have more Moonlighters. There were 23 brave souls battling the elements and 8 float planes. It was cold and windy so I went to Starbucks for 2 jugs of Columbian coffee and several of us brought cakes and pies.

The highlight of the Float Fly was when Bryan Germone brought a Tiger 2 with floats. After he started it Steve Cole flew it first. The angle of the floats gave it a downward thrust so it stuck to the water and he drove it around like a boat then spun a donut, made a wake and bounced into the air. Then Bryan took over. He flew for a while then decided to do a touch and go. With the direction of the wind he had to land towards the rocks along the Dam. He touched down about 30 mph and because it couldn't take off again, he rammed straight into the rocks. You can see what is left of his plane if you look at the bulletin board at the flying field. It is a 6" square with all the hash marks of every flight. I counted 98.

It was a fun Moonlight float fly except for the wind.

Let's do it again sometime.

Sid Maxwell

F.A.S.T. Report ***(Find A Site Today)***

By: Sid Maxwell

Only 5 months to go. We checked out a few places this month for flying sites:

1. Penngrove 4 acres
2. Carlisle Const, Healdsburg
3. Kendall-Jackson, Healdsburg
4. Graywood Ranch, Kenwood
5. HP Coddington Park, Rohnert Park

We will discuss these at the November meeting.

Sid Maxwell

Repair 101

by Ed Olszewski

From The Eagles' Nest, St. Clair County, Michigan

With the days getting shorter, it is the time to get started on repairing those airplanes that

did not quite make it through the year intact. I know they may look like a disaster and appear un-repairable, but take a few minutes and look at it a different way. The craft is not half destroyed, it is half built.

I would bet there is probably a good set of tail feathers. And while part of the wing may be smashed, at least half of the wing is still in good condition. If you were building that airplane, you would consider it half complete, wouldn't you? It is often surprising what you thought was an un-repairable craft, will take less time to repair than assembling a new ARF.

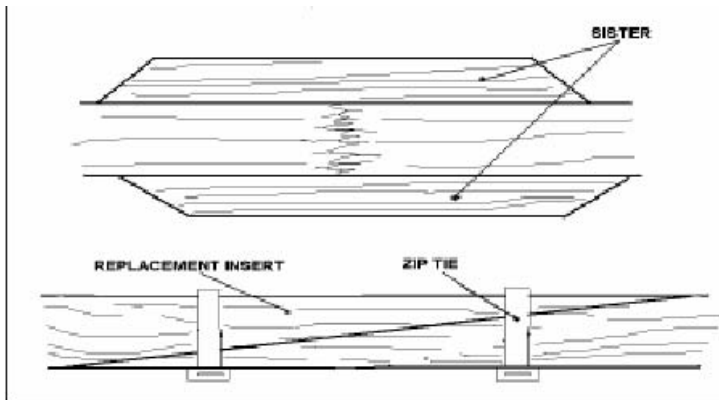
There are a few basic repair principals to remember. First and foremost, it is never as bad as you first thought or it looks. Second, aside from the pilot, everything else is structural, or it would not be there, even the covering adds to the structure. Third, take your time and do a good light repair; a pound of glue has no structure, it just adds weight. Now get started.

Assess all the damage. Remove enough covering to fully see, and be able to work on the damage. This is no time to be shy. Often a fracture is hiding under the covering just beyond your sight. Remember, it does not take any more effort to apply a large patch of covering than a small. Also, since the covering is a structural element of the craft, a larger piece of covering will probably be sounder anyways, and it will always look better than a small patch.

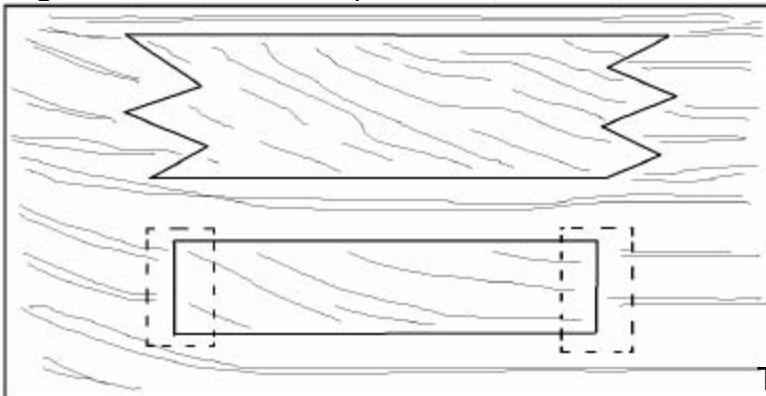
Get to the bottom of the damage. You may have to remove some planking or ribs to reach a broken area. But remember, all the elements of the craft are in some way structural, that is why it is important to repair every damaged part.

Don't try to kid yourself; new glue will not stick to old glue, grease, oil, or oil-soaked balsa or ply. Remove all oil soaked wood at the beginning, new wood is cheap and well worth avoiding the aggravation of a poor glue joint. Scrape off all the old glue while you are in the disassembly stage of the project. A little effort here will make the rest of the job go more smoothly.

Sticks of wood do not bond well end to end; wood needs a lot of gluing surface. Butt joints will always fail, and always in the air. Always “sister” joints or use a “lap” joint. Use glue sparingly with clamps until the glue dries. Zip ties make very good clamps for holding joints together while drying, you can even leave them on permanently, if space allows.



Think of planking the same way as a spar, and avoid butt joints. Cut the patch of planking material with a “zig-zag” at the end of the patch. Then use the patch for the pattern to cut the repair hole through the planking. If there is no room to zig-zag the end of the patch, add a sister under the end of the hole to glue the bottom of the patch to.



Do not try to simply fill in cracks with glue. Take the time to make tight fitting joints. We are trying to make a sound repair on an aircraft, not calk a submarine. Filling a crack with glue will not hold near as well as a good tight glue joint. The results will be heavy and eventually fail.

Repairing an airplane can be very rewarding. Often it helps ease the “flying jitters” after you find how easy it is to repair all but the worst

crash. Now pull that jigsaw puzzle of an airplane out of the two garbage bags you have been storing it in, and get to work!

New Servo Technology

By: Guy Nicholas

Futaba has released their new line of brushless motor servos. These motors promise longer life, less heat, and smoother operation than their brushed counterparts. I mentioned this to a JR friend of mine and his reply was, “JR has had coreless servos for years”. Coreless and brushless are two different things and I will explain the differences in an article next month. Till then, just drool over this picture (keep it off the keyboard though).



Cover Photo

The cover photo is of a spy bug of sorts. Check it out at this site:

<http://biorobots.cwru.edu/projects/mmalvweb/>
I don't know if I believe all the talk about this being “research” but it would be a fun gig to have...whatever it is.

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

Nov	4	Pylon Races
Dec	15	Christmas Party



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