

Jan/Feb 2008 Edition

Wine Country Flier



Next meeting: 19 February 2008, 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:	Jeff Penner		JeffP@sonic.net
Treasurer:	Brian Blackburn	(707) 527-9645	bblackburn@santarosa.edu
Safety Officer:	Sid Maxwell	(707) 584-4428	airmanx@inreach.com

2007 Board Members:

Phil Leech	(707) 538-8557	leechstudios@sonic.net
Steve Cole	(707) 566-8838	stevecole@awesomehobbies.com
Roy Domke	(707) 395-0411	Runabouter@aol.com
Merle McGregor	(707) 585-1061	m.mcgregor@sbcglobal.net
Ken Ribardo		

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



Editors Note

By: Guy Nicholas

Due to a lack of materials last month I wasn't able to get a newsletter out. Items I had last month, like the Presidents report, will be included in this edition.

Presidents Report (Jan)

By: Jon Stychno

Winter has definitely arrived. Sunday trips to the flying field are now being interrupted by rain and wind. I am ready for spring! At the January board meeting, a list of events for 2008 was discussed, and it is going to be an exciting year! Pylon Racing will kick off the calendar on March 2nd, and the first Learn to Fly day of the year will be held March 8th. Warbirds over Wine Country, is planned for March 22nd, and should be a great event. It will be billed as the largest gathering of Warbirds in Northern California. If you don't have a WW2 Model, start building! There will be the usual Float Fly's and IMAC events, as well as a Scale contest. See event calendar for dates.

The job of securing a flying site continues, and the officers and board are working diligently on two fronts. One is to keep the field we have, and the other is finding a new site that fits our needs. I feel there will be success in one of these areas. It is a pleasure to say the county is assisting us in both endeavors, and recent meetings have been positive. More information to follow soon. In the meantime, be sure to follow all field rules and avoid the No-Fly Zone, the future of the Wine Country Flyers depends on it.

Presidents Report (Feb)

By: Jon Stychno

The days are getting longer and the weather is a lot warmer. Let's go flying! Our first Learn to Fly Day of the year is on Saturday March 1st from 10 to 3. It is a great opportunity to come to the field and get some help from our instructors on one of the trainer aircraft, or log some flight time with a new airplane.

Sunday March 2nd is the first Pylon Race of the season, and I am very excited. We are starting a new class, which consists of the Park Zone Electric T-28 ARF or RTF. This will replace the nitro trainer class, and allow someone to get into Pylon Racing without spending a lot of money. It is made of durable foam, which is easy to repair, a perfect class for someone who wants to start racing! The "Plug and Play" (just add receiver and battery) version retails for \$160, and the "Ready to Fly" version retails for \$220, and are available at Awesome Hobbies. This is a "stock class", the only item that can be changed is the battery size (it must remain a 3 cell), and so it should be very competitive. There also will be the Q-500 class and Foamie "Unlimited" Warbird classes just like last year. Come out and watch the action!

Another event I am very excited about is Warbirds over Wine Country. It will be held on Sunday, March 23rd. I hope this will be one of our biggest events ever, as all AMA members are welcome near and far. There will be awards handed out, as well as a raffle, thanks to local hobby shops' contributions.

As previously mentioned, the officers and board are currently working with the County of Sonoma to secure a permanent place to fly for the Wine Country Flyers. Progress has been made, and we have located a possible new site on county property. As we take the next steps to move to the possible new site, we hope to extend our lease at our current location a bit longer, so we can store our equipment and keep flying. I will be sure to keep the members updated with any additional news. Keep your fingers crossed!

Board Meeting Minutes (Jan)

7 Jan 2008

The meeting was called to order at 7:11pm by President Jon Stychno. Officers and Board Members attending were Jon Stychno, Guy Nicholas, Brian Blackburn, Jeff Penner, Merle

McGregor, Phil Leech, Steve Cole and Ken Ribardo.

We discussed the Christmas party and while everyone had a good time it was very hard to hear, we will look at other venues for next year. Ideas and prices will be discussed at the February board meeting.

The Infineon Raceway site does not look too good at this point. They were looking for something on a more temporary basis. The Mecham site at this point is looking pretty good, although there is still a long way to go.

Much time was spent putting together the 2008 schedule, there are many exciting events planned for this year, of course if we don't have a field after April then we will have to regroup on the schedule. Check out the website to see the calendar. (www.wcflyers.com)

We will have a display at the Hobby Expo on February 9th at the Petaluma Community Center. Sid will bring the gliders and suckers for the kids.

The indoor flying is still happening on Sunday evenings. Call Awesome Hobbies (707) 433-4888 to get the current times.

The January Board Meeting concluded at 9:30pm.

Report prepared and submitted by Jeff Penner, Secretary.

Board Meeting Minutes (Feb)

11 Feb. 2008

The meeting was called to order at 7:10pm by President Jon Stychno. Officers and Board Members attending were Jon Stychno, Guy Nicholas, Jeff Penner, Sid Maxwell, Merle McGregor, Phil Leech, Roy Domke, and Steve Cole.

We started the night by looking at new venues for next years Christmas party, after much discussion it was decided that we should pursue the Sky Lounge Steakhouse & Raw Bar located at the airport. While the cost will increase slightly we should have better (read quieter) surroundings and great location to celebrate our year of flying.

The next topic was of course our search for a new field. Last week Jon and Roy met with Susan Klassen to discuss our options. The meeting went well with several new leads for us to follow up. At this point we are taking a two pronged approach, the Mecham field is still a good possibility and we are going forward with that as quickly as we can. While at the same time we are hoping to get an extension at the Alexander field until the Mecham site is ready. If we are able to get the extension at the field we will need to reorient the runway such that our new flight line will run north east to south west. This new orientation was in fact one of the two original runway proposals when we first moved into this field.

We have our first field event of the year coming up, on March 1st we will be holding our first Learn to Fly day. Jon will prepare the flyers to place in all of the local hobby shops. In addition Roy is going to contact the high school in Healdsburg and invite them to come up. To get the field prepared we are planning a work party on Saturday, Feb. 23rd please come up and help with the prep. Many hands will make short work of the clean up.

We had a very nice event at the Hobby Expo in Petaluma this last weekend. There were several flying demonstrations throughout the day. We had a free raffle for the kids, a very excited young man won the trainer plane. He has been invited up to the Learn to Fly day to help him get off on the right start. There were also some very nice planes on display, can't wait to see some of them up at the field. In addition we had our usual free gliders for the kids and Tootsie Pops for everyone.

Our second field event for the year is going to be Warbirds Over Wine Country, on March 23rd. We are hoping that this will turn into a large event. We are going to send an invite to all of the other clubs in the area. Jon has already secured commitments from the local hobby shops for the raffle. There will be awards for both best warbird and best pilot. Watch the website for more info.

The indoor flying is still happening on most Sunday evenings, if you would like to join in call Awesome Hobbies at 433-4888 to get times and directions.

Pylon racing for 2008 will start on Sunday, March 3rd. The classes will be Quickie 500, Trainer and T28 class. The Quickie and Trainer class are the same as last year, the T28 class is designed to be an off the shelf class. This means that you can pick up a T-28 Trojan ready to fly and go out and race. If you want more details contact Steve and Awesome Hobbies.

The February Board Meeting concluded at 9:20pm.

Report prepared and submitted by Jeff Penner, Secretary.

General Meeting Minutes

15 Jan. 2008

The meeting was brought to order by Jon Stychno at 7:35 pm., with 30 members present.

- The Door Prize of a gallon of fuel was won by Bob Film THE GLIDER GUY! Now, what kind of justice is that? Happy flying Bob.

-There were no guests for this evening.

- There was a New Member though. Demian Garcia of Santa Rosa was introduced and welcomed to the club.

- The Treasurer's Report was presented by Brian Blackburn. We have \$7342 in our checking account and \$5000 plus in our CD. There are 53 paid members which is pretty good for this early date in January.

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

- For Sick or Injured, John Reade's knee operation has completely recovered and John is a happy guy again.

OLD BUSINESS

- The 2007 Christmas Party was reviewed and while it was one of our best events there were some problems because Cattlemen's did not provide a PA system as promised. Some of our Board Members have been reviewing options for other restaurants for 2008. Jon Stychno is looking at the restaurant at the Sonoma County Airport and Roy Domke is suggesting that the Healdsburg Golf Club with a caterer might be options.

- Jon has made copies of the video that he showed at the Christmas Party and they are available for just \$5.

- Jon announced the Board Members for 2008 that include two new members: Steve Cole and Ken Ribardo. Incumbents are Merle MacGregor, Roy Domke and Phil Leech.

NEW BUSINESS

- A tentative 2008 Events Schedule was discussed which will include 8 pylon races beginning in March and extending through October. Jon plans to publish an events schedule for everyone to review. It includes a "Warbirds Over Wine Country" planned for March 22 and a March 8 "Learn to Fly Day". The next up event is the Hobby Expo on Saturday, Feb 9 in Petaluma.

- There was a discussion regarding a new flying field location including developments at Mecham Road and sites that Steve Cole is pursuing. Roy Domke has a meeting scheduled with Susan Klassen of the Dept of Transportation and Public Works.

- Sid Maxwell is the new Safety Officer and he plans to implement all AMA safety rules. Sid is expecting strict compliance.

THE RAFFLE

- Ken Ribardo was the big winner for the night AGAIN winning an Aeropet 50. And then Joe Kagan was up AGAIN for the Mig 3. These guys just win, win, win. Brian Blackburn was next up and he took the servos. John Lehtio liked the lipo battery and Joel Pringle got a nice "E" box. That left Jon Stychno with a

tach, Roy Domke with a sanding stick, Patrick with the hinges and Charlie Cox with one of the videos that Jon donated.

-The meeting was adjourned at 8:55 pm

Report prepared and submitted for Jeff Penner, Secretary by Phil Leech.

Work Party

On Feb. 23 we will have a WORK PARTY at Alexander Valley field. It's time to get the field in shape because we are having our first events of the year!

March 1, Learn to Fly Day

March 2, Pylon Races

March 23, War Birds over Wine County--
World War II

Bring a Weed Eater, a hoe or any other grass cutter. You will earn work points for your work so sign up when you arrive.

Sid Maxwell

Hobby Expo Experience

By: Jon Stychno



At the recent Hobby Expo in Petaluma, the Wine Country Flyers continued the tradition of sharing the hobby with kids. A Park Zone Super Cub was raffled off and anyone under 17 received a free ticket. The luck winner was Jeremy Herz, of Petaluma. Jeremy will be at Learn to Fly Day on March 1ST, and I will help

him assemble and fly his new airplane, which will be fun for both of us. Be sure to congratulate Jeremy if you see him!

How Much Land is Really Needed?

from the Fort Worth Thunderbirds Radio Control Association Inc., Fort Worth, Texas

When a club needs to find a new RC flying site, the logical question must arise as to how much space is really needed. Negotiations with site owners will usually require this kind of information. Having been through this process with our own club, here are some approximate numbers to help you determine the space required. In every case, it can be argued that much more land is required or that much less land can suffice, but here is a place to start.

Assume that your RC flying site will have a runway of 400 feet in length and 50 feet wide. A club will normally mow about 400 feet or more on each end for approach and departure clearance. To lay out a comfortable spectators area with a shelter, parking lot, a flightline and pilots positions, the runway and some mowed area on the other side of the runway, all laid out in accordance with recommended AMA safety standards, will require a total field width of roughly 600 feet. While a smaller field width might be possible, be careful to maintain an adequate and safe separation of spectators from flight operations and pilots from the active runway.

Using these dimensions, a total of 16.52 acres is required for ground operations. In addition, an over fly area of 40 to 60 acres will be used by average fliers.

Tips & Tricks

Good Cleaner

Here is a concoction I came up with. In an empty spray bottle, add a tablespoon of dish washing detergent, then fill the bottle halfway with regular rubbing alcohol, and top off with hot water. I have found this to work really well

for cleaning the oil off of the wings and fuselage after a days worth of flying. Strong cleaner but will not hurt the covering or take the colors off.

New Life to Old Wire Landing Gear

Did you ever have a problem where your wire landing gear seems to get weaker and weaker? A possible solution is to remove the gear from the airframe and remove all the hardware from the gear wire (i.e. the wheels, collars, pants, etc). Preheat your kitchen oven to 450°F. Place the wire on a cookie sheet in the oven for one hour. Turn off the oven and toss the wire into cold water to cool it off quickly. What you have just done is to re-temper the music wire and you should have put new life into that old gear. Note that soldered joints should not be harmed as solder doesn't melt until about 700°F.

Mixing Epoxy

When mixing epoxy use an old coffee can lid, after the epoxy hardens just flex the lid and the epoxy will pop off.

For New Pilots

Here's a flying tip for new pilots:

Something to pay attention to when learning to fly is control reversal. Control reversal is when the inputs on the transmitter sticks must be reversed when your airplane is flying toward you, rather than away from you. When flying away from you, there is no problem; just move the stick in the direction you want to turn. Many new pilots become disoriented when their airplane is approaching them. To help with this, move the stick in toward the low wingtip. This will level the wing when your airplane is coming toward you, avoiding a sharp bank and possibly a crash.

Example: Say your airplane is coming toward you, and the right wingtip is low, as if banked to the right. Move the stick to your left, toward the low wingtip. This will bring the airplane's right wingtip up, and level the wing. I also recommend getting Real Flight G2 if you do

not have it. Practice on that before you fly an airplane or helicopter for the first time or if you have been away for an extended period of time. It will save you money and heartaches in the future.

Autogyro Aerodynamics

by Ken Gough

From the Wellsville Area Small Plane Society, Wellsville, New York

After reading many explanations of how autogyros fly, I have come to the conclusion that the discussion can get too technical too quickly. Let's start with a simple analogy.

Some kinds of maple seeds have a wing with an airfoil. It spins as it falls, and the upward force on the blade slows the fall. The force that keeps an autogyro airborne is the same that acts on the maple seed. Now if you attached a thread to the seed and pulled in horizontally as it fell and spun, it would fly! Well, maybe it would need a tail and a more efficient blade, but you get the point. The arc of the rotor would angle back a bit, and the resulting upward force would be greater than the gravitational force.

Hopefully, from this explanation, you can see the differences between an autogyro and a helicopter. Most importantly, an autogyro rotor is not powered. It is simply freewheeling in the wind. The plane of the blades is titled back opposite the direction of travel, not forward like a helicopter. And the blades have a negative angle of attack. This makes sense because if they had a positive angle of attack they would spin backward when the wind hits from underneath.

Most autogyro blades have a special hinge to keep them at the proper angle of attack.

The hinge line is at an angle to the blade, so when the blade tilts up, the angle of attack decreases (leading edge is lower.) And if the blade tilts down, the angle would increase, but a stopper blocks the downward bend. You don't want the blades dropping and hitting the airplane. Hinging the blades also helps to

decrease unwanted roll forces caused by the differences between advancing and retreating aerodynamics.



Aviation History: Charlie Brown's Story

From the Portland Area Sailplane Society, Gresham, Oregon

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he had never seen an airplane in such a bad state. The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top

of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained airplane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180°. Franz escorted and guided the stricken airplane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the control operator that the airplane had been shot down over the sea, and never told the truth to anyone. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He has never talked about the incident, not even at post war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now—all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, British Columbia, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

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