

March 2008 Edition

# Wine Country Flier



Next meeting: 15 April 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](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:	Jeff Penner		<a href="mailto:JeffP@sonic.net">JeffP@sonic.net</a>
Treasurer:	Brian Blackburn	(707) 527-9645	<a href="mailto:bblackburn@santarosa.edu">bblackburn@santarosa.edu</a>
Safety Officer:	Sid Maxwell	(707) 584-4428	<a href="mailto:airmanx@inreach.com">airmanx@inreach.com</a>

## 2007 Board Members:

Phil Leech	(707) 538-8557	<a href="mailto:leechstudios@sonic.net">leechstudios@sonic.net</a>
Steve Cole	(707) ???	<a href="mailto:stevecole@awesomehobbies.com">stevecole@awesomehobbies.com</a>
Roy Domke	(707) 395-0411	<a href="mailto:Runabout@aol.com">Runabout@aol.com</a>
Merle McGregor	(707) 585-1061	<a href="mailto:m.mcgregor@sbcglobal.net">m.mcgregor@sbcglobal.net</a>
Ken Ribardo		

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



## ***Presidents Report***

By: Jon Stychno

The first pylon race of the year is in the books! 16 Airplanes were on hand to turn and burn around the pylons at the flying field. The new T-28 class had 8 entries, and it was a real success. Sid Maxwell was one of many members who said, "This is a ton of fun!" Pylon rookie Jeff Penner put in a solid effort with a 4th place finish overall for the day. Steve Cole, (my Reno blood brother) and I battled it out for the overall, and in the last heat, a couple of cuts by Steve gave me the win. "The season has only just started!" said Steve. The Unlimited Reno Class was a different story. Steve blitzed the field with 3 first place finishes, and took the overall win. His "Stiletto" replica was turning laps near 100 miles per hour! Kudos to Adam Clement and Brian Germone, for valiant efforts to keep up with Steve's blazing fast modified P-51. The Q-500 class was very close, with Steve and I battling again for their overall. Adam Clement flew consistently all day, and during the last race a cut out by Steve moved Adam to second overall, with Steve taking third. After a few seasons, I have learned to take the turns wide, don't cut out, and that left me with another class win!

Warbirds over Wine Country is on Saturday, March 22<sup>nd</sup>, and promises to be one of the biggest events ever! Do not miss this event! I anticipate at least 50 aircraft from all over the North Bay. A nice set of raffle prizes is coming together, and there will be hamburgers to eat thanks to the famous kitchen crew. Sign ups at 8:30, and flying at 9:30. We have decided on a \$5 dollar landing fee for each participating pilot, hoping to raise some money for the club coffers.

We are working towards acquiring a new flying site near Cotati. Roy Domke and I have been working with county officials to raise awareness of the benefits that AMA chartered clubs such as ours bring to the community. Local business owners, schools, budding young pilots, and retired seniors are just some of the many Sonoma County residents that are grateful that an organization like the Wine County Flyers exists, and we intend to make every effort possible to provide

a fun, exciting and educational experience for anyone who wants to fly model aircraft for years to come. Stay tuned!

## ***Board Meeting Minutes***

4 March. 2008

The March Board meeting was called to order at 7:07pm by President Jon Stychno. Officers and Board Members attending were Jon Stychno, Guy Nicholas, Jeff Penner, Brian Blackburn, Sid Maxwell, Merle McGregor, Phil Leech, and Steve Cole.

We continued our discussion about next years Christmas party, it appears that the Sky Lounge is out. We are still looking for new places, Jeff will get a date and price from Oakmont and email to the board this coming week.

Roy and Jon had a meeting with Tim Smith District 3 Supervisor, discussing both our existing site and looking at options for a new site. Over all the meeting went well, Tim seemed to understand our needs. Both John and Roy are going to continue to meet with other Supervisors to try to enlist more of their help with this issue.

The board reviewed the 2008 schedule again and after much discussion another float fly was added in April (Thanks Sid). Check the website for the complete calendar.

The Warbirds over Wine Country event was discussed with many of the details worked out. Food Bob Film and crew; Schedule Jon; Raffle will be at 2 p.m.; sound system Sid; there will be a \$5 landing fee for the event.

The 2008 AMA documents have been received and need to be sent in, this is in the works.

The March 2nd learn to fly day was reviewed, even though it was quite windy we were able to get 23 people up in the air. We did end the day a little early due to the wind but overall it was a very successful day.

The March Board Meeting concluded at 9:10pm.

Report prepared and submitted by Jeff Penner, Secretary.

## *General Meeting Minutes*

19 Feb. 2008

The February general meeting was called to order at 7:33 by President Jon Stychno. Jeff Penner won the gas raffle. There were two guests attending the meeting and no new members.

The Treasurer reported that for the month of January he made deposits totaling \$5,430 and paid expenses of \$1,685.47. This leaves a checking balance of \$5,940.02, a cash-on-hand balance of \$156.00, and a CD balance of \$6,242.12. He also reported total club membership at 76.

### **Old Business:**

Jon gave a report on the Hobby Expo in Petaluma, we had a nice static display as well as quite a bit of flying out side over the pond. The raffle winner was Jeremy Herz from Petaluma, he was very excited and has been invited to come up to the next learn to fly day. We are still looking for places to have the '08 Christmas party, places that have been looked at so far are the Sky Lounge at the airport, the Hilton, the saddle club out in Oakmont and of course Cattleman's.

### **New Business:**

There will be a work party on February 23rd and 9:00 a.m. please bring any weed eating devices that you might have.

Our first Learn-to-Fly day will be March 1st. We will provide drinks and snacks for sale to the public. We have advertised at all of the local hobby shops and to some of the schools and scouting groups in the county, we should have a good turnout.

Pylon races will start on Sunday March 2nd. Three classes will be available this year, Quickie 500, foamy war bird, and the T-28 class.

On Saturday March 22nd we will be hosting Warbirds Over Wine Country. Any warbirds are welcome it will be an open flying format with each type of plane given a time slot to fly. Bob Film and crew will be cooking Jon will be acting as contest director.

The search for a new flying site continues. Roy and Jon are in the process of meeting with different people from the county to enlist their help in finding a new site. They are also still progressing forward on the Meacham site. There is also some discussion of turning the runway at our current site so that we would be less likely to fly over the north area no fly zone.

### **Raffle:**

Dick Maddock took home the top prize a Piper Pawnee. Sid Maxwell was up next for the Sobre 3d foamy. A set of Hex drivers was picked up by Joe Kagan. John Reade was next up choosing the Hitec receiver. A donated plane was the next item to be selected by Bill Van Asdian. Roy Domke took home the field stand. John Lehtio picked the Volt Watch. Merle McGregor decided on the speed controller. The prop balancer went to Tom Haddorff. Charlie Cox picked up a set of floats. Julio Alvarez went with the bottle of CA. Joel Pringle picked the hinges. A set of wheels went to Jeff Penner. And last Patrick O'Halloran got some props.

The meeting was adjourned at 9:05 p.m.

This report prepared by Jeff Penner,  
Secretary.

## ***First Float Fly***

By: Sid Maxwell

On April 26 we will have our first float fly of the year, "Float Fly Madness", at Sal lake. We will have 5 Float Fly's during the year:

Float Fly Madness -----May 26

Memorial Float Fly -----May 26

Day on the Pond I -----July 4

Outlaw Float Fly -----Aug 2

Day on the Pond II -----September 1

So now it's time to get your float planes ready. We will start at 9am and go till 2pm although we can fly at Sal Lake from Sunrise to Sundown. The field will be open that day so get your frequency pin before you come to Sal Lake. Come thru the CDF parking lot to the Lake. We will have Deli sandwiches served and cold drinks available.

Let's fly

See you at the Lake

Sid Maxwell

## ***Whoops!***

Sent via email by: Mike Cingari

... at about 10:00 a.m. this morning, tower rolls our emergency equipment for a Piper Malibu on an eight mile final with "low oil pressure and a possible oil leak". On short final, I hear the pilot advise the tower that he'll make the runway, but that he has virtually no forward visibility due to oil on the windscreen.

All of us looking out of our office windows see the aircraft roll out long on the runway, and notice that the entire prop and spinner are missing, since it all sheared off at the crankshaft, IN FLIGHT, apparently at least eight miles from the airport.





## *Get "Cawtt" Up in Safety*

By: Jim Rice

I like to have a plan for an airplane for an event. That keeps me focused on the mission of completing and test flying the airplane in time to fly it at the scheduled event. If that is your style, you know that the closer the event comes the faster you work, the later at night you work, and maybe the more careless you become. I try to keep a notepad by the bench so that as I think of things I really need to do before I complete the airplane, I can write them down. For example, if I have test fitted the engine and mount so that I can cut out the cowl but I haven't tightened the engine mount bolts or the bolts attaching the engine to the mount, I write it on my list so that I will remember to check that before I take it flying. Maybe I hook up controls but don't have loctite

on the machine screws holding the metal servo arms to servos that have metal output gears; I write it on the list so that I won't lose a control surface on a later flight. Keep a notepad near your work site so that while you are daydreaming at work (you all do that) you can write yourself reminders to take home and put on your list.

I have a checklist to go through before every takeoff. If you get in a habit like that, you can head off problems on the takeoff/flight. Since I was a soldier for 26 years, I am accustomed to acronyms so my checklist is C.A.W.T.T. I tell my students "Don't get cawtt taking off without using your checklist. Go through the checklist before you take the main runway!"

**Controls:** Check control direction and all switch positions. With computer radios, you can have the wrong airplane or you may have changed something you didn't want to while changing a mix or throw between flights. Check for high/low rates, mix switches, or trim positions.

**Antenna:** I don't like to work on, start, or tune the engine with the antenna out so I keep it collapsed until I am ready to take the runway and I am safely behind the airplane and propeller. Make sure the antenna is completely pulled out and screwed in tightly.

**Wind:** Check the wind direction so you know in which direction to take off. If there is no wind, take up the same pattern other pilots in the air are using. Note the wind check is after the antenna-up check so that you can use the antenna flag as your wind sock.

**Time:** Start your timer or check your watch so that you will know when to land.

**Traffic:** Clear yourself to taxi with other pilots. We don't have air traffic controllers so you have to do it yourself. Ask loudly enough for all other pilots to hear if you can come out. Do not take the runway until all pilots at flight stations—or their spotters—clear you. So many times I hear people yell "coming out" then they add power and run out on the

runway. Not only might that startle other pilots, distracting their attention from their own airplane but, maybe your airplane will die or flip over on the runway creating a hazard for others who might be at the end of their fuel. Besides, it is more courteous to ask. After you are cleared by the others, quickly take the runway and get in the air. They didn't clear you to sit in the middle of the runway and do more checks. That is why I say to go through the checklist before you take the runway.

If you get in the habit of doing a checklist like this before every single takeoff, not just the first one of the day, you will be safer. When I teach a new student, I draw his or her attention to a good pilot as he is preparing to take off. Hopefully, he or she will methodically go through a checklist and reinforce your teaching. But if not, point out the things you think were left out and the reasons they should be done.

I tell everyone there are 1,000 things that can kill a model airplane and I have 750 of them covered. Every time you have an accident or see an accident do a post mortem to see if you can isolate the problem so it won't attack another airplane in the future.

## ***Cyanoacrylates***

by Vince Zeigenbein [Internet Article]  
From the Pine Barren Modelers' newsletter, Whiting, New Jersey

### **Tech Editor's Note:**

*It turns out that there is a downside to the use of cyanoacrylate glues. Inhaling the fumes given off when the material polymerizes can sensitize someone. This can lead to an allergic or allergic-like reaction, resembling severe asthma, in which the lungs may even shut down. The specific allergic reaction to cyanoacrylate fumes may be what's called, anaphylactic shock, which is a dire situation. Cyanoacrylate should never again be used by someone who has already had an allergic reaction to it; the result can be fatal. A positive ventilation system, dispersing the vapors away from yourself or anyone else, is vital in preventing any harm.*

Cyanoacrylate glues are reactive monomers that chemically link (polymerize) when pressed into a thin film. The very thin layer of water moisture present on most surfaces acts as an alkali, or weak base, which is the catalyst that results in bonding. However, the presence of detectable amounts of water usually degrades the performance of cyanoacrylate glues.

The thinner variety of cyanoacrylate glues have a water-thin viscosity that wicks deep into joints by capillary action and cures in a matter of seconds. Surfaces to be bonded must be tight fitting and should be held together while you apply the cyanoacrylate glue around the edges of the seam. At the moment cyanoacrylates cure, they give off a vapor that can irritate the nose and eyes, so be prepared. Thin cyanoacrylate's work well on balsa because they penetrate into the wood and form more than just a surface bond.

### **Tech Editor's Note:**

*If cyanoacrylate fumes are allowed to mix with the atmosphere and be diluted, all negative effects cease. The point at which you become allergic to the fumes is highly individual and can happen without any warning. Best is to always ventilate!*

The thicker form of cyanoacrylate glue has a higher viscosity for loose fitting joints in which the adhesives must bridge gaps. Normally the thicker cyanoacrylate is applied to one surface and then the parts are held tightly together for approximately 5 to 15 seconds. For large surface areas, including those with close-fitting joints such as lamination, this grade of cyanoacrylate glue should be used. To prevent premature curing, don't spread the glue into a thin film layer. Lay down a serpentine bead about 1-inch separations on one surface, then assemble the parts letting the pressure spread the cyanoacrylate out.

The Cure Accelerator is a catalyst that works by allowing cyanoacrylates to quickly cure in thick layers. When a light mist of the accelerator is sprayed on the surface to be

bonded, it dries almost instantly, but remains active for several minutes. Apply accelerator to the opposite surface, and the glue will set within a few seconds after the parts are held together.

To allow for more time for the parts to be positioned correctly, wait to spray the accelerator around the glue joints after joining. This will instantly hold the part in place while the rest of the cyanoacrylate cures normally. A bead of medium cyanoacrylate can be placed over a joint for reinforcement when sprayed with accelerator. When parts meet at right angles, lay a bead along both sides of the joint to form fillets that will buttress the joint when cured with the accelerator. The thick variety of cyanoacrylate glue is the best for most plastics, including GE's Lexan. It is also the best choice for plastic model assembly. When used with the accelerator, it works better than nearly any putty for modifying or filling voids. It can be carved with a knife or razor blade and sanded and feathered to form a finish indistinguishable from plastic.

The thick cyanoacrylate bonds fiberglass, hardwood, metal, and rubber better than any other hobby adhesive. For gluing to the inside of the cloth-textured surfaces of fiberglass,

scrape the area to be bonded with a razor blade or coarse sandpaper before using the cyanoacrylate.

With all cyanoacrylate glues, the closer the parts fit together, the stronger the bond. Always hold the bonding surfaces together as tightly as possible. Any rough spots on the mating surfaces should be smoothed out. Although cyanoacrylates will hold objects together with considerable strength in seconds, the full strength of the bond is not reached for several hours. Allow for this before subjecting parts to maximum stress. Also, cyanoacrylates are generally a little less brittle and have higher strength when they are allowed to cure on their own.

Heat and moisture will decrease the shelf life of cyanoacrylate glues. Unopened bottles can be stored in a freezer or refrigerator, but allow them to reach room temperature before using. Keep your bottle in a cool place that won't be exposed to direct sunlight and store away from bottles of accelerators.

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