

April/May 2008 Edition

Wine Country Flier



Next meeting: 20 May 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) ???	stevecole@awesomehobbies.com
Roy Domke	(707) 395-0411	Runabouter@aol.com
Merle McGregor	(707) 585-1061	m.mcgregor@sbcglobal.net

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



Presidents Report

By: Jon Stychno (April)

The Wine Country Flyers still have a field until 2009, with one major change- electrics only. Here's how things transpired at the Board of Supervisors meeting on April 22nd. The meeting agenda was released on Thursday before the meeting on Tuesday. The agenda showed that the Dept of Public Works was recommending not renewing or extending the agreement at the field at all. The board and officers decided that we only had one option, and we have waited until we really had no other choice, and that was to go electric only. Thanks to the members who showed up and waited until we were up on the agenda. The Director of the Dept of Public Works, Susan Klassen spoke first, and one again recommended that the Board of Supervisors not allow WCF to continue any operations at all at the Healdsburg site. Since we knew this was coming, I had prepared a speech requesting that we be allowed to stay at the Healdsburg site and fly electric aircraft only. I once again have to say- this was our only hope, electrics or nothing. During my speech, Sid and Phil brought a T-28 up and demonstrated how quiet this was. Roy Domke and Steve Cole also spoke about the benefits of the site, which was very helpful. After the board witnessed this, their attitude changed. Paul Kelly suggested that we could fly electrics at Healdsburg until 2009, and the rest of the board agreed. This allows us to still get together for events and store the equipment, and most importantly, have a place to fly that's safe and secure. Paul Kelley also directed Susan Klassen to assist us in establishing a new field on Meacham Rd, and we are currently in the process of obtaining permits. We are also still working out the details of the "electric only lease", so the field remains closed to all flying until that is accomplished, which we expect to occur within a couple of weeks.

More updates to follow soon, including set of rules regarding the change to electrics, as we have already been warned that flying gas or

nitro planes at the field could have" disastrous" consequences.

Thanks for the patience and support.

Presidents Report

By: Jon Stychno (May)

A month after the Healdsburg flying site closed, it is once again now open for flying! We have received the go ahead from the county to resume flying at the site, with a major rules change. Only electric powered aircraft can now be flown at the site. Before a member can resume flying, they must sign the "electric only agreement". The Department of Public Works was very concerned that if a lease extension was granted for electric powered aircraft only, glow fuel or gas powered aircraft might still be flown at the flying site. In order for us to resume flying, they requested that we develop safe guards to eliminate this possibility, which we were happy to do. At the May board meeting, we put our heads together, and developed the "electric only agreement". It's quite simple really, if you fly anything other than an electric powered airplane or helicopter at the Healdsburg flying site, membership will be revoked. Once signed, members will receive a key to unlock the gate, which must remain closed and locked at all times. This will prevent any unauthorized flying by non-members. The agreement will be available to sign at the monthly general meetings on Tuesday, the 20th of May, and the 17th of June. Contact Sid Maxwell at (530)-233-0263, if you cannot make it to the meeting, and he will assist in getting the agreement signed, and issue you a key.

As far as the future of WCF goes, things are looking bright. We are in the process of researching the feasibility of the Meacham Road site. If things don't work out there, we still have other options. WCF has recently initiated contacts with various county departments, thanks to the assistance of Supervisor Valerie Brown, who has shown a ton of support for the Wine Country Flyers since learning of the clubs troubles in finding a

new flying site. We are confident that we will have a new, and better flying site for Sonoma County residents to enjoy in 2009. Hang in there!

Field is Open!

By: Guy Nicholas

The lease extension has been received from the County and we can now officially fly quiet electric aircraft at the field. Giddy on up to the field and fly those electrics.

Keys

By: Sid Maxwell

The Board of Directors decided to change to a KEY lock for the gate at the new Electric field. Sid Maxwell will be the Key Keeper. Contact him for your Key, (707) 584-4428 or (530) 233-0263.

Sid Maxwell

Racers, charge your batteries!

By: Guy Nicholas

Due to the just acquired lease extension the electric pylon races for this Sunday, 18 May are on! Bring it, Dude!

Board Meeting Minutes

5 May. 2008

The May Board meeting was called to order at 6:07pm by President Jon Stychno. Officers and Board Members attending were Jon Stychno, Jeff Penner, Brian Blackburn, Sid Maxwell, Merle McGregor, Phil Leech, Steve Cole and Roy Domke.

We reviewed the steps taken at the April Board of Supervisors meeting. Over all the procedure at the BOS meeting went like this, first Susan Klassen made a presentation giving some history of our relationship with the county, she also presented a letter from the neighbors voicing there issues. She then made a recommendation to the board that

they should not extend our lease and that we need to do more due diligence before they can accept our proposal for the Wilson Ranch property. Next the Supervisors asked her some follow up questions, and then Jon got up and spoke. He proposed that they could extend our lease if we flew electric planes only, which would reduce the noise issue. He also asked them to continue to work with us on the Wilson Ranch proposal. Next Roy spoke about his association with the club and about some of our community service activities that we have had. Lastly Steve spoke on how this would influence not only his business, but the other local hobby shops as well. After this there was some discussion amongst the board members concerning issues around both properties. They then decided to extend our lease in Healdsburg through the end of this year, for electric planes only, and they said that they would continue to work with us on trying to make the Wilson Ranch property work.

We next discussed the new rules for the Healdsburg site, we finalized the pledge that members must sign in order to continue to fly at the site. We also decided that we would create a log book for the site that each member will need to sign in and out when they visit the site. You can sign the pledge at the next meeting or by contacting Sid. The other change at the field is that the gate must remain locked at all times. The new gate lock will use a key, not a combination; you will receive your key when you sign the pledge.

Next there was discussion around the new site and what steps need to be taken to move forward at that site. Roy will set up a meeting with a consultant to see if we can get some guidance in this area.

The upcoming events were reviewed and it seems that most of them will just be run as electric only. We may try to find another site for some of them that don't fit for electric only. More on this will be discussed at the next meeting.

We will hold the May pylon races on the 18th if all of the paper work to get us back into our field can be completed by that time.

The April float fly had 47 attendants with 22 planes. The next float fly will be on Memorial Day.

The May Board Meeting concluded at 8:05pm. Report prepared and submitted by Jeff Penner, Secretary.

General Meeting Minutes

18 March 2008

The meeting was brought to order by Jon Stychno at 7:30 pm., with 24 members present.

- The Door Prize of a gallon of fuel was won by Julio Alvarez who came in late and took the last ticket and that ticket turned out to be THE WINNER! Such luck.

- There were no guests for this evening.

- There were no New Members either

- The Treasurer's Report was presented by Brian Blackburn. We have just under \$14,000 in the combined checking account and in our CD. There are 78 paid members and we are missing a bunch of guys from last year. The Secretary's Report was as published in the Newsletter, except that there wasn't a Newsletter last month.

- For Sick or Injured, there wasn't anybody and that's some good news.

OLD BUSINESS

- The Learn to Fly Day was revisited and it looks like 20 flights were flown even though it was pretty windy. Next Learn to Fly Day is in August. Jeremy, the youngster that won the free plane at the Hobby Expo was on hand but Jon didn't want to risk his new plane in the wind so Jeremy took a turn with a club trainer instead.

- The Pylon Races are off to a season start with Steve Cole taking the lead in the new T-28 class while Jon Stychno commands the first slot of the Quickie 500 class.

- Jeff Penner has reserved a spot for our '08 Christmas Party at the Saddle Club at Oakmont. It will be catered and we will have our own private room. More details to follow. Hold December 6 open on your calendars.

NEW BUSINESS

- Roy Domke and Jon Stychno had a good meeting with Supervisor Mike Kerns on March

17 regarding our search for a new field and our request for an extension for our Healdsburg field.

- Roy Domke has secured a letter from Harvey Korman of Saggio Hills stating that their development plans are several years in the future and that Wine Country Flyers' presence will not be a problem for them for that period of time. Roy has a scheduled meeting with Paul Kelley for March 31 to present this letter and to discuss an extension for us at the Healdsburg site. Roy also told us that the County has plans to remove the "mounds" sometime in June or July so that we can proceed with relocating our runway.

- Sid Maxwell, our Safety Officer, explained the procedure to file a grievance complaint for any member who has violated flight safety rules.

- Jon Stychno announced that there will be 5 Float Fly events for '08 with the addition of a Float Fly to be held on August 2.

- Jon presented a narrative regarding the upcoming "Warbirds Over Wine Country" event scheduled for next weekend, March 22. There will be a \$5 "landing fee" for all participants who will be required to attend a pilot's meeting to sort out frequencies and to plan the events schedule. John Reade will bring his generator and the Kitchen Crew headed by Bob Film along with Sid, Ralph Grella and Bob Rose will be on board. Julio Alvarez will bring his video camera to record the event and Jon will have the P/A system alive with his commentary. The weather forecast is excellent and we should have a great day.

THE RAFFLE

- Jon Stychno was the big winner for the night and he took the electric P-47. Roy Domke was next up as he selected a field cover. Julio Alvarez picked up the LT-40 trainer and then Joe Kagan was up AGAIN taking a model stand. Some guys just win, win, win. John Reade was next up and he took the epoxy. Merle McGregor liked a receiver while Evan Palmerston took a prop balancer. Bill Van Asdian picked up a battery and Bob Rose took the Proseal iron. That left Tom Haddorff with a knife, Joel Pringle with glue, Charlie Cox

with a headlock remote, Patrick O'Halloran with lead weights and Joel Pringle's Dad got the hinges!

-The meeting was adjourned at 8:55 pm

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

General Meeting Minutes

15 April 2008 (tax day)

The April general meeting was called to order at 7:29 by President Jon Stychno with 27 members present. Bob Film won the gas raffle, good thing it was glider fuel. There were no guests or new members in attendance.

The Treasurer reported that for the month of March he made deposits totaling \$1,183 and paid expenses of \$678.33. This leaves a checking balance of \$8,056.02, a cash-on-hand balance of \$156.00, and a CD balance of \$6,242.12. He also reported club membership at this time to be 80 members.

Old Business:

Our field is closed. We have submitted a proposal to have a new site on the Wilson Ranch property and are waiting for approval from the county. We hope that this will come on the 22nd of April at the Board of Supervisors meeting.

The last pylon races were action packed. In the T-28 races we had a couple of mishaps; Patrick was turning such a tight course that he had a run in with the pole. Steve and Jon were neck in neck when they had a mid-air that took Steve out and forced Jon to land, this left Sid as the only pilot in the air for that heat, but unfortunately he had too many cuts and scored no points for the heat. At the end of the day Jeff Penner was the point leader for the T-28 class. In the foamy class we only had two entrants, Adam and Steve; they flew a grudge match with Steve coming out the winner.

The Quicke 500 races were full of excitement as well. There were some very close heats. We also had a midair in this class but it did not take anyone down. After the race upon inspecting the planes it looks like Merle's prop took a bit out of Steve's wing. I think that Steve is looking to be king of the midair that

gives him three so far this year. When all of the dust settled Steve came out as point leader for the day in the Quicke 500 class.

Phil and Jeff went out to Oakmont to check out the facilities for this year's Christmas Party. It looks like it will be very nice, at this point in time the prices should be \$35 each and \$3 for drinks. We will have the place to ourselves so noise should be much less of a problem.

The Warbirds Over Wine Country was a great success. We had over 100 people in attendance, thanks to everyone that helped the event ran very easily. Merle won Best Warbird with his B-25 and Steve won Best Pilot for his smooth performance all day. We also raised \$641.60 for the club.

New Business:

Next event will be a float fly on April 26th at Sal Lake.

Raffle:

Joel Pringle was the big winner picking out the Great Planes Spitfire. Anthony Lee was up next choosing the Reactor Bipe by Electra Fly. Jerry Williams went home with a couple of HS645 servos. Sid Maxwell is going to heat things up with his new heat gun. John Lehtio took the lead acid field battery. Adam Clement went with the new glow igniter. Jon Stychno took the fuel tanks. Bob Rose chose the debonder. Ray Peterson picked up the light weight wheels. And John Reade went home the proud owner of the CA hinges.

The meeting was adjourned at 8:45 p.m. This report prepared by Jeff Penner, Secretary.

By-Law Vote

At the May regular meeting a new rule will be added to the By-Laws about flying electric only at the field. A vote will be taken by the members present.

Sid Maxwell

Electric Outlook

By: Sid Maxwell

I guess you have heard about the County ruling for the flying field at Healdsburg. We will be flying Electric only aircraft with a lease until January 1, 2009. It's not good but it's not all bad.

Float Fly:

We still have Sal Lake for Nitro float planes. We have 4 more events at the Lake.

Pylon:

The pylon races had 3 classes, only one nitro so we still have two electric classes, Open Foamie and T-28.

IMAC:

Our IMAC events on June 28 and October 19, we will use Electric Aerobatic planes. It won't be the same but we will still have fun.

Heli Event:

The Heli event on July 19 could also be with an Electric Heli. There are plenty of those around.

Trek:

The Trek to Wine Country at Healdsburg on July 12 will now be held at Ukiah. So now we still have 2 Treks

but they are both in Ukiah. The second one is September 27

PCAM Practice:

The Saturday before PCAM on August 9 we will have a practice at the Ukiah Propbusters field. How good those guys are to help us out in our time of need.

Learn to Fly

The Learn to Fly on August 24 will be with Electrics, just hook a Buddy Box to any reasonable electric such as the T-28 etc. and go.

Larry Frank Scale

The Larry Frank Scale Fly In on September 24 could also be with Electric Scale airplanes. Plenty of those around.

So you see it looks like another great year of events, a little different but you know we will have a good time.

Be positive, think positive, because that perfect field is just around the corner.

Be a FAST guy.

Find A Site Today.....

Sid Maxwell

Madness Results

By: Sid Maxwell

Our first float fly passed and what a time it was. The weather was perfect, 85 degrees, winds at 5 mph. There were 47 people in all, 22 float planes and 16 electric planes. We had one boat and a 1/2 boat, a small jet ski. We had many people who came to see what it was all about. One guy and his son saw John Reade's plane from the Freeway and came to take a look.

As usual we had our good friend and faithful float plane retriever, John Lehito with his always reliable canoe, which by the way, now has an outrigger installed. John says, "it's as stable as a Trainer". Thank you John.

You know everyone is flying better when we have a minimum amount of crashes. The only total crash was Jon Stychno's white LT-40 that landed in a tree and was a total wreck.

Flying nitro at the Lake is all the nitro flying we have right now since the field has turned to electric. So come out and enjoy. Our next Float Fly at Sal Lake will be the, "Memorial Float Fly", on Memorial Day, May 26.....

See you at the Lake.

Sid Maxwell

Memorial Float Fly

By: Sid Maxwell

This month we go to Sal Lake again for another great day in the sun and a time to play in the water at the, "Memorial Day Float Fly", on Monday May 26, 2008.

We had a large turnout in April and I expect a larger turnout this time. We will start at 9am and go till we are gone. We will have a Deli Lunch served and cold drinks available. Beautiful weather, great friends, beautiful surroundings, Bass fishing if you like. They say they are catching and releasing quite a few. What more could you ask for.

The CDF will be open so we will have use of their Restrooms. The field will be open that

day so get your frequency pin from the field before you come to the Lake.....
Let's fly on WATER.....

Sid Maxwell

Has This Ever Happened to You?

by Bob Kugler

From the Hi-Sky R/C Flyer, Midland, Texas

You're flying your favorite airplane. You're doing the maneuvers that you've done a hundred times before. The weather is perfect. The wind is steady, light, and blowing in your favorite direction. You are having a great time. You couldn't feel more comfortable.

Then, without warning, your old friend develops a mind of its own. While doing a simple, straight, and level flyby, your airplane throttles up. It rolls over and spins into the ground. Something has gone seriously wrong.

Your first thought is, "I've been shot down!" This may or may not be true. After you have had time to regroup and analyze the situation, you may be able to determine the actual cause of the crash. A postmortem is always worth doing so you can prevent the problem from recurring.

What are the possibilities?

1. Someone turned on a transmitter on your frequency.
2. Outside radio interference.
3. Receiver battery failure.
4. Transmitter battery failure.
5. Radio failure.
6. Receiver switch failure.
7. Mechanical failure.
8. Pilot error.

My limited experience has shown that most airplanes are lost as a result of mechanical or electrical failure (items 3, 4, 5, 6, and 7). Next comes pilot error. This includes letting the airplane get too far away, losing it in the sun, getting confused while inverted, stalling the airplane too far away, throwing the wrong

switch on your transmitter, or simply trying one too many turns while dead stick.

The least frequently seen cause of RC airplane crashes is radio interference (items 1 and 2). Yet this is the one we think of first. This is probably because it is one of the few causes that we can blame on someone or something else.

Here are some things you can do that may prevent these problems:

1. When installing the switch harness in your model, you may want to locate it inside the airplane. Cut a piece of thin music wire so, when bent to shape, it will extend from the switch to the outside of the airplane. This will help the switch stay clean and oil free.

2. When installing the radio in your airplane, shield the receiver and battery from vibration by wrapping them in closed-cell, high-density foam. In time, vibration will loosen the internal electronics of an unprotected radio. Prolonged vibration can also cause a short in an onboard battery. While you're at it, make sure your servos are shock mounted by using the little rubber grommets and sleeves that come with the radio.

3. Before you assemble your airplane, make sure the servos, battery, and receiver are secure. Ensure all radio connectors are in place. Check the control surfaces for excessive play, cracks, or binding.

4. The connection between the antenna of your transmitter and the transmitting module in your transmitter must be solid, so check to see that the link is proper.

5. Walk the flightline and pits. Check to see who is sharing your frequency. Let them know you are there and ask them if anyone else is using the channel. Don't assume that everyone uses the board when flying. You may run into a new person who is not familiar with our system, or you may find someone whose tag fell off the board.

6. Use the frequency control board.

7. Always do a preflight inspection of your airplane.

If you use an ESV to check your receiver packs remember to leave the ESV connected for at least 30 seconds to get an accurate reading. I have tried this and have seen the needle drop. If the battery is weak, it will show up here.

Check to see that all controls are working and in the right direction. When I first started, I could not remember which way the ailerons were supposed to work until I started using a catch phrase. When I test my aileron, I push the stick to the right and watch the right aileron. I say "right up" to myself. If the right aileron moves up, it's working correctly.

Check the meter on your transmitter. These batteries are reliable, but they do sometimes fail.

People who faithfully check their receiver batteries sometimes forget to glance at the transmitter meter. Range check your radio system. This is rarely done, but it can uncover an otherwise undetected problem. It should be done with the engine running so, if any of the

radio components are loose, the vibration may cause it to act up.

Test to see if another transmitter is turned on. This can be done by turning on your transmitter and receiver. Move the sticks to the corners, much like you would when performing a snap roll. While holding the sticks in that position, turn off your receiver switch. Next, turn off your transmitter. This will leave the ailerons, rudder, elevator, and throttle off center. Turn on the receiver switch. If the control surfaces should center themselves or begin to twitch, your receiver is getting hit by another radio or some sort of outside interference. Do not fly!

If you are already flying and your airplane starts going crazy, hold your transmitter as high as possible. Notify everyone on the flightline that you are going on the field. Run toward your airplane. If you can get your transmitter closer to the receiver in your model, it may provide a strong enough signal to override any interference. I have seen this technique used several times by our chief instructor, Joe Felonk. It works.

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

Events 2008

May 18 ----- Pylon Races
 May 26 ----- Memorial Float Fly
 June 1 ----- Pylon Races
 June 12-15 ----- Float Fly Red Bluff
 June 21 - 22 ----- Dan Sullivan Scale Masters at Ukiah
 June 28 ----- IMAC
 July 4 ----- Day on the Pond I Float Fly
 July 6 ----- Pylon Races
 July 12 ----- Trek to Wine Country at Ukiah
 July 19 ----- Heli Fly In
 August 2 ----- Outlaw Float Fly
 August 3 ----- Pylon Races
 August 9 ----- PCAM Practice at Ukiah
 August 16 -17 ----- PCAM
 August 24 ----- Learn to Fly
 September 1 ----- Day on the Pond II Float Fly
 September 7 ----- Pylon Races
 September 10 - 14 ----- Reno Air Races
 September 21 ----- Larry Frank Scale Fly In
 September 27 ----- Trek to Ukiah
 October 5 ----- Pylon Races
 October 19 ----- IMAC



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SANTA ROSA, CA 95402