

August 2008 Edition

Wine Country Flier



Next meeting: 19 Aug 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	(707) 292-4234	SonicJeff@yahoo.com
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

(Ed: none received)

Board Meeting Minutes

By: Jeff Penner
5 Aug 2008

The August Board meeting was called to order at 6:37pm by President Jon Stychno. Officers and Board Members attending were Jon Stychno, Guy Nicholas, Brian Blackburn, Jeff Penner, Sid Maxwell, Merle McGregor, Steve Cohen and Phil Leach.

Jon, Roy and Phil had a meeting with several people from the Sonoma County Regional Parks Department. Some time was spent going over what we do as a club both our day to day activities as well as the different events we hold through out the year. Also some time was spent looking at what kind of needs we would have in a flying site. They then looked at the master plan for the parks and tried to find a site that would fit our needs and fit within the master plan. While they did not find any direct fit at this time several new leads were opened up as well as some possibilities for the future. Jon and Roy are following up on the new leads that came out of the meeting.

We have had two events at Sal Lake between the last two board meeting. The float fly on July 4th had good attendance with 42 planes and no boats. The float fly on August 2nd was not so lucky, with 30mph winds there was no flying going on.

We did a flying demo at the July 3rd Windsor fireworks in Kaiser Park. The flying area was very small but we were able to put on a limited demo. The crowd seemed to like the show, it lasted about 40 minutes. Several different types of planes were flown as well as a helicopter. If you were able to stay for the fireworks that show was pretty good as well.

The Trek to Ukiah had 35 people attending 24 from our club and 11 from the Propbusters. It looked like everyone was having a good time

while I was there. There was one issue when one of the shade units blew over into Jon's truck and put a dent and some scratches. While we were discussing this at the board meeting Jon excused himself from the room and it was decided to submit a claim to our insurance to see about getting the truck repaired.

A new opportunity for another learn-to-fly day has come up. The Grace Cathedral Choir Camp is looking for a learn-to-fly event for their campers. The details are being worked out and will be emailed out as we know more.

We then went over the PCAM schedule and practice that we had at the Propbusters field. Overall the practice went well, there were a few mishaps, and the show seems ready.

We will be holding our next learn-to-fly day at the field on August 24th. It will be electric only so everyone bring lots of batteries.

The August Board Meeting concluded at 8:20pm.

Report prepared and submitted by Jeff Penner, Secretary.

General Meeting Minutes

By: Jeff Penner
15 July 2008

The July general meeting was called to order at 7:30 by President Jon Stychno with 20 members present. There were no guests or new members in attendance.

The gas raffle was won by Phil Leach.

The Treasurer reported that for the month of June he made no deposits and paid expenses of \$500.91. This leaves a checking balance of \$5,362.67, a cash-on-hand balance of \$156.00, and a CD balance of \$6,301.95. He also reported club membership at this time to be 84 members.

Old Business:

Jon did a demo at Spring Lake Village on June 21st, Joel Pringle was also there to help. He flew some foamy planes and a blade CX heli. There were about 15 to 20 spectators and he said that there were a lot of questions after the demo.

The demo at the Windsor fireworks on July 3rd was a good time. The show lasted about 40 to 45 minutes. The pilots were Steve, Adam, Jon, Merle, Jeff, and Robbie. The area was very small and it was difficult to do much in the area supplied. But the crowd seemed to have a good time.

The July 4th float fly had 42 people and many spectators. Sid ordered 9 sandwiches for lunch.

The July Pylon races had 8 pilots attending, again Adam came out on top by winning all three of his heats. Much time was spent discussing new rules for Adam as his winning three times in a row must be because he is using a special battery.

New Business:

Phil, Roy and Jon have a meeting with the Parks Department tomorrow, to see if there is any place with in there area that might work for a new flying site.

We have a new member on the board, Steve Cohen. He is taking the place of Ken Ribardo as Ken is not able to continue as a board member. Welcome Steve to the board!

There are several changed to the calendar in the up coming months: The helicopter fly in at the field has been canceled. The trek to Ukiah is Sunday July 20th, if you would like to camp your welcome to come up Saturday. IMAC will be held on July 26th at 10:00am. We will be using the best 2 out of 4 rounds. PCAM practice has been moved to August 3rd at the Propbusters field, the Pylon race that is suppose to be then will be rescheduled. PCAM is still on August 16 & 17 and our Learn-to-Fly day is still the following weekend on August 24th.

Raffle:

Jon Stychno was the big winner picking up the Taylorcraft 450. Merle McGregor was up next choosing a 3 cell lipo. Next to go was Bob Rose with a nice looking electric motor. Brian Blackburn took the balancer. Sid Maxwell picked the HS-55 servos. Bob film was stuck on the epoxy. Dick Maddock choose the floats. Jeff Penner took the X-Acto knife. John Lehtio selected the magazine.

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

Learn To Fly

By: Sid Maxwell

On August 24 the WCF will hold the first, "Electric Learn to Fly", at our Electric Field in Healdsburg.

We will use Park Zone T - 28 planes with a buddy box for anyone ready for some Learn to fly lessons. Everyone is invited so bring your family and friends if they are ready for fun and flying. We have tested these T - 28's before and they work out very well. The event will start at 10am and go until 2pm.

We will have a Hamburger and Hot Dog lunch using the World Famous, "fat burgers".

So come out, bring your family and friends, learn to fly and have fun.

Sid Maxwell

Trek Results

By: Sid Maxwell

Flying on grass in the middle of a vineyard, with good friends and good pilots is a great place to be. That's where we were on July 20th, at the, "Trek to Wine Country at Ukiah". Green grass, blue sky, gentle breeze, what more could there be. Oh you could ask for, free hamburger lunch, free swap meet, free open flying, well we had all that too. What a

great day. There were 35 lunches, 24 WCF and 11 Propbusters.

So now we get to do it one more time and it is really welcomed by the guys from WCF. Because of the loss of the WCF field we no longer fly nitro planes at Healdsburg, so this is a welcomed endeavor.

Thank you, Propbusters.

The next, "Trek to Ukiah", will be October 4, 2008.

See you 10 – 4.

Sid Maxwell

Electric IMAC

By: Jeff Penner

The all electric IMAC contest was held on Sunday July 27th at our field. We started at 10am and had 4 pilots who were ready to compete in the event. Wayne Frederick and his wife Darlene, were nice enough to be our judges and Merle came out and called for us. After they were done setting up the paper work we got started. On the first pass through the lineup we each flew two rounds back to back. That was nice as it let you work things out a little and then go right back at it to try again. Each round consisted of ten maneuvers from the 2008 basic routine. There was not much drama as the flying progressed, until the last round. I was the last person in the line up and while setting up for the spin I thought it looked a little low. Well I was right, I was not able to recover in time and the plane went in. I had a few extra pieces to take home but it ended up being an easy repair. Once the dust settled and the scores were tallied Jon came out on top taking home 1st place, Brian came in 2nd, Sid was 3rd and that left 4th open for me. I had a lot of fun at the contest and highly recommend it for all. It will definitely improve your flying.

Next Float Fly and Last

By: Sid Maxwell

The next float fly and last one of the year will be the, "Day on the Pond II", at Sal Lake in Healdsburg. It will be on September 1, 2008,

Labor Day a Holiday. The field will be closed that day so I will have a frequency board at the Lake and you must have a AMA card to fly. We will have our Deli Lunch and cold drinks, and John Leitho will cover all the lagers. Good ol' John, Thanks John we need you.

So guys this is the last float fly of the year so let's all make a special effort to attend.

Enter thru the CDF parking lot and there will be rest rooms available.

Fly on Water

Sid Maxwell

Nail Those Landings

by Dan Stahn

From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota

Hello fellow members. I was looking through my latest Plane & Pilot magazine. Hang with me for a minute. It had an article about getting set up for landings. It was titled "101 Secrets for Super Landings." I picked out 22 that would apply to RC.

Now you're thinking, 101 secrets, that's a lot. How many things do I need to do or think about to land my airplane?

Landings are when you need to concentrate the most on what the airplane is doing and making the airplane go where you want it to go. I'm not going to use all 101 secrets here mainly because they don't all apply. Such as landing on a slope, and using the runway numbers through the windshield to control your glide slope, or even about warning your passengers about moving around during the landing. Or having you radios tuned to the correct ATC frequency before getting in the pattern. You know; stuff like that.

What I have done is to apply those that would help you to place your airplane in the pattern at our RC field as if it were the real, full-scale pattern. Over the years I have used these helpful articles to better myself and to help me make the landing to look much better and hit the runway as many times as I can. Give

these a try and see if there aren't any of these secrets that can help you.

1. Have a plan: Don't let the airplane determine your approach. Plan out your landing well in advance. Maybe two or three circuits around the pattern before you make the landing.

2. Visualize the flight path: Think ahead of the airplane and imagine your flight path as a narrow rectangular tunnel with the runway at the end.

3. Keep your downward approach consistent: Put your airplane in the same place every time.

4. Fluctuations in speed are wasting precious altitude and energy.

5. Deploying flaps at too fast of a speed only messes up your trim and you can't keep steady throttle settings.

6. Don't wrestle with it; you make the airplane land.

7. Think centerline: Form a routine where you put the airplane on the centerline of the runway every time.

8. Don't chase the airspeed: Wind gusts can cause air speed fluctuations. Don't chase them; average out the fluctuations by holding the nose attitude steady.

9. Have a go-around point selected: Designate a place on the runway as your touchdown area. If you don't make it, go around. Don't make a bad situation worse.

10. Don't forget to flare: When you are short on final, be thinking of the flare before you touchdown.

11. Make small power changes: It's always best to make small power changes when needed rather than being behind a change and then having to play catch up.

12. Correct flight-path changes immediately: Either speed or position or whatever—if it isn't right, fix it. Don't let needed corrections pile up.

13. Plan ahead: This is very important. Compare where the airplane will go if you don't change anything to where it will go if you do. If they don't match, make it match.

14. Don't fly the pattern too fast: If you fly at a reduced speed, you lessen the chance of missing the runway.

15. Practice approaches: Spend a couple of flights just doing touch-and-gos or complete landings and then take off again. This will help you to get the "feel" for the runway.

16. Think about the rudder as centerline control: Use the rudder to keep the nose ahead of the tail, independent of the ailerons.

17. Adjust for the crosswind before the flare: Use the rudder to keep the nose and tail on the centerline and use ailerons to kill the crosswind.

18. Adjust the landing pattern for the size of the airplane: Small airplanes need smaller patterns. Big and fast airplanes need more room.

19. Don't let the nose land first: If you have tri-gear, hold the flare so you land on the mains first.

20. Don't try to save a bad bounce: Go around and try again.

21. Break the glide then set up the flare: On approach, don't fly into the runway and flare, it will bounce.

22. After a crosswind landing, don't relax the ailerons: Keep the ailerons into the wind until you stop. And use the rudder to stay on the centerline of the runway.

You might be thinking that these hints are not needed when you go out to fly that Pizazz or FunTiger or Ultrastik and that's okay. These airplanes are designed to do tight maneuvers and fly radically and fly slow with small amounts of wind, that's why we like them. But they too can be landed on the runway every time using these hints. It surely helps when you fly the scale or heavy wing loaded airplanes. You might even be able to step up to the next level of airplane with these hints.

See you guys at the field.

A123 Cells

by Carlos Reyes
From RCadvisor.com

Electric model airplanes have been around for roughly three decades. A huge problem in the early days was battery energy density. In other words, they simply weighed too much for the amount of juice you could get out of them. This situation has improved dramatically in recent years with the advent of Li-Poly cells, but a battery pack for a larger model can easily cost hundreds of dollars. The advent of electric cars, such as the Toyota Prius has spurred an enormous amount of research into new battery technologies. In this article, I will describe an alternative to Li-Poly batteries that offers intriguing possibilities.

A123 Systems (www.a123systems.com) produces Lithium-Ion Nanophosphate cells. These cells have a nominal voltage of 3.3 volts and can withstand continuous discharge rates of 30C. They can be safely discharged down to 2.0 volts. The voltage remains fairly constant through the discharge cycle, but they do have a sharp drop-off at the end. Expect 300 cycles before you notice any reduction in capacity while at 1,000 cycles you'll have 75% of the original capacity. They are very safe. Overcharging or over discharging will not

cause an explosion and will have little effect on the life of the battery. Balancing the cells when they are charged is still a good idea, but not absolutely required. They can be charged immediately after use in 15 minutes.

The cells are available in two sizes. The original M1 cell has a capacity of 2.3 Ah and weighs 70 grams (2.47 oz). A newer, smaller size can hold 1.1 Ah and weighs 40 grams (1.41 oz).

The primary source for A123 M1 cells has been DeWalt 36-volt portable power-tool battery packs. Each pack contains 10 cells. I purchased two of these for \$100 each through Ebay. The prices appear to have gone up recently to the \$120-\$130 range. Single cells can also be purchased online for \$15 from a growing variety of vendors. You can find two of the smaller cells in a Black & Decker VPX battery pack which sells for about \$15. The smaller cells can also be had for \$12.50 each.

There are many Li-Poly chargers that support or can be modified to support the charging of these A123 cells. Because of the sharp voltage drop-off when discharged, you are probably better off using a timer when you fly. Otherwise you need your ESC to shut off the motor when 2.0 volts per cell is reached.

Bottom line? These cells give you 70% the energy density of Li-Polys for about 45% of the price. For many of us, that is a good trade-off. They are extremely safe and can be charged in 15 minutes. If you end up buying half as many battery packs because of the shorter charge time, then they become a much better value.

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Events 2008

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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