

Sep/Oct 2008 Edition

# Wine Country Flier



Next meeting: 18 Nov 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

## 2008 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>

## 2008 Board Members:

Phil Leech	(707) 538-8557	<a href="mailto:leechstudios@sonic.net">leechstudios@sonic.net</a>
Steve Cole	(707) 433-4888	<a href="mailto:stevecole@awesomehobbies.com">stevecole@awesomehobbies.com</a>
Roy Domke	(707) 395-0411	<a href="mailto:Runabouter@aol.com">Runabouter@aol.com</a>
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Steve Cohen	(707) 538-3100	<a href="mailto:scohen8080@sbcglobal.net">scohen8080@sbcglobal.net</a>

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  
9 Oct. 2008

The October Board meeting was called to order at 6:35pm by President Jon Stychno. Officers and Board Members attending were Jon Stychno, Guy Nicholas, Jeff Penner, Merle McGregor, Steve Cohen, Phil Leach, Steve Cole, Roy Domke and Sid Maxwell.

We started the meeting going over the demo given at the Clear Lake Splash In. The group flew for about an hour, it sounded like the demo was received very well. There was some interest expressed about having an RC float fly event there next year. More details will be available at the general meeting.

One new member has joined the club since last month.

Elections for our 2009 officers is coming up in November, if you would like to run or would like to nominate someone, be at the October general meeting to make your nominations. At the board meeting Merle McGregor was nominated for Safety officer and Jeff Penner was nominated for Treasurer.

The date for the Trek to Ukiah has been changed to October 18th, be there to fly your nitro or other loud aircraft.

The claim for Jon's truck has been mailed to the AMA and we are now awaiting there response.

There was much discussion about new possible flying sites please talk with a member of the board if you need further details on this topic.

The October Board Meeting concluded at 9:25pm.

Report prepared and submitted by Jeff Penner, Secretary.

## *General Meeting Minutes*

By: Jeff Penner  
16 Sept. 2008

The September general meeting was called to order at 7:30 by President Jon Stychno with 24 members present. There were no guests or new members in attendance.

### Old Business:

We had a quick recap of our learn to fly day at Bishop Ranch. The boys really seemed excited about the airplanes and the chance to get to fly them. Also Hap Miller brought out his full scale helicopter called a Helicycle and flew it for the boys. You can see some good photos on the website.

Our last learn to fly day on August 24th had 31 new pilots. Each one went through a short ground school and then got to fly. We also had our great cooking crew on site, they cooked up lunch for anyone that wanted it.

The September pylon races had seven racers in attendance. After the dust settled Merle and Adam tied for first. Jon came in second place with Dave and new flyer Todd tied for third. Jeff came in fourth with Patrick finishing in fifth place.

### New Business:

Jon gave a quick recap of the Reno Air Races, both Steve and Jon said the racing was very good as always. Jon especially liked the F22 Raptor demo.

Roy is still working on a possible new site just north of Healdsburg, no new update just yet but a meeting is scheduled to meet with the owner soon.

Officers for 2009 will need to be elected soon so please be thinking about who to nominate, Jon also said that he would not be running for president next year.

The demo at the Clear Lake Splash In is on, it will be from 10-11am on September 20th. Bring a float plane and fly off the lake.

Merle is now handling the club clothing sales, if you need a new shirt or hat contact Merle.

The Larry Frank Scale Electric Fly-In and Neil Taylor Award and Barbeque is on September 21st. There will be free lunch and a raffle, bring anything that is electric and scale. The will just be open flying no contest, bring your family and enjoy the day.

The next pylon race will be on October 5th, our make up race from the one we missed in August will be on November 2nd.

The last Trek to Ukiah for this year will be on Saturday October 4th. There will be a swap meet and free lunch, so bring your appetite and some nitro.

Jon brought in movie for every one to watch, it was all crashes, fun but painful to watch.

#### Raffle:

Jeff Penner took the first prize of the night a Thunder Tiger P51D electric. Damion went with the Pitts Biplane. Merle McGregor was third up and took the 60 size Chipmunk. Next Steve Cohen won two HS55 Hitec servos. Jon Stychno picked the speed controller. Oliver Burns went home with a Hitec duel shift receiver. Patrick O'Halloran picked the thread lock. Dave Mercer won a Prop Balancer. Sid Maxwell decided to take some landing gear. Tom Haddorff determined that he should take the Flying Machine home. Bob Rose chose to take the servo extensions. And Dick Maddock ended up with the hinges.

The meeting was adjourned at 9:38 p.m. This report prepared by Jeff Penner, Secretary.

### ***Board Meeting Minutes***

By: Jeff Penner  
5 Sept. 2008

The September Board meeting was called to order at 6:35pm by President Jon Stychno.

Officers and Board Members attending were Jon Stychno, Guy Nicholas, Jeff Penner, Merle McGregor, Steve Cohen and Phil Leach.

There was some discussion about our last learn to fly day of the year. It seemed to go very well, we had about 35 students for the day. There was some discussion about replacing batteries if they were destroyed at a learn to fly day, but no final decision was made.

The boys choir learn to fly day was brought up next, Steve Cohen extended another thank you to all involved. The boys enjoyed the day very much. See pictures of the day on the club website.

The float fly at Sal Lake had 37 people, no boat this time just planes.

It looks like the Clear Lake Splash In is on for September 20th. More details will be sent out by email, with final details at the next general meeting, stay tuned and get those float planes ready.

The next event at our field will be the Larry Frank Scale Electric Fly In and Barbeque with the Neil Taylor Award Presentation. Bring any scale plane as long as it is powered by and electric motor. This event will be on Sunday September 21st, bring out your family to enjoy a day at the field.

We are now at the point in the year where dues will be prorated for the rest of the year.

The next Trek to Ukiah will be on October 4th, get out your nitro!

Also the date for the next IMAC contest is still up in the air check the website for updates.

The September Board Meeting concluded at 8:30pm.

Report prepared and submitted by Jeff Penner, Secretary.

## *General Meeting Minutes*

By: Jeff Penner  
19 Aug. 2008

The August general meeting was called to order at 7:34 by President Jon Stychno with 29 members present. There were no guests or new members in attendance.

### Old Business:

At the Outlaw float fly there was nothing but wind, and then there was more wind. Fifteen people came out one person flew and one person crashed, did I mention the wind.

We had our PCAM practice day in place of our pylon races. Over all the practice was good but there were several casualties for the day. Good thing we took the time to check everything out.

Our first Trek to Ukiah was a fun filled day. We had 11 Propbusters and 25 club members for a total of 36. Good food and good times were had by all, looking forward to our next trip north.

The first IMAC contest of the year was last month, we ended up with 4 contestants two judges and a caller. Each contestant flew the basic routine 4 times, after totaling the scores it ended up with Jon Stychno in first place, Brian Blackburn in second, Sid Maxwell in third place and Jeff Penner bringing up the rear in 4th place.

The PCAM show was just this last weekend, a big thank you to all of the club members that came out and helped. We were able to put together both a great show and a great booth. I think the public enjoyed the models very much, I know I got lots of good feed back from everyone.

### New Business:

We have two Learn to Fly days coming up, the first one is for a boys choir camp at Bishop Ranch. Steve Cohen is arranging the day and it sounds like there might be some surprises. The second Learn to Fly day will be at our field on Sunday the 24th. Everyone bring your

batteries as I'm sure we will get plenty of participants.

Roy has approached a land owner just north of our current flying site with the hopes of securing a new field. He is still in the beginning stages of making contact but at this point it is still a possibility, I'm sure he will keep us updated as this develops.

### Raffle:

Steve Cohen took the first prize of the night a Piper Cherokee. The second prize went to Roy Domke, he picked the SU27 jet to take home. Next up picking the Byp Yak was our fearless leader Jon Stychno. Dick Maddock chose the two HS65 servos. Patrick O'Halloran opted for the auto shift Hitec receiver. Sid Maxwell took home the 1320 LiPo battery. Julio Alvarez can now stand up his transmitter with his new transmitter stand. Joel Pringle seized the pilot figure for his next plane. Bob Rose can now speed with more control using his new ESC. Dave Mercer chose the blue thread lock. The GWS floats were picked up by Chuck Green. Jeff Penner won another x-acto knife. And John Reade took home the hinges.

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

## *Sponsors*

By: Sid Maxwell

The Wine Country Flyers would like to thank all the Sponsors who donated Raffle Prizes for the, "The Larry Frank Scale Fly-In", event held on September 21, the "Electric Event".

The Raffle turned out to be very good with fun for everyone, especially the winners!

They are:

1. E-Flight Electric P-38  
Jake's Performance Hobbies  
6650 Commerce Blvd.  
Rohnert Park - 586-3375
2. Goldberg Electric Tiger 400  
Awesome Hobbies  
452 Healdsburg Ave.  
Healdsburg - 433-4888
3. Horizon Simulator & Charging Bag

Porkeez House of Hobby  
6731 Sebastopol Ave.  
Sebastopol - 829-5548

4. Electric Beachcraft  
Hobbytown  
171 N. McDowell Blvd.  
Petaluma - 762-2176
5. Electric Fun-Jet  
Sonoma Hobbies  
20093 Broadway  
Sonoma - 938-9765
6. Electric Sail Plane  
Phil Leach
7. K&B .50 Engine  
Merle McGregor

Until next year.  
Sid Maxwell

## *El Rancho del Obispo Learn to Fly*

By: Steve Cohen

Many of you who have driven Westside Road from Healdsburg to Rio Nido might have wondered about the signs that announce: "Bishop's Ranch 100 yards" or "El Rancho del Obispo."

The ranch was purchased by the Episcopal, Diocese of Northern California in 1946 to be utilized as a retreat for the members of the Diocese and any person or group that wishes to take advantage of the facility.

In 1947 the Grace Cathedral (San Francisco) choir commenced a tradition of bringing the choristers to the ranch for a 2 week stay of choral practice and play during the end of summer.

A surprise event for the boys was held on Saturday 23 August 2008. Without knowing what was about to occur, the choirboys lined up for breakfast and entered the Refectory (mess hall) After breakfast they proceeded to the Pavilion for their morning practice.

Commencing at about 8am members of the Wine Country Flyers assembled on a large field at the top of a knoll to assemble their

planes. Another surprise for the boys was the participation of Hap Miller (Miller RC Products) who had brought his Helicycle to show and fly for the choir.

Steve Cohen went up to the Pavilion interrupting the choir practice and was introduced to the choirboys as an alumnus of the choir from 1947-57. Dr. Smith (Organist and Choirmaster) then asked what the choirboys might do for me. I stated that we needed pilots. Everyone volunteered!

The choir rehearsal ended and the kids ran down to the knoll to see the planes and were amazed to see Hap's beautiful small helicopter sitting in the parking lot.



Adam Clement and Brian Blackburn gave demonstration aerobatic flights to start the event. During this demonstration John Reade came over to me and stated: "Wow! It is worth it to just here the reaction of the kids to the flying."

The Learn to fly sessions continued with a group ground school and individual ground schools before everyone had a chance to fly. Most of the kids over-controlled regardless of what we attempted to instill in them about flying. About an hour before lunch The boys went down to Hap's helicopter for a briefing and then after clearing the area Hap fired up the jet turbine and flight checked the controls before giving his demonstration.



Upon Hap's return we all went up to the refectory for lunch as guests of the ranch.

The choirboys extended thanks to the Wine Country Flyers during lunch.

Thanks to Adam Clement, Brian Blackburn, Sid Maxwell, Merle McGregor, Jeff Penner for acting as instructors; Guy Nicholas and Ray Peterson photographers and of course, Hap Miller for demonstrating his Helicycle. All participants made this a day that will be long remembered by the Choirboys of San Francisco's Grace Cathedral.

## *Tips & Tricks*

### **Cooling Your Engine**

If your engine is running hotter than you would like, how can you cool it down? Most people make the mistake of thinking more is better when it comes to the air inlet at the front of the cowl. This is a common error and, while it seems logical, the reverse is actually true. To properly cool your engine, you need more outlet, not more inlet. You want at least 2:1—preferably 3:1—air out to air in ratio. Otherwise, it makes a dam and the air cannot come into the cowl because it has nowhere to go out of the cowl. If your engine is not cooling properly, try blocking off the other air inlet or opening the belly of the cowl further.

### **Wing/Tail Alignment**

Get an old telescope antenna (the same type as found on transmitters). Use it as an adjustable-length measuring rod to compare critical measurements on airplanes during

construction. This can help you compare the distance from one wingtip to the stabilizer and to make sure this distance is equal on both sides of the airplane. This ensures that the stabilizer is parallel to the wing.

—Both from the South Bend Radio Control Club, South Bend, Indiana

### **Soldering Advisories**

Someone suggested that the use of a soldering gun was safer than other types because it would not roll off the workbench and burn you. It should also be mentioned over and over that soldering guns have a very strong alternating current magnetic field around the tip. When brought in proximity to electric motors and servos, this magnetic field de-gausses (demagnetizes) the magnets inside the motors and servos and causes permanent damage.

I have seen several people come to the flying field with a new electric-powered airplane that does not have enough power for flight. When asked if they soldered the wires to the motor with a soldering gun, the answer is usually "yes."

Also you should never stick the tip of a soldering gun into the airplane's radio compartment while soldering pushrods and etc. as it will presently damage the motors inside the servos.

If you must use a soldering gun, you should stay well away from electric motors and servos, meaning at least 24 inches just to be safe

—From the Rogue Eagles RC Club, Medford, Oregon

### **Those Handy LEDs**

Those ubiquitous light emitting diodes (LEDs) are so handy they need to be used in even more places. Every RC transmitter should have a prominent red one on its faceplate to greatly reduce the incidence of switches being accidentally left on. And you can also use one exposed up front in your ship to assure that your receiver is or is not turned on. All you

have to do it plug one into an unused channel on your receiver. And for the coil protection on a spark ignition system, a red "on" LED up front is useful as well. Not all wall chargers have them but they should! Dubro Ni-Starter chargers have handy LEDs, but for some reason I've had two of them fail. The chargers still work, but the LEDs stutter and kick off. Disappointing.

—The Central Coast chapter of the Society of Antique Modelers, California

## ***Safety Incident Reporting***

by Chuck Waller

What is a model airplane pilot's worst nightmare? To me, it is the sight of a model aircraft out of control, or with no radio response, heading for a parking lot or spectator area filled with people.

As this unfortunate incident occurs, everyone who sees it starts yelling, "Heads up!" to get the attention of every one at the field and, hopefully, in the parking lot or wherever the airplane is heading. All non-flying pilots are focused on the airplane and do their best to help people get out of the way. The pilot never stops fighting. He keeps the throttle all the way back in case he gets one more command in before the inevitable.

I have personally witnessed this event at least four times and had it happen to me once. Fortunately, no people were injured in any of these events.

So what would happen if we were not so lucky? What happens next when an incident, with or without personal injury, occurs?

Obviously, the first thing is to take care of any injured persons, if there are any. Your club should have a first aid kit available if the injury is minor. For major injuries you should immediately call for emergency services (911) and give them directions to your field. (These directions should also be posted at your flying field.)

Now what do you do next? It is very important at this point to gather as many facts regarding the incident as you can. You should immediately appoint one person as the "investigating" official. This may be the club safety officer or another club officer. It is actually better if the investigating official did not actually witness the incident. This way, his report will not be "clouded" by his own recollections.

Immediately talk to any one who witnessed the event. Make sure to get their name, address, and phone number for future interviews. Take down a statement of events and facts from each witness. Try to do this before the witnesses talk to each other if at all possible. You may want to assign several people to assist in getting statements at this time. It is very important to take pictures of any damage that was caused to any personal property including autos, buildings, trailers, other models, etc. Do not spare the film! You can always throw out or delete repetitive or nonessential pictures.

As soon as possible, you should contact AMA to report the incident and to request a claim form. Even if the incident results in no personal injury or property damage, all incidents (close calls) should be reported so they can be evaluated for any possible corrective actions.

From the AMA membership manual: During regular business hours (Monday-Friday, 8 a.m. to 5 p.m. EST) please call (765) 287-1256. To report an incident involving serious injuries after hours or on weekends please call (765) 749-9210 or (765) 212-0793.

I sincerely hope you never have this type of incident happen at your flying site, but if it does, keep cool and follow these steps as closely as possible.

Fly safely and remember to have fun!



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