

April 2009 Edition

Wine Country Flier



Next meeting: 21 April 2009, 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

2009 Club Officers:

President:	Adam Clement	(707) 433-4113	adampclement@comcast.net
Vice President:	Roy Domke	(707) 395-0411	Runabout@aol.com
Secretary:	Ian Rickard	(707) 975-2916	ian@americantartaric.com
Treasurer:	Jeff Penner	(707) 292-4234	sonicjeff@yahoo.com
Safety Officer:	Merle McGregor	(707) 585-1061	merle_mcgregor@yahoo.com

2009 Board Members:

Phil Leech	(707) 538-8557	leechstudios@sonic.net
Steve Cole	(707) 433-4888	stevecole@awesomehobbies.com
Guy Nicholas	(707) 544-2141	Guy@Gui-Soft.com
Patrick O'Halloran	(707) 321-0400	patrick@wcflyers.com
Sid Maxwell	(707) 584-4428	airmanx@sonic.net

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



Presidents Report

By: Adam Clement

Hello all. Well it's April already and if you have been trying to fly you might be having a hard time because it's been very windy for almost a month now. If you don't get out at the crack of dawn forget about it. Just ask the pylon racer's. The last t-28 race was exciting because the last couple of rounds were very windy which made for some fun racing. more on that later. We will be having our first Big event this year on the 16th of May. Family and Friends day is being held so that our family and friends can come see what we do when we say "going to the field". I have family that have never seen me fly and I'm sure some of you have friends and family that don't have a clue what we do. There is going to be the usual Fat Burgers by the kitchen crew. We will also be having a demo hour where those of you who would like to put on a display can do so. The rest of the day will be open flying and doing some buddy boxing with those friend and family brave enough to grab some stick time. So remember that trainer.

I'm sure you all heard about our Float Fly status. We lost our use of our pond and are currently looking for a suitable place to hold our float fly's. The powers that be decided that we were too much liability for them. So the Search starts again.

Until next month, keep having Fun.
Adam Clement

Board Meeting Minutes

By: Ian Rlckard
6 April 2009

Old business.

April 25th booked to move the shed at the new field.

Flight line fence - Adam has found some material, just waiting for pricing. Suggestions made for posts, wood, metal etc.

\$900 received as proceeds from sale of awnings. Agreement to pay Steve for the cost of supplying Victor Trentadue with a plane with radio gear as part of the negotiation to secure the field.

General meeting, discussion of the raffle with no changes planned. Discussion of the need for more input in the form of show and tell type events for the meeting.

Jeff asked to provide a pie chart of WCF annual expenses to allow us to reduce expenses overall.

Review of 2009 expenses so far and discussion of financial future of the club and use of reserve funds.

New Business.

T-28 racing. Steve's suggestion for an umpire at each race responsible for inspection of the ESC type used before the event and also for final decision on all rules and infractions. John Blum has volunteered to fill this position. Sign up will be at 9am. At 9:30 John will inspect all planes and impound them until their race is run. Racing will start at 10am prompt. Person calling the countdown for the start will use a stop watch from now on.

Float Fly. Roger Swan from the CDF has informed us that the float fly is cancelled for the foreseeable future pending review by the CDF. CDF claims to be worried about insurance coverage and also about the small landing dock we were using. Mention of the float fly site situation will be made on the WCF website.

2009 event calendar review. Need to compare our schedule with that of the winery to make sure that there are no conflicts. Need to post the list at the field of the days that are No Fly Steve will provide this to Ian and Patrick who will post it to the website.

Friends and Family Day.

Open flying from 10 to 12.

Lunch during which demo's planned using P47's and some larger helicopters, possibly jets as well. Suggestion that John Stychno be the announcer. Adam will be director and he will produce the flyer.

Xmas party review. Roy is working on this. Caterer needs to be found, but it has to be approved in advance by the winery.

Ian to bring laptop, projector and data card to present this to the members at the next general meeting.

Meeting concluded at 8:30pm

General Meeting Minutes

By: Phil Leech
17 March 2009

The meeting was brought to order by Adam Clement at 7:30 pm., with 23 members present.

- The Door Prize of a \$20 gift certificate was won by ME, Phil Leech. Surprise, surprise.
- New member for the evening was really not a new member as much as an old member who has re-joined us. Loren Cooper, who goes way back. Good to have you with us again, Loren.
- The Treasurer's Report was presented by Jeff Penner. We have \$1892 in our checking account and \$6200 plus in our CD. There are about 90 paid members..
- The Secretary's Report was as published in the Newsletter.
- For Sick or Injured, Sid Maxwell is making good progress recovering from his injured hand and fingers but he still attends physical therapy.

OLD BUSINESS

- Adam told us that the new handicapped toilet is in place and operational.
- There is a new combination lock on the gate because there was apparently some vandalism with our old lock being damaged. It was cheaper to replace the lock with a

combination instead of a key type lock that would mean issuing 90 new keys.

- PG&E was recently at the field and informed us that our storage shed is currently located above a gas line and must be moved. Just where hasn't been determined.
- Roy Domke has installed the Frequency Board on the center canopy with a pulley system to raise and lower it.
- The old Storage Shed at the old field will be donated to the County for the Transfer Station's use and we will have to clean it out soon. Our BBQ equipment, chairs and tables are still in the shed.
- Adam is working on a plan for a new Safety Fence utilizing green plastic mesh. Not sure about posts and other supports.
- Phil Leech gave an update on the Christmas Party. I told everybody that we are trying to work it out to have the party at the Trentadue Winery. The charge for the space for a Saturday night is \$3,000 but for Sunday it is reduced to \$1200. We would like to hold the cost to members to \$35 and there was consensus that Sunday would work fine..
- Adam confirmed that we have sold three of our canopies for \$300 each which will add \$900 to our Treasury.
- Sid gave us a review of the Hobby Expo that was held in Petaluma with thanks to Patrick who set up a simulator. The free raffle that we sponsored wasn't a great success.

NEW BUSINESS

- Adam announced a "Family and Friends Day" event scheduled for Saturday, May 16. This will be the first event at the new field to have a BBQ. This will really be an Opening Day event but without the general public. Look for demo flying and a whole lot of fun.
- The Pylon Race #1 was a huge success with 14 T-28 participants and 4 Warbird flyers. Guy Nicholas was the big winner. Race #2 is scheduled for April 5. Mark your calendars.
- The Float Fly schedule was announced by Merle MacGregor and Ray Peterson. Mark April 11, May 25, July 4, Aug 15, and Sept. 12 on you calendars. Kudos to Merle and Ray for

taking this on from Sid who has managed the float flies for several seasons.

- Bob Film wondered if we could find an alternative location for our monthly meetings that would be cost free. There was also discussion about the possibility of meetings at the field during the Summer months.

- Sid is sponsoring a Combat event and wants to schedule them for the 3rd Sunday of each month with a trial event on Sat. April 18.

- An Instructor certification day is scheduled for Sun, March 22.

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THE RAFFLE

- Joe Kagan was the big winner selecting an electric F 16. Julio was next up taking a Superstar 40 trainer. Richard Maddock got a flight pack battery and Merle MacGregor liked the mini servos. Next was Dave Mercer selecting some epoxy while John Reade settled for some thread locker. Joel Pringle took the servo extensions and Patrick O'Halloran picked a fuel valve leaving John Lehtio with an exhaust extension.

-The meeting was adjourned at 8:40 pm

Report prepared and submitted for Ian Rickard, Secretary by Phil Leech.

Racing Update

By: Adam Clement

We had so much fun at the first race I thought that it would be hard to match that level of fun again, but April race was just as exciting. We had a meeting to start off the race to discuss the ESC issue. It seemed to help a little but some planes were noticeably faster than others so still working on that issue. The first race kicked off at about 10:15 so we were a little late starting. The racing in the T-28 class was pretty close with 7 people tied for the first three spots. The wind in the later heats was not nice for foamies. Dave Mercer had a meeting with the flight deck. Roy Domke had a meeting with terra firma on the start of one race a his plane was no more. The new flags worked out great but Jeff Penner's plane

wanted a closer look and met the pole then the ground. At one point one of the pylons blew over but the race must go on so it was set back up mid race. Great job to the pilots because nobody cut that race.

The warbird class was fast and furious. Brain Germone had one fast bird. We had 6 racers this month and tried 6 in one heat. That was scary. Ricky and I bumped once and I could not make out were the turquoise streak on my cowling came from. With the wind being so strong the downwind leg's were screamin.

The t-28 results are Guy and Steve tied for first with 15 points a piece, Merle and Jon and Patrick tied for second with 13, and Adam and Brian G tied for third with 12 points. Warbird class had Brian G in first with 16 point's, Adam in second with 15 points and Merle with 10 points for third.

The totals so far are T-28, Guy 30, Steve 28, Merle 25, Jon 21, Brian B 21, Adam 20 Brian Y 16, Patrick 13, Brian G, Phil, Jeff with 12, Roy 11 Ian and Todd with 8 Dave M 7, and Elliot with 2.

Warbird Adam 24, Jon 19, Merle 17, Brian G 16, Steve 13, and Ricky 6.

Hope to see even more off you next month, I promise you'll have a great time!!!!

Adam Clement

FAMILY AND FRIENDS OPENING DAY EVENT

By: Phil Leech

Mark your calendars for Saturday, May 16 for a special event for Wine Country Flyers. Our traditional Opening Day Event is about to be held at our new field at Trentadue Wineries. In the past, this event was open to the General Public and we would typically see attendance of over 150 people, and that strained our parking capacity at the Transfer Station. With current parking capacity limited to something just over 35 spaces we can't sponsor an event of that magnitude but we can still have a great event for our members, their families and friends. We will have our traditional BBQ with Fatburgers and Polish hot

dogs prepared by Bob Film and his Kitchen Crew.

The event officially starts at 10:00am with open flying but will soon feature WW2 warbirds, Aerobatic demos, Heli demos, Control line exhibition by Patrick O'Halloran, Pylon Racing, B-25 fly bys with Merle MacGregor, and maybe a Jet or two.

You don't want to miss this memorable occasion, do you?

ON THE SAFE SIDE

Think Again—Blink Again!

by Don Nix, Insider Safety Column Editor

In my last column (In the Blink of an Eye), I told of a personal mishap with CA adhesive. Shortly after that issue went online, reader Darwin Hawkins of Kansas responded with his own personal incident:

“A few years back I put some CA on a rather involved joint. Hit it with the kicker and the joint exploded in my face. I had not noticed that a pool of it had formed in a corner. Lucky for me, I had my reading glasses on, as the CA splattered right into the line of vision in the center of my right lens and actually etched the plastic in several places. I still have those glasses. They hang on the end of the pull cord I use to turn on the light over my work bench. I can never turn on that light without being reminded that safety glasses can save your eyes. Who would have ever thought you need safety glasses when working with CA?”

Thanks, Darwin. Personal experiences from you readers out there are usually more interesting—and likely to be taken seriously—than anything I can preach about. Keep 'em coming on any subject related to safety.

Since writing the previous column, I remembered a second personal experience with CA that threatened to be more serious than just getting my face splattered. I can't imagine any modeler who hasn't read the warnings on CA bottles about minimizing the inhalation of fumes, using with plenty of

ventilation, etc. However, I have to admit that I sometimes become pretty casual about such warnings, especially after using a particular product for a while without incident.

These days, we are inundated with a virtual Niagara of warnings. So much so that they become like wallpaper, and our eyes glaze over when reading them. Because of the litigious society we live in these days, lawyers insist manufacturers warn about every possible hazard, however slight the likelihood or how silly it might seem. For example, some manufacturers of model propellers are putting stickers on them saying something like “Do not put fingers in spinning propellers.” Uhhh ... yeah. As the old saying goes, “It's impossible to make anything foolproof, because fools are so ingenious!”

After using CA for years with no problems, I had assumed I was immune to any adverse effects. Well, we all know what happens when we assume something.

Staying up late one Friday night, I was doing a lot of sheeting on the leading edges of a pair of wings so I could cover them the next day. I spent a couple of hours using copious amounts of CA, with my face up very close so I could see in all the nooks and crannies.

Near the end of the task, I noticed I was beginning to wheeze a little, and by the time I cleaned up and made it to bed, I sounded like someone in the last stages of emphysema. Having had a daughter with severe asthma, I began to realize what she must have gone through in many of her attacks.

I spent the next two nights propped up about 30° in my bed so I could breathe. The first thing I did the next day was to order one of those masks that control such problems. I think the one I bought was made by 3M and cost perhaps ten bucks. Yeah, it was a bit of a nuisance to wear the thing, but a couple of days wheezing around the house made a believer out of me. And my wife thought the Darth Vader look improved my appearance.

Now might be a good time to review the precautionary information on the various products you use—household materials as well as hobby products. They are there for a purpose, and usually because somebody somewhere has suffered ill effects.

I'm always happy to answer reader questions (if I can) at FLYERDON@aol.com. Until next time, happy modeling and flying ... safely. Q

Soldering Clinic

by Vincent P. Lipton

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

The following guidelines will help you achieve good, reliable solder joints, and will hopefully encourage you to be more adventurous with your model's on-board control systems.

Rule One: Use a small soldering iron for small jobs (small wires and connectors) and a large iron for large jobs (landing gear wire, tinplate, music wire, etc.). In a pinch, you can wrap a piece of thick copper wire tightly around the tip of your "blunderbuss," extending the copper wire tip about ½ inch beyond the tip of the oversize soldering iron or gun, thereby creating a small iron. Be sure to run the solder around the contact region between the big tip and the coil of wire, to make a good thermal contact.

Rule Two: A good solder joint is usually made from the standard 60/40 blend of lead and tin. If this alloy is allowed to oxidize by being overheated, or heated for too long, the binding properties of the solder degrade seriously. Don't use solder that has been sitting molten on the iron tip for more than five seconds. Wipe it all off. Discarded solder blobs are useless; don't save them. Always use fresh solder.

Rule Three: Keep a piece of dampened (not soaked) sponge nearby to clean oxidized solder off the iron tip. This must be a natural sponge, not one made from foam or plastic

(which melts). You'll find the green Scotch-Brite kitchen pads ideal. Clean off your soldering iron tip on this just before you make any solder joint. The tip of your iron should look bright and shiny just before you apply it. Oxidized solder looks dull and grainy. Get rid of it! I find that I discard 70% of my solder by cleaning it off and replenishing it with fresh, but it's well worth it.

Rule Four: Always use resin-cored solder. You should never need liquid or paste acid-flux if you prepare your work correctly. The resin core melts when you apply solder to the job and acts as a cleaning and flow agent so the solder will bind properly.

Rule Five: Use only enough solder to bind the two objects together. Extra solder does nothing to increase strength, but only adds weight.

Rule Six: Always tin both parts before joining together. Tinning means heating the areas to be joined, applying solder to the junction of the hot tip and the part, and ensuring that the part is evenly coated with a good, shiny film of solder.

Joining Electrical Wires

1. Strip off 3/32- to 1/8-inch of insulation.
2. Tin the wire so it looks uniform and shiny.
3. If the solder "drags" and looks dull and grainy, apply the iron again, apply more solder, and clean off the excess.
4. Slide a piece of heat shrink tubing approximately double the wire diameter and about 3/8-inch long over one of the wires.
5. Lay the two tinned ends side by side.
6. Heat briefly with the iron so they flow together.
7. Slide the heat shrink tubing over the joint and heat with your heat gun or the barrel of your soldering iron. Once it cools, pull on the wires to make sure the joint holds.

Joining Steel Wire

1. Prepare the joining surfaces by thoroughly sanding them with sandpaper. This provides a good surface for the solder to stick. Treating

each piece separately, heat the contact area with the iron and apply solder. Rub the tip all over the contact area, while applying fresh solder and flicking off oxidized solder, until the contact area is shiny and well tinned. While the steel wire is still hot and the surface solder is still molten, quickly wipe off the solder with a dry cloth. You'll notice a different color between the rest of the steel wire and the tinned surface indicating that solder has penetrated the wire surface and has prepared the contact area for binding.

2. Place the two tinned areas together and wrap with fine copper wire. Strands taken from multistrand heavy electrical cable is ideal, but have the strands ready for use before you start. After wrapping tightly, twist the ends of the binding wire together (so they don't unwrap). Heat the whole joint with the iron and apply fresh solder. Because you pretinned the steel wires, you'll find that solder will readily flow into the joint and adhere properly to the surfaces. Any time you see convex blobs of solder you can bet the joint has not soldered properly. Apply more heat, flick off the old solder, and apply fresh. Q

Coming to a Meeting Near You

In an effort to make the monthly meetings something people really look forward to coming to, we are going to work on having something special at each meeting. That something will be posted right here in the newsletter to wet your appetite.

April meeting:

Roy Domke will be bringing in his latest scale project:

"I will bring to the General Club meeting the building plans and parts that I have already made for the 1/4 scale Fokker D-VIII mono-wing WW I German fighter plane that I'm building. Some historical information on this famous plane is included in the following hyperlink:

http://en.wikipedia.org/wiki/Fokker_D.VIII"

May meeting:

I (Guy) took an aerobatic flight in Pitts at <http://skythrills.com/>. The cool thing about the flight was that I was the driver, not the passenger. I have a video of the 45 minute flight that I will bring in.

For Sale

I am looking to sell my Eratix 3D 25E ARF.



This is an aerobatic plane. Wing Span 54". Length 53". It is new in the box.



Retail Price is \$150. Asking Price is \$100.
Email crazyman97@yahoo.com or 707-575-0833. Joel Pringle

EVENTS SCHEDULE

May 3	Pylon Races
May 16	Family and Friends Opening Day
May 17	Combat
June 7	Pylon Races
June 13	Learn to Fly
June 21	Combat
July 5	Pylon Races
July 19	Combat
August 2	Pylon Races
Aug 15-16	PCAM
August 23	Combat
Sep 5	Larry Frank/Neil Taylor Scale Fly In
Sep 6	Pylon Races
Sep 19	Learn to Fly
Sep 20	Combat
Oct 4	Pylon Races
Oct 18	Combat
Nov 1	Pylon Races
Dec 4	Christmas Party



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