

May 2009 Edition

Wine Country Flier



Next meeting: 19 May 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:

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



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Presidents Report

By: Adam Clement

Hello All,

There is not much to report this month. We will be having our first big event at the field on the 16th of May, but by the time you read this it will be over already. I will give a report on the outcome of the event next month. Pylon racing has been postponed due to inclement weather. The make up race is now on the 24th of May. This gives us a two-week rest before the June race. So far the races have been an overwhelming success, with almost 20 guys in T-28 and 6 and counting in foamy warbird. Last year when the Board (I think it was Jon Stychno) decided to race T-28's I thought it wasn't going to be that much fun. I wanted something faster. Boy was I wrong!!! I skipped the first three races of the season because I thought it would be boring. Well after not racing for a few months I got the Itch. Bad. So I bought a T-28, and had some of the most fun and excitement a guy could have. The T-28's were so evenly matched that you could not screw up once, or you were out of the lead, hoping someone ahead of you will mess up so you could catch them. This class is really all about pilot skill. One mistake and Boom you're outta the lead. Well here it is a year down the road and the fun has not gone anywhere, and the T-28 races have become one of the best events our club has ever had. So thanks to the boy's who decided to race the T-28's. We do have the foamy warbird Class for those of you who want to go a little faster. The only rules in that class are over 31" wingspan, 450 size E-Flite motor, 3 cell Li-Po, and must have started life as a WWII warbird. You are free to do whatever you want to the plane to help it go faster, but must have a canopy of some kind on it (this means you Brian G). The speeds are about 15mph faster than the T-28's but not so fast they become hard to fly.

We had another visit from PG&E. It seems the Gas guy's and the Electric guys didn't talk and we will have to move the shed over another ten feet. It seems that we placed it right under the power lines.

Over the last couple of weeks there have been a few people that have entered the flying site from the south and have driven through someone else's property. This, my friends has got to stop. We cannot have members driving through another winery's property. Please, if you don't know how to get in please ask someone where the gate is. We do not want to risk having something happen on someone else's property. So remember, If You Don't Know Don't!!!! Until next month remember to be safe and be courteous, but above all HAVE FUN!!!

Thanks, Adam

Board Meeting Minutes

By: Ian Rickard
5 May 2009

Adam Clement (AC), Guy Nicholas (GN), Roy Domke (RD), Sid Maxwell (SM), Merle MacGregor (MM), Phil Leech (PL), Ian Rickard (IR), Patrick O'Halloran (PO), Bob Film (BF)

- Discussion of becoming a "Non-Profit". Gary Childs will be asked for information by SC.
- Members will be polled to see if any are CPA for advice.
- Missed Pylon Race rescheduled for May 24th.
- Shed needs to be moved again at the new field as PG&E has raised some objections to its new location. It needs to be 10 feet further away from the power line than its current location.
- Pomace piles have been moved from the parking lot; need to see if Victor will be reusing this site for pumice during the 2009 grape harvest. If not then we can use the remaining gravel to finish the surface.
- Old orange Porta-Potty needs to be removed...
- Work party for this coming Saturday.
- Victor will be spraying the field for weeds sometime this week. Notice will be given on when this will be, as the chemical needs to sit for 24 hours before the ground can be used again.
- Family and Friends Day.
- New Barbeque purchased by Bob Film as the old one was DOA. Bob has also managed

to resurrect the old barbeque. Turn out for Friends and Family estimate needed for Bob as he is buying fresh meat rather than frozen. Charge will be \$6 per person. Bob was reimbursed by JP for his expenses on the barbeque etc.

- Garbage cans at the field need to be emptied prior to the event.
- Early arrivals will be asked to unload their gear and then part on the other side of the creek to leave space for family and friends.
- Schedule on the day will be open flying until 1pm at which time demos will start.
- Donations to the club. The control line motors we received as a donation turn out to be quite valuable. IR to attempt to sell on eBay after Bob Film shows them to the Sam Club.
- Mary Parker, from Ukiah Propbusters fundraiser. AC suggests that WCF make a donation towards her medical expenses. AC made a motion to approve a \$200 donation. Motion was approved.
- Requests for additional donations will be made at the Friends and Family event.
- Christmas Party has been moved to Friday December 11th.

New Business.

- Show and tell at next general meeting. SC to bring in Brian Germone's spitfire. GN possibly to bring in Hap Miller.
- Discussion of adding a control line circle at the field.
- JP mentioned Learn to Fly at Whited Elementary, Santa Rosa. Need to provide dates. Interest shown by several members of the board.

Meeting adjourned at 7:55pm.

General Meeting Minutes

By: Ian Rickard
21 April 2009

New members Jim Walsh, Buzz Russel, and Justin Langlois.

Treasury report. 89 members in the club. \$3,070 received in March and \$1,050 spent. \$10,255 balance on hand.

Pylon race report, Steve Cole. Lots of members are participating, 15 pilots in T28 and 6 pilots in warbird class. Suggestion to add more races. Request to move the May race to May the 17th by Brian Germone was not accepted.

Friends and Family day.

Christmas party update...Friday the 4th is tentatively ours but still to be confirmed by Roy Domke. Firm date will be announced before next general meeting.

Float Fly. Access to the site has been completely cut off for a while to the public. Waiting to hear from Roger Swann about possible restoration of access.

Ukiah Propbusters Giant Scale Fly in on May 29th through the 31st. It is recommended to get there early.

Suggestion from Wayne Frederick to install extra protection for starting larger planes on the ground, similar to the existing modified starter tables.

Exhibition of donated items that were given to the club. Several motors and planes some of which are in the raffle and some are available for members to take and build up. This was at the request of the donor, as the items belonged to her father and she preferred that they are put to good use.

Bob Film. Finding new meeting spot. Most Round Table Pizza restaurants will host the meetings for \$100. Need non-profit status for some of the other free meeting places in the local area. Roy Domke explained that the application process for non-profit status may be too arduous and/or expensive to be worth while. Adam mentioned holding meetings earlier and at the field during the summer. Suggestion was also made to hold the

meeting on the weekend at the field before flying.

Roy Domke, Show and Tell. Fokker D-8 with assistance from Bob Rose and Wayne Frederick. Brian Germone added his own comment on the testicular advantages the German pilots who flew the D-8 may or may not have had at the time bearing in mind the relative low power of the original German engine.

Work party this Saturday to finish the new field. Start up at 9am. Volunteers requested.

Introduction of Buzz Russell to the club, 21 year AMA member. Buzz has been building scale models since he was eight years old and specializes in scale boats and airplanes. He flies electric airplanes as well as nitro and was warmly welcomed by all. He had the first RC helicopter in Sonoma county in 1971.

No fly Schedule....will be posted on the website. If you are unsure please call Steve at Awesome Hobbies for an update.

Entry gate/chain can be left down during events such as pylon racing etc otherwise for regular flying please put the chain back in place after driving through.

Raffle.

First Winner. Merle McGregor. Brio electric plane donated by Adam Clement.

Second Winner. Roy Domke took the P51 Mustang Kit.

Third Patrick O'Halloran took the 2x HS55 Servos

Mike Ramponi took the screw driver set.

Guy Nichols. Took the charger pro-peak Prodigy 2.

John Reed took the CA glue.

Brian Germone picked his own number somehow, he took the engine dead center tool.

Joel Pringle took the Dewoitine D.520.

Phil Leech took the voltmeter.

Ian Rickard took the donated trainer.

Buzz Russell took the hobby knife.

Bob Rose took the slot machine donated by John reed.

Julio took the bag of props donated to the club.

Ray Peterson took the Pursuit Kit donated to the club.

John Leihto took the fuel.

Steve Cohen took the wheels.

Jeff Penner took the threadlock

Remaining prizes were donated back to the raffle.

Trimming Tips for Scale Models

From the Flying Aces
By: Bill Henn

My experience has been that, after a scale model has been trimmed to glide straight ahead by hand gliding, then the flight turn during the power mode can be set using thrust changes alone. Some wash adjustment may have to be added at this point to prevent the inside wing from dipping. After a good power pattern has been established, the glide may have to be slightly reset by very carefully adjusting the rudder through the process of trial and error. Sometimes, some of the side thrust has to be removed to get the glide back the way you want it.

I often see many scale models flying fine in the early part of the power mode, or almost entirely through the power mode, which then suddenly turn in the opposite direction and spiral in. I think this may be a case of the power turn being too tight, which often requires that a lot of wash be used to keep the inside wing up. When the torque burns off, the model spins in the opposite direction, especially if you are using a rearward CG. A lot of down thrust may counter this problem during the initial part of the power mode, but eventually, the model stalls and falls off to one side as the torque diminishes.

I set the CG where I think it should be, which is usually at 35% of the chord. I just tack in the horizontal stabilizer, leaving room for it to be shimmed if necessary.

If the model dives during hand gliding, negative incidence is added. I always go for a flat “floating” glide, never a shallow nose dive.

If the model turns slightly in either direction, something is probably out of alignment and should be corrected before power flying. This only exception would be a very gentle turn caused by wing wash that was put in deliberately to keep the inside wing up.

If the model stalls in flight, it may be because the motor has bunched up at the rear, even though it may be braided. When the model lands, check the CG on the spot without disturbing the way the motor has settled. Another cause for stalling is often that the glide turn is too wide. Tightening up the turn slightly may cure the problem.



Hints for Airplane Set Up

From the Rocky Mountain Flying Machine Web site
By: Richard Lindberg

1. Alignment of wing.
2. Incidence of wing.
3. Alignment of stabilizer.
4. Incidence of stabilizer.
5. Engine thrust line; all directions. Is it correct?
6. Ailerons: TE aligned with wing TE. Straight.
7. Elevators 1: TE aligned with chord line of stabilizer.
8. Elevators 2: TE aligned with each other.
9. Rudder: aligned with fuselage centerline.
10. Control travels 1: same both directions on all surfaces.
11. Control travels 2: balanced aileron and elevator throws. *

12. Radio: exponential on aileron, elevator, rudder; at least 25% to start.
13. CG: (static) set per the manufacturer, your experience, then forward at least ¼ inch. *
14. Landing gear: check every piece; align wheel track.
15. Control system: check every piece; Loctite, glue, tighten as needed, then check again.
16. Canopy, belly pan, cowl, propeller, spinner, tail wheel: check every screw, washer, nut, bolt, latch. They have to work here to work there.
17. Tank plumbing: tank tubes, lines, clunks, tees, check valves, plugs.
18. CG: see step 13. Write down someplace.
19. Control movements: correct directions and amounts. Write down.
20. Battery check: Check battery!
21. If transmitter permits, “copy” this airplane to another, save with a version name, and keep it there unchanged. It is your original, in case you program yourself into an unflyable condition.

The items marked * are based on my personal experience and are my preferences. I like a balanced feel to elevator and aileron, hence the setup I listed. Same for exponential. In most control systems we use these days, you need about 25% or so to get to the “linear” travel point on the system you have. So, if you set 30% exponential, remember it’s only 5% “real” exponential. The reason I recommend the forward CG is that many fliers mistakenly set the CG on their airplanes too far aft. Until you have personally tried a slight forward CG (like suggested above) you won’t believe how much better your airplane will fly. Trust me on this; try it, you’ll like it.

By the way: item 20. Everything associated with your airborne and transmitter batteries needs to be checked by you at least twice, then you spouse or significant other, then whoever is at the field when you put the thing together. Trust me.

Now, this is not a comprehensive trimming chart, but it is a handy reference checklist for

that new airplane you're either building or preparing to haul to the field.

Also, if you aren't already in the habit of writing down your particular airplane setup, begin now. Knowing where you started from makes things a lot easier when you are at the field tweaking everything. And don't forget to date your lists. The important idea is to keep a record of where you are, so you can more easily figure out where you went.



Vibration: How to Keep it Out of Your Radio

From the Milwaukee Area Radio Kontrol Society, Franksville, Wisconsin

By: Dennis Vollrath, Editor of The Flightline

One of the real problems with our hobby is inevitable, the heartbreaking crashes that can occur with our flying models. Once our club members have some experience flying these airplanes, pilot error becomes less and less of an issue. What is a real concern is when the model suddenly fails to respond to the pilot's command.

Several of these crashes at our field have involved the larger, and more expensive, models. When these are lost, they can involve possible safety issues before the crash, along with potential total loss of all airborne equipment.

For what it's worth, I've been flying electric models for 25 years, and outside of one or two issues where the electrical noise from the electric motors interfered with the receiver, I've never had a total loss of control with these electric jobs. Don't know, maybe I'm just lucky,

but one big difference exists between the electric models and the glow/gasoline powered models—vibration.

I wrote an article in the defunct RCM magazine on vibration, and how to keep it out of our radios. This article required the entire airborne radio system to be installed inside a plywood box, with nyrods connecting all servos to their respective model surfaces. The plywood box could then be isolated from the fuselage with a few small, soft foam blocks. The effectiveness of this setup was easily verified by removing the wing, and running the engine. Just place your fingers on the fuselage near the radio system, and compare vibration levels at the fuselage to that of the receiver. If done right, the vibration levels at the radio/battery/servo box will be near zero.

Yes, this type of setup does have drawbacks, such as added weight, extra size of the radio box and whether it will fit inside the fuselage. And, obviously, no one in their right mind will connect a servo of a 50cc gasoline-powered model to the rudder/elevator with a nyrod.

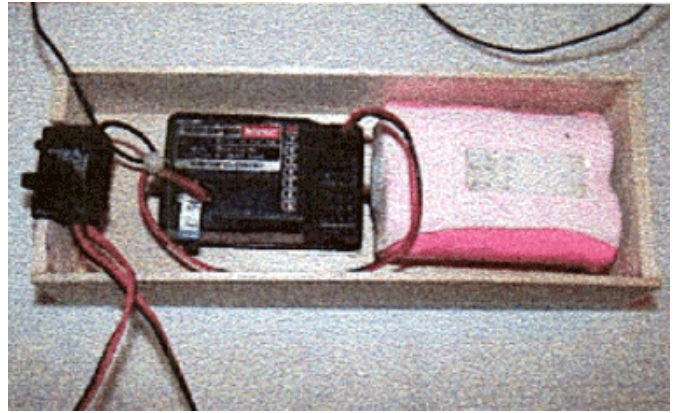
Please read the following and determine for yourself if it would be useful for the models that you fly.

What options do we have? It's a given that we can't change how the servos are mounted. They absolutely have to be solidly mounted with very stiff linkages to the elevator/rudder/ailerons to prevent soft control of these surfaces, or even worse, flutter of the surfaces. At any rate, most of the larger models have dual servos on the elevator and ailerons. Failure of one servo hopefully will allow enough control by the other servo to get it safely back on the ground in one piece. Even still, servo failures are rather unusual in modern radios, even with larger models.

This leaves the receiver, battery, and on-off switch. Try building a plywood box out of Lite Ply, maybe a ¼-inch bottom, and 3/16-inch sides. Size this box to allow room for the receiver, battery, (or batteries in dual battery

installations) and the on-off switch. The receiver/battery mounts can be hook-and-loop or Velcro.

Mounting this inside a model with foam will allow a considerable reduction in vibration levels to these components. The box should be mounted with soft foam, such that it is free to move perhaps 1/4 or 1/2 inch or so. Placing the on-off switch on the box gives it vibration protection as well. Try this for a vibration-free connection of the switch to outside the fuselage: drill a small hole through the plastic tab of the switch slide. Then insert two lengths of fish-line-type cord through the small hole, one pulled through the right fuselage side, and the other the left. Just pull one for on, and the other for off. Using this setup should hopefully make this portion of the on-board system at least as reliable as my electric models.



Note the illustrative photo above. Normally of Lite Ply wood, the photo model is balsa to show the concept. It could even have a lid. All the wiring between the switch, receiver, and battery can be placed inside of the box. All that would exit the box would be the servo leads. One way to mount this thing would be to construct another larger box with clearance on all sides. Then insert small pieces of foam between the large box and smaller box. The larger box would be solidly mounted to the model. It's worth thinking about.

For Sale

(To get something here, send email to guy@gui-soft.com)

EVENTS SCHEDULE

May 16	Family and Friends Opening Day
May 24	Pylon Races (Makeup)
June 7	Pylon Races
June 13	Learn to Fly
July 5	Pylon Races
August 2	Pylon Races
Aug 15-16	PCAM
Sep 5	Larry Frank/Neil Taylor Scale Fly In
Sep 6	Pylon Races
Sep 19	Learn to Fly
Oct 4	Pylon Races
Nov 1	Pylon Races
Dec 11	Christmas Party



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