

August 2009 Edition

Wine Country Flier



Next meeting: 18 August 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:

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Website: Patrick O'Halloran



Presidents Report

By: Adam Clement

Hello everyone. Well we've had an exciting month with a few events to talk about. First up was the Classic Wings and Wheels Airplane and hot rod show on the 18th of July. A few months ago a gentleman named Scott Adams emailed me and asked if we would be interested in putting on a static display for the show. I said yes without even thinking about it. A few emails were sent back and forth to settle the details and the event was set for July 18th. This was a first annual event so we were not sure what the attendance would be. The event started at 10:00am and by 10:15 there was a steady stream of people coming through the gate. We were right by the entrance so we got a lot of people stopping by the booth. We got the usual questions, how high, how much, how fast, can I fly? Plus the inevitable prop spinners. All in all we had a great day. I would like to thank Jeff Penner, Jon Stychno, Merle McGreagor for bringing planes to display and man the booth. I would also like to thank Ian for doing the flier.

Next up was a first for us so I will explain the event that took place. About a week after we did the display in Petaluma I received an email from a guy I talked with at the event. His Name was Bill O'Keefe and he wanted to know if we could put on an airshow for his birthday party and how much do we charge for something like that. This time before saying yes I had a couple of questions for him. Where and when? I said safety was a big concern and what kind of place were we talking. I also stated that since we where a non profit we couldn't charge him but, he could give us a donation if he wanted. He got back to me the next day and said that the party would be for 250 people, that he had a 2,000 ft runway so space would not be an issue. After a few more back and forth email's we agreed on everything. He then sent me an email saying a couple of years ago he saw some guy's flying at the same ranch for a wheelchair fundraiser. I told him that they were guy's from our club that did that display. So, he send's me an email saying the pilot's where more than

welcome to come to the party also and he would donate \$1,000 dollars to the club. My jaw hit the floor. Wow, we get to fly and go to a huge party, and make the club a little money. How cool was that!! So a couple of weeks later we meet and go to the Rockin' H Ranch on Lakeville highway to the birthday party. When we got there, there was some confusion as to where we were to set up so I went to find bill. After a hay bail ride I arrived at the house um I mean mansion and the first person I see is retired mayor Willie Brown, no joke. Long story short I found Bill, we got the info on where to setup. By the time they announced the flying and everybody got there and out of the way we where 40 minutes late starting. The wind was howling but we braved it anyway. We flew Warbirds and Helis and giant Gassers for them. Halfway through the flying dinner was served so the crowd eventually died down to a group of diehards. At one point the wind was so strong I was flying my big yak backwards! Yes, backwards. Merle even braved the winds and flew his B-25. I would like to thank Jon Stychno for flying and MC duties, and Brian Blackburn, Brian Germone, Jeff Penner, Merle McGreager, Mike Cracchiollo, and Steve Cole for putting on the airshow. And last but not least Phil Leech for giving ground support. We had an Awesome time, from flying over a couple of Lamborghini's, to seeing a jet boat's 100 foot rooster tail as it did 100mph down the petaluma river, to the awesome diner and open bar, and the Fire works show. I hope Bill wants a show next year!!!

Next up was the float fly on August 8th. I got up that morning and it was calm for a change. I thought this isn't going to last long it never does. I packed up, went and got some coffee and headed out to the lake. When I got there it was still calm. mmmm. I unpacked everything and got set up. It was still calm. I flew my new 15" su-26. Still Calm. This turned out to be the best day on the pond I've had. It was Glass all day long. Despite the glassy conditions there were a few mishaps. I went up to do a hammerhead in my ultra stick 25 and yanked the rudder to the right like I usually do and the plain went instantly into a

spin. I could not do anything to get it out I tried every trick I could think of and to no avail. I flat spin'd all the way down. Bam. It was still floating. I tired to get back but as I come back one side sank. John got in his boat and got it. Nothing but a popped float. No other damage. I got lucky.

Merle Flew his Seawind for "I think" only the second time. He was having a good time flying around but the engine started to sound lean and there was no smoke trail. He brought the bird in on final and on touch down the plane wanted to play hopscotch. Four bounces later and the plane cart-wheeled and flipped over. I felt so bad for Merle he only got to fly it twice. But only the wingtip broke off and you can get new ones, so don't count it down yet. Bill Walters rudder control horn malfunctioned on take off and his plane separated from the floats. the plane was foam so it was floating when john got it. There was only about ten of us there that day. I don't know why so few but they missed a great day.

We also had the monthly pylon races but look for an article on the website about an update and who's winning in what class.

Next was the WOWC practice. Not all of the pilots where there so it cut down over all time it took to run threw the line up. There where a few hiccup's and unfortunately when Merle went to take off in his B-25 it veered left pretty hard and he hit the flight line fence and cement block. Popeye didn't make it. Sorry Merle. It started to get pretty hot out so some of the guy's slipped out the back. We went through the run again to work on the timing of things and just get used to flying with 7 or 8 planes in the air. By the time we where done with the second run it was darn hot and we called it a day.

We had an exciting month and more to come. See you at the flying field.

Adam Clement

Board Meeting Minutes

By: Ian Rickard
4 Aug 2009

The meeting was brought to order by Adam Clement at 6:35 pm., with Officers and Board

Members, Merle MacGregor, Jeff Penner, Roy Domke, Patrick O'Halloran, Guy Nicholas, Steve Cole, Phil Leech with guest, Jon Stychno present. The meeting was held at Guy Nicholas' Office, Adobe Systems.

- Jon reviewed the upcoming PCAM flight schedule and the practice session scheduled for Sunday, Aug 9. We will be located in a new spot on the north part of the airport and the flight time will be between 10:10 and 11:15. Jon told us about a feature to be published in the Event Program that credits Trentadue Winery. Roy reminded us that although we would like to give credit to Trentadue, the fact is that we are a private club and that the general public can not share our status with Trentadue and that we should be careful about not misrepresenting this to the public. A discussion followed about promoting model aviation and providing community service. We do have community outreach programs but they are confined to locations beyond the Trentadue field like the Douglas A. Whited "Learn to Fly" event that we have conducted in the past. It was pointed out that we have a "Learn to Fly Day" scheduled at Trentadue on August 22, just after PCAM as has been our practice in the past when we were located at the Transfer Station. A motion was presented by Adam to cancel the "Learn to Fly Day" and the vote taken was 7 for and 1 against. The motion passed and the "Learn to Fly Day" will be canceled and removed from the Events Calendar.

Jeff Penner will be in charge of the WCF booth and will conduct a free raffle for kids age 6 through 16 with an RTF airplane. Jeff also plans to conduct another raffle that he will sell tickets for. Jeff plans to contact local hobby shops for contributions to the raffle.

Steve Cole is working on securing a hangar for storing our planes overnight. A practice session for our flight program is scheduled for this coming Sunday, August 9 at 10:00am.

- It was announced that there will be a Float Fly this coming Saturday, August 8.

- A discussion about the upcoming "Larry Frank Scale Fly In" developed. Jon Stychno will be the Emcee and the Neil Taylor Award will be presented. This year there will be

nominations for the 2009 recipient made by past Neil Taylor recipients. All nominations will be announced along with the final selection for the 2009 recipient at the event. There will be a free BBQ for all members and their friends and families that are attending. The scale part of the event will consist of a display of scale airplanes and a short flight by each participant. Date of the event is Sunday, Sept 13.

- It was moved and approved that expenses that Julio Alvarez incurs to produce a WCF video for the Christmas Party should be reimbursed.

- Adam asked for authority to purchase new speakers for our P/A system and it was approved up to \$300.

- The meeting was adjourned at 9:20pm.

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

General Meeting Minutes

By: Ian Rickard
21 July 2009

Meeting started promptly at 7:30pm

No sick or injured members reported.
Fuel Raffle won by Jeff Penner.

PG&E have requested that the shed at the field needs to be moved urgently. Scheduled to be moved on Sunday, using forklift from Trentadue Winery.

Discussion of WOWC.

Jon Stychno discussion of Wings Over Wine Country show, and the line up for this year's show. Final schedule to be sent to pilots via email by Jon closer to the date.

Wrist bands will be handed out at the airport on the Friday before the event by Jon and on early Saturday morning. The air show has been moved to the north end of the airport by the Kaiser ramp which leaves less space than in previous years.

Jeff Penner to produce a schedule/roster for the booth so it is always covered.

Discussion of the recent exhibition at Petaluma that the club attended which was well attended and created good publicity for the club. Free rides in a biplane were given all day so next year everyone should go. Maybe next year WCF can do a demonstration flight or flights.

Discussion of flying site proposed by Chuck Green and last board meeting. Adam went over the details of the proposed site. This will be raised formally at the next board meeting for review when all members are present.

Treasures report.

No money deposited, spent \$248.92.

92 total members in the club.

Show and Tell.

Jeff Penner brought in his Align Trex 600 Nitro Pro. Discussion of basic head set up. Recommendation to use helifreak.com and runryder.com for reference. Importance of centering servos and working from the bottom of the bottom of the head towards the top. More info at the field for anyone who wants it.

Steve Cole brought the Park Zone Sukhoi Su-26m as a Bind and Fly version which needs only a 2.4ghz transmitter to get it up in the air. Steve is very impressed with the performance of this fast and aerobatic small 4 channel plane.

Raffle.

- Ole Burns. Took the Messerschmitt Me-109 kit.
- Jon Stychno. Took the Eflite 4 Slice ARF.
- Merle McGregor. Took the Lipo Charger.
- Chuck Green. Took the Aerostar 40 trainer that was donated to the club.
- Dick Maddock. Took the Evolution engine with pipe.
- John Reed took the 30 minute Epoxy.
- Joe Kagan took the glow plug adapter.
- Adam Clement took the exhaust deflector.
- John Lido took the propeller.

Learning to 3-D and 3-D Well: A building blocks approach.

by Jeremy Chinn

From the Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland

Part 1 of 5

Radio Controlled Aerobatics has always been one of the most exciting elements of the RC airplane hobby. This discipline combines the challenge of coordinating all the available inputs of your airplane correctly and precisely to ensure that it does exactly what you want at exactly the correct time. Get one of those inputs wrong or out of order and the result is ugly, and often disastrous.

As the hobby progressed through the years, so did the complexity of the aerobatic maneuvers. Modelers spent countless hours attempting to emulate their full-size counterparts and their movements through the air. IMAC competition even goes so far as to require that you fly a model of a full-sized aerobatic competition airplane. Modelers were always trying to get their models to perform at the same level as their full-scale counterparts—most of the time they were short of success.

Then at one of the final installments of the Tournament of Championships, QuiQue Somenzini pushed RC Aerobatics to another level entirely. QuiQue flew a model that greatly outperformed its full-sized counterpart and flew maneuvers that full-scale pilots could only dream of. With that, the seed for 3-D aerobatics had been planted and nothing would hold it back.

3-D aerobatics is now the most popular form of flying in the RC hobby. Manufacturers frequently throw the moniker “3-D” at any and every airplane they sell. Competitions just for 3-D have cropped up around the country and many specialists have popped up that spend all their time flying 3-D aerobatics. Videos flood the internet on a weekly basis of some pilot flying 3-D with his new “uber-wonderplane.”

With all that interest, the hobby has a very large number of people trying to learn to fly 3-D. These students of 3-D are trying very hard to learn to fly one or more of the cool new maneuvers they’ve seen some sponsored pilot fly at a competition or on a YouTube video.

Unfortunately, many of these pilots are finding limited or no success. Broken airframes are common and heading home from the field with a multicolored bag of broken airplane parts is often the name of the game for the new 3-D pilot.

So what are the keys to success for the aspiring 3-D pilot? What is needed to ensure that a pilot can find success in learning to fly 3-D and do so without breaking the hobby-money bank? In no particular order, they are:

1. Strong knowledge of basic aerobatics.
2. Use of a structured approach to learning each of the 3-D maneuvers.
3. Use of a simulator to help speed the learning process.
4. Proper 3-D “trainer” to learn each of the maneuvers.

Why is a strong knowledge of basic aerobatic maneuvers necessary? So many times when I get asked by a friend at the field or at an event how to do a rolling harrier, I quickly find out that the person asking cannot fly a proper slow roll or even a four-point roll. It’s this basic aerobatic knowledge that helps to provide the right understanding and muscle memory to handle unusual flight attitudes and situations. In many ways, it is similar to wanting to learn to run before you learn to walk.

I won’t spend a lot of time trying to describe how to learn basic aerobatics—there are many more qualified pilots out there to do that, but here are a few good tips:

1. Participate in a local AMA Pattern or IMAC competition. The skills you build while

practicing even the basic or sportsman routines will be invaluable to your future aerobatic and 3-D efforts.

2. Learn to fly all the basic maneuvers such as four-point rolls, rolling circles, and loops in both directions. Even the best pilots have a bias toward rolling one direction or the other, however, they have practiced until that bias is invisible to the spectator. Always practice your worse side more.

3. Learn to trim the airplane properly as part of your basic aerobatic learning. A properly trimmed airplane is easier to fly while doing aerobatic maneuvers from the most basic to the most complex. This same reasoning applies to flying 3-D as well.

4. The book *Learning to Fly Basic Aerobatics* by Scott Stoops is an excellent read on the subject.

A structured approach is the next item on the list. Again, this is similar to learning to walk before learning to run. By learning each fundamental maneuver, you will have a better chance at finding quick success as you learn to fly 3-D. The next article in this series will begin to cover the details of an excellent “building block” approach to learning to fly 3-D.

Simulators are one of the most underrated tools and developments in the RC hobby during the past 10 years. Quality and reality of simulators has increased with the same quantum leaps that computers have undergone. There are many simulators out there, and each has its own pluses and minuses. To try and discuss that subject would be many articles in and of themselves. Rather than try to cover that, I’ll try to suggest some tips to help you get the most out of your simulator and a training method that can be used with most any simulator to learn quickly and efficiently.

Some basic tips that will help you get the most out of your simulator:

1. Don’t obsess over flying a particular airplane in the simulator. Instead, try to get an airplane that flies well in the simulator and tune it to your liking. Don’t decide you’re going to learn to fly 3-D in the simulator with an F-14, but at the other end of the spectrum, don’t worry if the Extra 300 in your simulator flies better than the Yak 54; fly what works!

2. In general, larger simulator models fly more realistically in the simulator than smaller models do. This is a generalization, but has proven true with every simulator I’ve experienced.

3. Learn how to “tune” your models in the simulator to fly more like your real models. Almost all simulators allow you to edit the characteristics of the models included in the simulator package to suit your needs and to make them fly more like real life. Do not select an airplane in the simulator that is too easy to fly. It is supposed to be a challenge.

4. Learn to use the “time” functionality in your simulator to slow things down. This ability to slow down simulator life when compared to real life is one of the best features of flying in a simulator.

5. Fly your model in the simulator just like you would fly your real model. Go through your same take off routine and landing procedures just as you would in real life.

As mentioned earlier, the ability to “slow time down” is one of the most valuable features of the simulator. Slowing down the time function in the simulator allows you to fly maneuvers at a slower pace. Flying at a slower pace allows you to think through each of the required stick movements and corrections as you learn the maneuver. More time to react to incorrect movements is always a good thing as well.

When you decide to learn a maneuver on the simulator, start by turning down the time function to approximately 50% of real time. Practice the maneuver over and over until you

feel comfortable with it. Once you feel comfortable at that speed, bump the speed up in the simulator by 10% and practice more. Continue this cycle until you are actually flying the maneuver 10% faster than normal speed. By the time you have accomplished this, you will have built the muscle memory necessary to ensure you provide the correct inputs at the correct time to fly your model. You are now ready to try it out in the real world!

Another key to 3-D success is getting the right airplane to learn with. If you've followed along so far with this article, then you've practiced up on the simulator and you are ready to try out the maneuvers in real life. Unfortunately, having the wrong airframe will mean many will fail at this point and won't progress any further.

The right airframe has to do many things. It must be tough for the unintentional mishaps that will happen, it must be simple to repair, and above all, it must fly 3-D very well. The two airplane types that fit this bill very well are foamies and .40-size profiles. Both types of airplane have a relatively low cost to build and, as a result, a relatively low cost to repair. Those factors alone mean you'll spend more time in the air than repairing at the workbench. Finally, there are countless examples of both type of airplane which fly exceptionally well. If you are put off by the appearance of a profile, get over that issue and use one to learn to fly 3-D, then sell it to a buddy so he can do the same.

A few types of airplane to avoid for learning to fly 3-D:

1. Giant Scale airplanes are very bad 3-D trainers. Most Giant Scale airplanes are easier to see and fly somewhat slower than smaller airplanes. However their higher cost and higher complexity adds significantly to the fear that many pilots will have when flying them. It is difficult or impossible to learn a new skill when you are faced with constant fear of hurting the airplane.

2. .40-size full fuselage airplanes also make poor 3-D trainers. Most examples in this category have cost and complexity induced fear similar to giant scale airplanes mentioned above. Additionally, they typically have very high wing loadings when compared to a same sized profile airplane. The result is an airplane that flies poorly and is difficult to repair when damaged. Again, a bad combination for someone who wants to learn to fly 3-D.

3. Small, full fuselage electric airplanes. This category of airplane has become extremely popular with the increased availability of good quality electric gear, motors and batteries. Unfortunately, the comments for the two airplane types mentioned above apply very strongly to this category as well.

So that is our starting point. Get the right gear and get ready for the next section.

WCF 2009 EVENTS SCHEDULE

Aug. 22	Learn To FLY #2
Sept 6	Pylon Races #7
Sept. 7	Float Fly
Sept. 13	Larry Frank Scale
Oct 4	Pylon Races #8
Nov 1	Pylon Races #9
Dec. 6	Pylon Races #10
Dec. 11	Christmas Party



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