

April 2010 Edition

Wine Country Flier



Next meeting: 20 April 2010, 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

2010 Club Officers:

President:	Red	(707) 481-9504	rjensen@arcturus-uav.com
Vice President:	Phil Leech	(707) 538-8557	leechstudios@sonic.net
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:

Roy Domke	(707) 395-0411	Runabouter@aol.com
Steve Cole	(707) 433-4888	stevecole@awesomehobbies.com
Guy Nicholas	(707) 544-2141	Guy@Gui-Soft.com
Adam Clement	(707) 433-4113	adampclement@comcast.net
Jon Stychno	(707) 888-6885	jon@epsinsurance.com

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



Presidents Report

By: Red Jensen

As most of you know we lost a colorful member of the WCF family recently. John Lehtio lost his battle with cancer on March 28. I first met John when he was a customer at Hangar One. He was a bit timid about asking questions, but soon I could tell he was really having a great time with this hobby, and we enjoyed many great conversations. He seemed to be really drawn to float planes and was always a fixture at our float fly events.

John was always there to help out, no matter what the chore. He was instrumental in the procurement and transportation of a large amount of the astro turf that was used at our old site up on the hill among other things. John seemed to relish retrieving aircraft that made less than perfect arrivals in the water. He always showed up with his canoe eager to help. At each event after, John was there to retrieve and had begun a program of trying to make the canoe a bit more stable for its retrieval duties. The club has acquired his canoe and will continue to use it in memory of John. A donation to the American Cancer Society has also been made in his name.

Blue Skies John, we hope your departure was smooth.

We have a work party scheduled for May 8 in preparation for our first large event which is Opening Day. Please we need all the help we can get to get the field ready. We need to build a 3 sided fence to enclose the shed and port a potty as well as pull weeds, attach barrier fencing mend tables etc. See you there.

Opening Day is Saturday May 15 (see flyer elsewhere in this issue) This is our traditional kickoff to the flying season, and is free for all club members and their family and friends. There will be an airshow, open flying, free BBQ, swap meet and many crazy events that anyone can participate in. I will be putting out a final list of events and rules in the next

newsletter so you can choose which aircraft to enter. One thing is for sure.....the limbo will be an event you won't want to miss!

Please note that Saturday April 17 & 24 are electric only from 2:00-5:00

Cover Photo?

The picture on the cover was presented at the last general meeting...can you guess what it is (answer at end)? Come to the meeting for an on the spot Name the Plane challenge. Each month I will give either a picture or written clue and you'll have a chance to guess correctly and win a prize.

Board Meeting Minutes

13 April 2010

The meeting was brought to order by Red Jensen at 6:36 pm. Members attending were Jeff Penner, Merle MacGregor, Guy Nicholas, Steve Cole, Adam Clement, Red Jensen, Patrick O'Halloran and myself, Phil Leech.

- There is a major Work Party planned for Saturday, May 8 preceding the "Opening Day Event" the following weekend. There will be a general cleanup with tables to be recovered, but the big project will be to erect a three sided fence to enclose the porta potty, storage shed and storage yard adjacent to the storage shed. Guy is in charge of this project and he and Red are planning to meet at Home Depot to determine what to buy. We plan to rent a powered post hole auger to install the posts. The size and layout are to be determined and the proposed cost will be presented at the next Board Meeting.
- There was considerable discussion about maintaining and updating the Roster so that communication by e-mail to the membership would be possible. This requires coordination between Jeff Penner, Patrick O'Halloran and Guy Nicholas. Guy has assumed overall responsibility for this and will work closely with Patrick and Jeff.
- There was discussion regarding a memorial to John Lehtio and it was suggested that a

"John Lehtio Memorial Float Fly" would be in order. It was also agreed that the club should donate \$50 to the American Cancer Society in John's memory. Donna Lehtio has offered to sell John's canoe to the club for \$50 and it was moved and passed to accept her offer.

- Red is working on the welcome package that is sent to new members and he asked Patrick to prepare pictures directing access to the CDF station at Sal Lake similar to the ones that Patrick put together showing direction and access to Trentadue field. Patrick signed on for the project.

- Red discussed the upcoming "Opening Day Event" by suggesting that while he will be the event CD he would like Jon Stychno to handle the MC duties that he does so well. Since Jon was absent, I guess he was drafted to duty. Red had many ideas for the fun fly including flying his Jet, Demos, Racing, a Rocket launch, Patrick with his control line expo, Combat, Limbo and maybe even a paint ball derby if Victor would attend. It wasn't determined whether there would be any prizes for performance but there will be a free BBQ and probably a small scale Swap Meet for members. This is a members, family and friends event.

- Sid had submitted a request for a check for half of the expenses for the Float Fly events for the 2010 season to be split between WCF and Liberty Flyers. The anticipated total expense is \$244, so WCF's part is \$122. Guy noted that figure was somewhat in excess of the previously presented \$104 but Red moved that we accept the \$122 amount and the motion was passed. Jeff cut a check for \$122 to Sid. Happy float flying.

- A discussion about the Pylon Races developed. Pylon Race #2 was originally scheduled for Sunday April 4 until it was realized that was also Easter Sunday. The race was re-scheduled for April 11 and that turned out to be a raining disaster, so the prospect of scheduling the races on April 18 was discussed with objections being raised by guys having made other plans for the 18th. Ultimately, it was decided to scrap race plans for the month of April with the next race scheduled for May 2.

The pros and cons of a Ground Start were reviewed, finally settling on a "staggered start" with two planes sharing the runway followed by another two a few seconds later. It was agreed that the ground start is dramatic but maybe a little too risky. I guess we'll try the staggered start approach.

- Adam presented his progress on the planned WCF Swap Meet. He has lined up rental of the west parking lot adjacent to the North Room of the Veteran's Building for Saturday, July 10 and tentatively from 9 am 'til noon. It is an hourly rate of \$50/hour and it was suggested that we didn't need three hours and that 2 hours would be enough time. Adam wasn't sure if maybe there was a three hour minimum. He will pursue this issue with the thought of making the time frame 9 'til 11 if possible.

- Red proposed the idea of a WebCam installation at or near the field that would give a live picture of the weather and current events happening at the field. We need to check with Victor about this one.

Meeting was adjourned at 8:02

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

General Meeting Minutes

16 March 2010
By: Ian Rickard

- Meeting started at 7:28pm.
- Guests; Steve, plus Doug Jones.
- Bob Sweden won the fuel prize and subsequently re-donated it to the raffle.
- Treasurer Report. Jeff Penner not present.
- Roy confirmed that the Xmas Party is locked in for December 10th at Trentadue again.
- Float fly on April 24th flyers made up by Sid. Potential frequency conflicts need to be resolved by bringing used pins up to the float fly.
- Work party May 8th to install power at the field.
- May 15th is Opening Day at the Trentadue field. Hopefully with the new power system.

- Swap meets coming up March 27th and 28th in Morgan Hill and also a big jet meet in Fresno called California Jets the same weekend.
- WCF swap meet is tentatively set for May 21st at the vets building.
- WCF received an invitation to fly at an air show in Alameda at Moffet Field as part of a full scale air show. It was decided not to as the event was on a Friday and would be hard to get members willing to be there, plus the motivation of the event was questionable.
- Name the Plane...the picture posted on the WCF website was of a YAK 23. The correct guess was made by Patrick O'Hallaran and Merle McGregor who won a \$10 gift card each for Awesome Hobbies.
- Roy Domke presented the video of the most recent pylon racing filmed by Julio. The excellent quality of the filming made the video a real pleasure for everyone.
- Raffle receipts totaled \$167
- First Prize was won by Roy Domke who took the Sparrow Hawk.
- Jon Stychno took the P40 War Hawk 300
- John took the 3 micro servos.
- Merle McGregor took the PT17 Biplane.
- Chris Seppler took the last prize but then decided he didn't need a 72Mhz transmitter so he left it.

Meeting closed at 8:32pm.

Name the Plane

By: Red Jensen

The Yak-23 was developed as a simple lightweight jet fighter, on Yakovlev's own initiative. It was a development of the earlier Yak-15 and Yak-17 fighters, retaining their non-conventional layout with a jet engine in the fuselage nose and exhaust under the cockpit, but the construction was all new.

(read more here:

http://en.wikipedia.org/wiki/Yakovlev_Yak-23)

On The Safe Side

The Need for Speed

By Don Nix, Insider Safety Column Editor

Bear with me for a couple of minutes. I've gotta work up to the title subject, after writing a little more about the importance of preflighting.

I first participated in competition modeling more than 50 years ago, in U/C Stunt, Rat Racing, and Combat, then added Free Flight a little later. I only competed for a few years, and wasn't particularly good at any of the four events. During that time, the only safety incident in which I was involved was at a Free Flight contest in Dallas, circa 1960.

After a couple of official flights, I failed to check out the trim settings after the last landing and hand launched a big Class C model. Apparently the Up trim in the elevator had gotten slightly out of kilter. Instead of screaming straight upward, it screamed straight forward at shoulder height directly toward the score keepers' open-sided tent about 50 yards away.

Horrified, I screamed a warning and the several occupants took cover. Fortunately, the left wing hit a tent pole, spun around from whence it came and splattered into the ground. That was the closest I ever came to hurting anyone with a model airplane. The lesson was clear: always, check the model before every flight.

Fast forward to 1991 when a couple of friends dragged me kicking and screaming into Sportsman class Quickie Pylon Racing. I enjoyed moderate success for about 10 years, mostly because that class had relatively few entrants.

During a several-month RV tour of the western states, we found ourselves near Phoenix in January of this year at the same time one of the earliest Pylon Races in the US always takes place. We decided to go see some old friends and watch a little Racing. I hadn't been to a Pylon Race, even as a spectator, in several years. I was amazed at the changes made to enhance safety since the last time I saw one.

For the benefit of those who aren't familiar with the fastest event in modeling, these airplanes are in a big hurry to get to the finish line. The Quickie Sportsman class is now running 120+ mph, the Advanced approximately 170 and Q-40s are nudging the 200 mph mark. From a racehorse start, they fly in heats of four models for 10 laps around three pylons, making up a 1/4-mile circuit—2.5

miles total. Most of them fly at heights of 30-75 feet.

Until a few years ago, every heat required 19—count 'em—19 people on the course: four pilots, four callers, four lap counters/timers, four judges at Pylon 1, one judge at Pylon 2, one at Pylon 3, and one race starter/flagman. The lap counters/timers and pylon judges were all protected by heavy steel wire cages. The pilots, callers, and starter were exposed.

A few years ago, a Pylon judge had his head leaning against the cage at Pylon 1, so he could look straight up to catch any pylon "cuts." One pilot, flying too low and too tightly, hit the cage and the spinner poked through an opening directly into the back of the judge's head, killing him. Not long after, in a Texas race, a very experienced Pylon flier hit one of the cages with such velocity it went through the cage wall, shredding itself in the process. Fortunately, it didn't hit anyone.

Understandably, the Racing group became concerned (as did the AMA), and decided something had to change. Rather than wait until they were forced to do so, they took action to correct the situation.

Some 10 years earlier, 1991 World Pylon Champion Dub Jett had conceived the embryo of an idea that would require only the pilots, callers, and the starter to be on the course. The 10 others would be several hundred feet away. A group of racers, mostly from Texas (including Mike Helsel, who has been racing since the earth cooled), got to work on the project. Veteran Pylon Racer Jerry Small of Dallas devised the first off-course electronic timing system.

With the help of many others from all over the country, Pylon Racing evolved to its present status: No one is on the course but the pilots, callers, and the starter. The current models are going faster than ever, and, to the best of my knowledge, there have been no serious incidents since.

For those who are inclined to take safety a little too lightly—or ignore it altogether—I urge you to adjust your thinking and your method of flying. As full-scale pilots learned over the

decades, if we don't police ourselves, some entity will do it for us, usually much stricter than we like.

In conclusion, I'll have to shift subjects to mention some comments from last month's Insider.

Former Executive Council member Ed McCollough pointed out an error in my statement that AMA regulations require that all models have the owner's name and address in, or on the model. Well, not exactly.

Prompted by Ed and aided by District VIII Vice President Jim Rice and Ilona Maine at the AMA, I found that Item 6 of the Safety Code reads, "I will not fly my model aircraft unless it is identified with my name and address or AMA number inside or affixed to the outside of the model aircraft." Note the operative word is or. (This does not apply to model aircraft flown indoors.)

My personal opinion is that the regulations should require all three. In the event of a fly-away, the AMA number would mean nothing to a non-modeler who might recover it.

John Goegl wrote, "I have found the key to safe flying starts with the training protocol. I have noticed that one human trait trumps all others: habit. As a flight instructor, I try to encourage good habits by beginning each session with a thorough preflight. Through repetition, these 'good' habits are picked up by the student ... and the instructor."

From Ben Lanterman: "Your comments on safety were great and on target. Like you, I normally check the control throws and direction before each flight. But with some of the small foamies I have flown for some time, I tend to get complacent. It backfired when I changed transmitters to a newer one. I checked to be sure all the control reversal switches were set the same for each airplane I switched over to the new transmitter, but I missed one."

The rest of his note tells of the results, reversed ailerons and a foamie turned into packing peanuts. Fortunately, nothing was injured but the model and Ben's ego.

'Til next time. Flyerdon1@yahoo.com

WCF 2010 EVENTS SCHEDULE

SID'S FLOAT FLY	SAT APR 24
PYLON RACE	SUN MAY 2
WORK PARTY	SAT MAY 8
OPENING DAY	SAT MAY 15
SID'S FLOAT FLY	MON MAY 31
PYLON RACE	SUN JUN 6
LEARN TO FLY	SAT JUN 12
SID'S FLOAT FLY	SUN JUL 4
SWAP MEET	SAT JUL 10
PYLON RACE	SUN JUL 11
WINGS & WHEELS	SAT JUL 17
FUN FLY	SAT JUL 24
PYLON RACE	SUN AUG 1
PCAM	AUG 21-22
SID'S FLOAT FLY	MON SEP 6
PYLON RACE	SUN SEP 12
LARRY FRANK/NEIL TAYLOR DAY	SUN SEP 19
SID'S FLOAT FLY	SAT SEP 18
PYLON RACE	SUN OCT 3
PYLON RACE	SUN NOV 7
PYLON RACE	SUN DEC 5
CHRISTMAS PARTY	FRI DEC 10



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