

June 2010 Edition

# Wine Country Flier



Next meeting: 15 June 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](http://www.wcflyers.com)

Promoting Model Aviation in Sonoma County

## 2010 Club Officers:

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## 2010 Board Members:

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



## ***Prez Sez***

By: Red Jensen

Our annual Learn to Fly day is coming up June 12th. This year we decided to change our focus a little bit. Instead of inviting the general public up to fly, we would like to spend time helping our own members who may need some further instruction, whether it be on a buddy box all the way through advanced aerobatics. I will be available to help out with anything including radio setup, aircraft setup and even pylon training if anybody is interested. This will be a great time to get some quality one on one time with our instructors, don't miss it!

In order to continue our tradition of community involvement, we are going to replace our public Learn to Fly Day with something like an "Introduction to Aviation" type event. The goal here would be to expose a targeted group of kids (Big Brothers, YMCA, Cub Scouts etc.) to aviation through Aero Modeling and hopefully continue to foster aviation mindedness in our youth. This program is still in its infancy, and any input would be welcomed.

Jon Stychno again has kindly volunteered to chair the committee for the Wings Over Wine Country Airshow. If you would like to participate in the flying portion, please let Jon know no later than July 1st. In order to ensure the highest quality airshow performance possible, participants will be expected to attend two mandatory practice/dress rehearsal days prior to the performance.

Hopefully summer is finally here and we are done with this weird weather. This past Sunday was a gorgeous day for the races!

See you at the field.

## ***Name the plane.***

By: Red Jensen

This (Ed. The cover photo) is a Republic F-84 Thunderstreak. Developed during the Korean War as a front line fighter, it was built in many

variants. The picture below is of the F-84F model. As you can see it has very pronounced anhedral in the tail. This was put there for a very specific reason only in this model, what was it?



Answer at end.

## ***Board Meeting Minutes***

1 June 2010

Old Business.

- Float Fly review. Turnout was excellent, conditions were windy.
- Friedman Brothers will be donating fencing possibly to enable us to finish the fencing around the bathroom project.
- We will be buying a new paddle for the float fly boat as the current one is looking a bit rough.
- The double header this weekend is postponed and will just be a regular racing day. Event order will be reversed so that the nitro planes can go first. After 11am is electric only. Weather call will be posted on the WCF website by 6am Sunday morning.
- Sportsman and Expert classes will be offered in T-28in 2011.

New Business.

- Learn to Fly Day June 12th. WCF needs to buy a Futaba Buddy Box cord. This will be a WCF club event only and will be for WCF members and their friends only.

- Suggestion to target a learn to fly to disadvantaged children in the local community through an organization like the Boys and Girls Club in Healdsburg for another learn to fly day later in the summer.
  - Swap meet July 10th. Robbie and Ian to produce flyer.
  - PCAM 2010. Adam is heading up the raffle. Jon will take care of insurance certificates again. Jeff Penner is running the booth again. Guest flyers were decided and invites will be going out. We will be flying a Snoopy dog house, Robbie to organize and build.
  - Porta-potty is looking a bit rough. Adam to review with the company supplying it.
- Meeting closed at 8:00pm

### ***General Meeting Minutes***

18 May 2010  
By: Ian Rickard

Meeting started at 7:28pm.

- Guests or New Members. Doug Jones is a new member, welcomed to the club.
- Dick Maddock won the fuel prize.
- Treasurer Report: Up to 81 members, deposits zero outgoings \$558.62 . Balance on hand \$9486.93
- Thanks to the guys for putting the new solar panel powered charging station together. Dave Mercer got a round of applause for his work. Honorable mention to Jon Stychno, Ian and Todd for their help.
- Thanks to everyone who helped clean up the field prior to the open day last weekend. The field looked excellent.
- Opening Day 2011 will not be allowed to conflict with the Rose Day Parade in 2011, per the request of Ollie's wife.
- Swap meet confirmed for July 10th at Vets Building. Adam Clement will be sending flyers out soon.
- Pylon Race #3 will be June 6th, will be a double day two days racing in one day it will start at 9am so as to be able to get all the racing done. Double payment will also be required.

- Todd Matheson has made three new foldable pylons similar to those seen in the recent AMA magazine.
- Adam Clement suggested having sportsman and expert classes in racing in 2011 which will be discussed.
- Float Fly will be on Memorial Day May 31st. Hot Pizza will be served.
- Wings and Wheels July 17th will be at Petaluma Airport. WCF will be displaying. Roy Domke requested a pylon racing training day. Booked for May 30th at 10am.
- Julio and Roy presented video of the #2 Pylon Race 2010, which included 12th Scale Nitro for the first time, video was absolutely excellent, Brian Germone made a guest appearance as Rain Man which was highly amusing. This video will be added to the increasing number of links to WCF videos on the WCF website next week.

#### • Raffle.

John Reade won first prize and took the P-51.  
Ian Rickard took the Champ RTF plane.  
Bill Van Asdian took the Mentor.  
Dave Mercer took the plane stand.  
Jeff Penner took the manual fuel pump.  
Roy Domke took one of the starters.  
Dick Maddocks took the charger..  
Merle McGregor took the smaller starter.  
Jack Jenson took the plane stands (trees).  
Dave took the wheels.  
Patrick O'Hallaran took the starter.  
Hinges went to next meeting.

Meeting closed at 8:32pm.

### ***Red's Corner***

By: Red Jensen

I'd like to write a monthly column that addresses the more technical side of our hobby. I am probably more addicted than most, but I really enjoy the how's and why's of our toys and would like to share as much as I can with you. I take great pleasure in tweaking whatever project I am working on to get the most performance out of it whether it be radio setup, or getting an engine to run perfect or dialing in C.G and control throws. What I would really like is for people to submit a question or topic that they may be interested in, and I could write about it here. Some

columns may go hand in hand with a live demonstration at our monthly meeting, perhaps something like an introduction to composite part making or other relevant topics. Please feel free to submit any questions, ideas and comments [rjensen@arcturus-uav.com](mailto:rjensen@arcturus-uav.com)

To get the ball rolling I thought I would touch on some radio basics that there still seems to be some confusion about, and some reluctance to use. There really is no excuse for not using whatever features your radio has to offer. Even the most basic aircraft can benefit from some of the advanced features that even the mid level radios seem to be equipped with nowadays. My goal here is to hopefully explain some of those features a bit better and inspire some to give it a shot.

Most people don't realize that the ergonomics of your transmitter can be changed quite a bit to suit your flying style fairly easily. For instance, the control stick length can be adjusted to a more comfortable position. As a "pinch" type pilot I prefer my sticks very short. If you are a "thumber, you might like them a bit longer. If you tend to be a jumpier flyer, longer sticks can smooth you out and conversely, 3D pilots generally like them shorter. The point is you might not realize what you are missing, so tweak them and find out. Another stick related item is tension. Many radios allow you to tighten or loosen stick tension to suit your style as well. Jumpy/precision guys like tighter, 3D looser. I prefer them on the tighter side. Your switches can also be rotated slightly in the case to be less cumbersome to flip depending on whether you pinch or thumb. The best switch flipping path may not always be straight up and down.

Another area to look at is exponential, or expo for short. I know, I know seems mundane but in reality it seems to be a bit misunderstood underutilized. Just recently I helped a fellow member adjust expo values with favorable results and that got me to thinking it's not as widely used as I had assumed. What expo does is essentially "soften up" the movement

of the control surface in relation to the movement of the stick around the neutral point of the controls. This is needed because of the way our servos act our flight surfaces. The servo takes rotary motion (the twisting of the servo arm) and transfers it to linear motion (back and forth of a pushrod). This inherently causes some loss of throw as you reach the ends of the travel as the pushrod moves less back and forth and more in towards the center of the servo. In fact if you do not use any expo, a standard set up will actually have negative expo and be more jumpy around neutral! A good rule of thumb is that it takes 20-25% expo to get back to a linear motion. I never use an expo value of less than 35% on low rate and as high as 60-70% on some models. My racer runs about 45% on all surfaces. Give it a try; you might be in for a treat. (Ed. Futaba uses the opposite numbering for this feature, negative values result in a softening of the controls. If in doubt, ask someone for help)

I'd love to hear from you. If you guys find any of this stuff helpful drop me a line. I take requests.

### ***Answer - Name the Plane***

The F-84F was designed specifically to be carried aloft under a B-36 peacemaker as a parasite fighter. The drooped tail allowed the F-84F to be tucked up tighter in the belly of the B-36.



## ***A Lesson in How to Crash***

From the newsletter of the Silent Electric Flyers, San Diego

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermark 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I

lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zigged when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.

2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.

3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.

4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control.

## ***Wings over Wine Country***

By: Jon Stychno

The Wine Country Flyers will be performing in the Wings over Wine Country Air Show once again this year. The Air Show will take place August 21st -22nd. If you are interested in participating, members can sign up at the June general meeting. We need volunteers to help out with our booth, and proficient pilots for the flying demonstration. The deadline for pilot sign-up is July 1st. Pilots will be required to demonstrate exceptional flying skills during the August 8th Practice Day to participate in the Air Show. A rehearsal will be held at the WCF site on August 15th. Attendance on August 15th is MANDATORY for all pilots participating. Members can contact me at [jon@epsinsurance.com](mailto:jon@epsinsurance.com) for more info. We look forward to putting on a safe and exciting show!

**WCF 2010 EVENTS SCHEDULE**

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
PYLON RACE	SUN OCT 3
PYLON RACE	SUN NOV 7
PYLON RACE	SUN DEC 5
CHRISTMAS PARTY	FRI DEC 10



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