

November 2010 Edition

# Wine Country Flier



Next meeting: 16 November 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:

President:	Red Jensen	(707) 481-9504	<a href="mailto:rjensen@arcturus-uav.com">rjensen@arcturus-uav.com</a>
Vice President:	Phil Leech	(707) 538-8557	<a href="mailto:leechstudios@sonic.net">leechstudios@sonic.net</a>
Secretary:	Ian Rickard	(707) 975-2916	<a href="mailto:ian@americantartaric.com">ian@americantartaric.com</a>
Treasurer:	Jeff Penner	(707) 292-4234	<a href="mailto:sonicjeff@yahoo.com">sonicjeff@yahoo.com</a>
Safety Officer:	Merle McGregor	(707) 585-1061	<a href="mailto:merle_mcgregor@yahoo.com">merle_mcgregor@yahoo.com</a>

## 2010 Board Members:

Roy Domke	(707) 395-0411	<a href="mailto:Runabouter@aol.com">Runabouter@aol.com</a>
Steve Cole	(707) 433-4888	<a href="mailto:stevecole@awesomehobbies.com">stevecole@awesomehobbies.com</a>
Guy Nicholas	(707) 544-2141	<a href="mailto:Guy@Gui-Soft.com">Guy@Gui-Soft.com</a>
Adam Clement	(707) 433-4113	<a href="mailto:adampclement@comcast.net">adampclement@comcast.net</a>
Patrick O'Halloran	(707) 321-0400	<a href="mailto:patrick@jpgracing.wcflyers.com">patrick@jpgracing.wcflyers.com</a>

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



## **Prez Sez**

By: Red Jensen

### Election Time!

At the next general meeting we will be deciding our officers for the 2011-year. Please try to be there to take part in the election process and help ensure our club's successful future.

The racing season is winding down with some great battles for the points lead. The November race was rained out leaving the December race the final chance for points. We have at least one race to make up, so there has been discussion of a double header (2 separate races same day) or making the final race worth double points. Thoughts?

Invitations to the Christmas party will be sent out soon. We once again will be treated to the wonderful facility at Trentadue Winery. Once again we will have a substantial prize lot to hand out as well as the cash prize awards for the racing classes.

I've been messing with micro gliders recently and having a ton of fun. I saw a thread on [www.ezonemag.com](http://www.ezonemag.com)

<<http://www.ezonemag.com>> about indoor aero towing and looked like a blast! I ended up building a Blanik L13 38" w.s. out of 3mm Depron and tow it up with my Micro T-28. You can check it out here: <http://www.rcgroups.com/forums/showthread.php?t=1332588>

See ya at the field!

## **Board Meeting Minutes**

5 Oct 2010

- Discussion for 2011 T28 classes. Talk of creating a new "Pro" class. Final details to be hashed out on how this will work. Meeting proposed at the field for this weekend's race day to discuss with the members.
- WCF is investigating a new graphic artist to use to produce a new batch of T-Shirts.
- Elections 2010.
- Positions for 2011 board have been allocated per the minutes of the October general meeting. Challengers will be accepted

up to and including the night of the November general meeting.

- WCF will ask Jon Stychno to be the master of ceremonies at the WCF Xmas party.
- Meeting adjourned 6:55pm

## **General Meeting Minutes**

19 Oct. 2010

- Meeting started at 7:35pm.
- New member Robert Hixson.
- Dick Maddox won the fuel prize.
- Wayne Frederick was welcomed after returning from surgery.
- Robbie Jensen is absent due to work duties so President's report will have to wait.
- Treasurer's report not given.
- Secretary's report accepted.

### **New Business.**

(ed. Note, the following list is only the list of current nominees and the officer positions are not final until after a vote)

- Nominating Committee presented the Election Slate for 2011. (Members are Jeff Penner, Red Jensen, Roy Domke, and Phil Leech.)
- Merle McGregor has offered to serve again as field safety officer in 2011.
- Ian Rickard will not be renewing his vows as secretary in 2011, Paul Kohlmann will replace him.
- Adam Clement will be becoming treasurer in 2011.
- Vice President will be Dave Mercer in 2011.
- Red is stepping down as President and Jeff Penner will be taking his place.
- November the 15th 2010 and if anyone wishes to run for any of the positions they are free to do so.
- Robert Hixson (new member) gave a brief introduction to 2.4Ghz radio systems.
- Show and tell...three items.
  - Steve Cole with his new pylon racer using a kit the Red built based on a P63.
  - Paul Kohlmann and his son Drew with their B-25 that was built from their own plans.
  - Bob Film with his Sail Plane winch.

- Raffle takings were \$98.
- Roy Domke took one of the small out runners.
- Adam Clement took the Stinson SR10 Plug and Play from Parkzone.
- Paul Kohlmann took the second out runner.
- Drew Kohlmann took the third out runner.
- Merle McGregor took the Foker Tri-Plane parts donated by Hobby Town in Petaluma.

Meeting adjourned at 8:40pm.

### ***Roland DeConti***

Hello everyone,

I have some bad news to pass along to the club. Wine Country Flyer member Roland De Conti passed away peacefully in his sleep on November 10, 2010. Roland was 91 years young when he left us. Roland was born May 16th 1919. During WWII he did what all young men did and joined the service. After hopping around Europe during the war he ended up in Fort Bragg. When he was in his late twenties he asked a young woman if she wanted to go flying with him. So, Roland's first date with his wife Barbara of 61 years was in an airplane. Roland had three children a boy and two girls. His son Dave and him fooled around with control line during the fifties and early sixties. Dave was just telling me that he used to spend hundreds of hours on a control line plane, just to pile drive it in on the first flight. Those of you who knew Roland know that he was very, very, meticulous. More on that later.

In 1961 Roland got a job at the Ames NASA Research center. For almost 25 years Roland worked and then ran the 12 foot wind tunnel. He worked on everything back then from sounding rockets to space, and a few things he said were "classified". While he was working at NASA he lost touch with Aircraft and took up his other passion Trains. He spent a couple decades doing all aspects of models trains. I believe he had a few different Gauges going. Well as Roland got older his eyes started to go. After way to many %\$^\$ it's, and oh \*&^%'s it was time to try something that didn't require painting tiny parts.

So at the ripe old age of 81 hello RC airplanes. Yes when most people his age are

getting rid of Planes he decides to try and fly RC. After all He knew how to fly control line so RC should be a snap right. Roland had a lot of perseverance. He wanted to fly so bad. Mike Cingari worked with Roland a lot and he did help him progress quite far. I know there were a few others that helped him out as well. Red Jenson, Tom Hadorff, John Read, and Steve Cole were part of his training also. In the end Roland did most of his shopping at Awesome Hobbies. Being a few blocks away made Steve's the perfect place to bring his planes when he could not figure something out. After Steve would sell Roland a plane the fun would begin. Unbeknown to Steve (for a while anyway) if there was any little mark or wrinkle or glue or any imperfection Roland would call the manufacturer and complain. "I paid \$600 dollars for this plane it better be perfect" would be a common complaint. He wanted it to be perfect. Someone said to him you can't see it at ten feet. Roland said "I can!". Because of his eyesight he didn't like to paint the pilots for his planes. He used to have Zombie Pilots in NY paint them for him. One day he say's to me I think that painter died. I said why. I've called him 10 times and can't get a hold of him. Roland how long has it been since you called him. Its been three days. Turns out the guy was on vacation. When Roland wants something he wants it right now.

When I first met Roland he was at the hobby shop one day when I was there and we started talking. I was just starting to fly and he was selling some planes. He had a Goldberg decathlon that he wanted to let go of and I was in the market for a not quite a trainer plane. I told him I would need a couple of weeks to get the 400 bucks (a Steal for the plane) together. You know what he said. Come over a get the plane and you can make me payments. I was blown away!!! I was basically a stranger. I had seen him from time to time at the shop so he had seen me before but....That was the start of our friendship. Over the next few years I bought most of Roland's airplanes. Mike Cracchiolo bought a few more. Even though Roland never soloed, yes that's right. Even after almost 7 years of trying he never got to fly on his own. Roland loved to

build. Just loved it. He was always looking for the next plane to buy which was usually a warbird. His favorites were German though he had a few others as well. He even sold me a P-47 just to kick himself in the butt and buy and build another one.

In the end Health problems started to affect his building. He couldn't raise his arms up anymore and he couldn't see the planes. By this time most of his things were gone but he had a few special planes. A KMP Stuka, a Fokker DR1, a Tiger Moth a Trainer plane(LT40), and a ton of building and radio stuff. I was at his house one day visiting and He told me he wanted to give Steve Cole the Fokker. I said are you sure you didn't mean finger? Laughing he said No, no, I want to give him the DR1. I said that would be great he has helped you out a lot over the years. It now sits proudly on display at Awesome Hobbies. A week goes by and he call's one day and tells me to come over when I get a chance. After a few days I made it over and said, "what's up Roland". He took me out to the garage and told me he was very thankful for the friendship and help I had given him and that he wanted me to have the rest of his planes and things. I was floored. I told him I don't know what to say. He goes, "Thanks would be a good start!!". It was pure Roland. I had to come back to pick up the stuff but when I did it was actually kind of hard. I felt like I was taking the hobby from him. I had seen how hard he tried at flying but just couldn't get the take offs and landings. He told me not to worry because I was going to fly them and he would come and watch. After Roland stopped flying he kept paying his dues. I said he didn't have to and he goes I want to support the club. That's just the kind of guy Roland was. We had become quite close in the last few years of his life so I asked the board if we could make him an honorary member. They did!!

Roland fought hard the last couple of months but the mini strokes finally caught up with him and he passed peacefully. I am going to miss Roland dearly, his jokes, his smile, and most of all his character. I am lucky in I have a few airplanes and a bunch of tools that

will remind of Roland. You know Roland never did come out to watch me fly his planes. I finally found out why. He loved it so much it would have broken his heart to watch. Well I bet I know what he's doing now.

Happy landings Roland

Adam Clement

## ***Two-Cycle Engine Field Emergency— Dirt in Carburetor***

From The Beacon, Miramar Radio Control Flyers, San Diego,  
California

Every now and then, when you can't get an engine to run right, the culprit is dirt in the carburetor. The engine was running fine last time out, and you haven't changed the engine settings. Now it quits at full power and won't idle.

What's wrong?

If you haven't been to the field in six months, make sure you're using fresh fuel! Fuel that's been sitting around for months, especially if it's left in the fuel tank, could be your problem. If it's not the fuel, put in a new glow plug.

Check the clunk hung up in the fuel tank for clogged fuel lines. If your aircraft comes to a sudden stop, the fuel tank clunk can slide forward, getting stuck in that position. Having eliminated these possibilities, you may have a fuel draw problem caused by dirt in the carburetor, most likely at the narrowest part where fuel is drawn through the needle valve. If backing out the needle valve doesn't allow the engine to run rich like it should, it's time to flush the carburetor.

At home, you can disassemble the carburetor for complete cleaning. At the field, a quick fix is to back flush the carburetor with fuel. This doesn't require carburetor removal and can be done in just a few minutes.

## Cleaning the carburetor:

1. Check to see where the main needle valve is set. Then remove it and set it aside. Remove the fuel inlet tubing. Adapt these procedures to engines with remote needle valves.
2. Connect the fuel tubing from your fuel pump to the fuel inlet nipple. Pump fuel. It's a bit messy but only takes a second or so. Almost invariably, the culprit is a particle of dirt lodged at the point where the tip of the needle valve throttles engine fuel. The back flush blows that particle out.
3. You've probably got excess fuel in the engine. To avoid hydraulic lock damage to your engine, remove the glow plug and washer and blow the excess fuel out of the engine with your electric starter. [Tech Editor's Note: Before you apply the starter, make sure the plug/washer are out of the head, then point the cylinder head so that when you run the starter it doesn't spew fuel all over someone else or something else that the raw fuel shouldn't be spattered on, friends, relatives, or pets. Usually, pointing the cylinder straight down does a great job and then it will

be just your legs and feet that get the benefit of fresh fuel.]

4. Replace the glow plug, washer, needle valve, and reconnect the fuel tank line. Adjust the needle valve to its previous setting.
5. Check your engine and fly.

## Avoid getting dirt in the carburetor

In three words—use fuel filters! Somehow, dirt, or minute solid particles get into our fuel. In order to keep these particles out of my engines, I started using multiple fuel filters. Use one at the bottom of the fuel bottle or can. You'll soon find that once in a while, this first filter gets a bit clogged. Back flush it, and you start drawing fuel again. Use another fuel filter between the fuel pump and the aircraft fuel tank. Finally, always use a fuel filter between the aircraft fuel tank and the engine. When fueling the aircraft, disconnect the fuel line at the tank side of the engine fuel filter. This system works and eliminates the old problem of having to periodically back flush the engine to get rid of dirt. When flushing fuel filters, make sure you flush them both ways before inserting them back into the fuel lines.

WCF 2010 EVENTS SCHEDULE

PYLON RACE

SUN DEC 5

CHRISTMAS PARTY

FRI DEC 10



**P.O. BOX 4198**  
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