

February 2011 Edition

Wine Country Flier



Next meeting: 15 March 2011, 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:	Jeff Penner	(707) 292-4234	sonicjeff@yahoo.com
Vice President:	Phil Leech	(707) 538-8557	leechstudios@sonic.net
Secretary:	Paul Kohlmann	(707) 837-9437	ptkohlmann@aol.com
Treasurer:	Adam Clement	(707) 433-4113	adampclement@comcast.net
Safety Officer:	Merle McGregor	(707) 585-1061	merle_mcgregor@yahoo.com

2010 Board Members:

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

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



Presidents Report

By: Jeff Penner

Hoping to see all of you at Hobby Expo in Petaluma, February 19th, you can find out more info on line Google "Hobby Expo 2011" and you will find a link to all of the details. We will work out the details at the next club meeting. If you have a model you would like to display bring it out, even if you don't, come on out and spend a few minutes in the booth.

We have had some really nice weather for the last couple of weeks I have been getting in some great winter flying. I really have to say, Sonoma County is a pretty special place. It looks like we could use some help planning for the Wing's Over Wine Country Air show, we will set up a group to start working on this, let me know if you are interested. Also if anyone would like to help with some of our other events at the field this year let me know about that as well.

Be sure to get all of your race planes ready, looks like we will be having a great race season this year. Remember that race day has moved to the 3rd Sunday of the month. This is a great year to try out the racing as we have decided to move the expert racers out of the T-28 class. This should make room for a new top gun in our stock class. We will also be keeping our other two classes for the time being. We will be folding in a new class part way through the year. Check in with Steve for all of the details. See you at the field.

Board Meeting Minutes

By: Paul Kohlmann
1 Feb. 2011

- Field Mowing: Bill Walters has been mowing for the last year and has applied for club membership. Motion to deduct \$50 off his membership for continued mowing made and approved.
- Membership: improvements to the club roster have been made. We are at 59 members as of today. Patrick requested that for the time being all new memberships should be channeled through him to ensure the

accuracy of the roster until a hand of is formally made—most likely to the Secretary. Quite a number of memberships are still due--there is a need to determine a cut-off point.

- Park Pilot AMA Membership: these discounted memberships restrict the size and speed of aircraft holder may fly, as well as their insurance coverage and no nitro is permitted. Allowing WCF members to hold this type of AMA card would produce two tiers of members. For the sake of consistency it was decided that full AMA membership is required. The membership requirements will be updated to reflect this.

- Pylon Races to start in March 20. May be delayed until the sun is up a little higher. No "pros" will be allowed to race in T28/Corsair, but foamy warbird and 1/12 scale will be open to all. National Race Class (F1 type electric aircraft, 48" wingspan) may be added midseason. Adam has one of these planes set up and will bring it for a Show and Tell at an upcoming Membership meeting. Consensus is that the club can support four race classes. The board was concerned whether some members have been inconvenienced by the field lack of availability due to race days. No complaints have been heard, plus the races have been getting more streamlined. One question that arose was how should the "pros" be identified? There is a need to identify these pilots so that they can be moved up without disrupting their season.

Indoor Events--Jake is hosting another indoor fly-in 2/12 from 6-9pm at University of Sports in Rohnert Park. The Board is considering organizing another indoor event at the Fairgrounds. Because the use fee is~ \$900, sponsors and/or entry fees would be required. Overall the Board felt such an event would be successful if properly organized.

- Float Flies: (ed. Note, Sid will no longer be hosting the Float fly's).

- T-shirts: Jeff found a website (Café Press) where users can design clothing and other items. Very flexible and prices looked reasonable. Some discussion regarding profitability and inventory of club gear.

- Christmas Party: caterer has been paid. It's a good time to nail down a date for the 2011

party (Phil will work with Trentadue). Looking at 12/9 and a new caterer. There may be changes in the music, raffle, and ticket prices as well.

- Membership Cards should be updated, no longer handwritten but rather printed name and AMA#. They will be distributed in February.

Meeting convened at 8:20pm

General Meeting

By: Paul Kohlmann
18 Jan 2011

John Reade won the "helicopter" fuel.

OLD BUSINESS

- Phil gave an update on Adam Clement. Interest in sending the club's well wishes.
- Jeff outlined the new membership responsibilities. 50 members currently enrolled. Dues are due by month's end.
- Brief Treasurer's report.
- Newsletter due out soon. New Board Members: Guy, Steve, Phil, Red, Roy, Patrick. Christmas Party, 68 guests, renegotiation with caterer due to mismatch in menu planned vs. served. Taking suggestions from the members for next year's party.

NEW BUSINESS

- Hobby Expo, 2/19/11 looking for members to staff and planes, not too big due to room constraints. Flying weather permitting. Got one member from last year (name?). Merle, Brian, Larry, Red.
- Learn to Fly Days: soliciting groups to sponsor (classes or scouts, etc.), one day scheduled now but looking for more. Could be offsite. Need more members, 90 now but down from the 120 from several years back. Also discussed clinics. Brian requested a radio programming session.
- Pylon Racing (Steve): largely the same as 2010 but adding new class excluding anyone who has previously won a race. Reno 450 foamy warbird, nitro, maybe a midyear change in the four classes, maybe a new class (EDF jet, Formula One, nat'l class, both require 3-

pole course possibly using live oak as a pylon)?

- What about a Team Race composed of Expert/Intermediate/Novice relay?
- Note change to 3rd Sunday of the month. Need helpers (callers, etc.) Starts 3/20/11.
- 2010 Calendar: in newsletter and to website soon.
- Show and Tell: Red's lifting body, Martian Space Ship, old design from the 50's, near completion, lit it up, needs another hour to fly. Invitation to Show and Tell or invite speakers.

OPEN FORUM

- Steve: working at Jake's (Rohnert Park) who is expanding into the airplane market, looking to support the club.
- Larry: next indoor fly meet (~March, Hall of Flowers?) Club to support. Maybe another at Sports Academy.
- Larry suggested that newsletter be emailed rather than posted on website.
- Joe suggested the club host a summer social event, maybe something spouses could enjoy.

RAFFLE

John Reade donated a charger and several books to the raffle, Brian, two airplane kits, tools, adhesives, and the ever-present hinges. \$108 collected. Dick Maddock: Me109, Ollie Burns: airplane kit, Joe Kagan: adhesives, Dave Mercer: tools, Glenn Binkley: adhesives, Brian Germone: tools, Merle MacGregor: adhesives, Paul Kohlmann: book, Red Jensen: book, John Reade: charger, Larry Gustafson: (?), Doug Jones: charger

Christmas Party Past & Future

By: Guy Nicholas

One of the first things brought up in the January Board meeting was the Christmas party, and the discussion was mainly about the quality of the meal. I had heard grumblings from a number of people and I want to assure you, the Board hears, and agrees with, your sentiments.

Before I go into particulars about what went wrong this year and what we will do to remedy

it for next year, let's talk about the money. This year we charged \$40/person. I think most of you think this fee is for dinner and dinner alone, but it isn't. It is broken down something like this: \$25 meal, \$4 plates & utensils, \$2 kitchen, \$3.50 music, \$2 mailings, name tags, plaques, \$20 facility, \$21 raffle. These are not exact numbers and obviously they total more than the cost of admission (I will get to that later), but if you just look at the items we have to pay for you will see that the actual food cost is just over half the total cost of the event.

Now to the mistakes we made this year. Our agreement with the caterer was supposed to be, 'same same', same price, and the same food we got last year. Unfortunately the agreement was a verbal one, and more unfortunate was that the member who made the agreement with the caterer was unable to attend the dinner.

The musical entertainment was another area where we had a soft agreement. The trio was hired for the 2009 party for \$225 or \$75/each, this year only two of them showed up, and we then there became a discussion about how much they should be paid.

Changes for the upcoming year. First, we are looking for another caterer, if you have recommendations bring them to the attention of the Board. We will also ensure we have a specific written agreement as to what will be provided and the various costs involved. We will also ensure we have more than one person who knows the details. We are also going to forgo the live musicians and replace them with iPod and PA.

Two of the larger non-food costs involved in the party are the raffle, and the facility. We have chosen to have the part at the Trentadue facility as they are gracious enough to let us use their land for free and thus patronizing their facility is the least we can do. This cost then should be considered a club expense and not subsidized by the partygoers along. The other large cost is the raffle and this cost

only benefits the partygoers and therefore should be absorbed by the price of admission.

We are considering other minor format changes, and each of us has an opinion as to what they like and what they don't like, but if we don't speak up nothing will change. I have definitely voiced my opinions in the Board meetings, and I urge each of you to speak up as well. After all, the party is for us and should be something we look forward to going to.

Happy flying, Guy

Where is Your Center of Gravity?

By: Jim Tiller, Insider Safety Column Editor

A modeler reported to me recently that he crashed a new airplane on its first flight. After some research he found that the Center of Gravity (CG) location printed in the manual was off by more than two inches and this tail-heavy condition contributed to the crash. When he spoke to the distributor about the incident, the company told him the proper CG was in an addendum on its Web site—an addendum that, obviously, was unknown to him. He reported this to me, not only out of personal frustration, but also as a safety issue. The errant model could have caused a lot of damage on its short, first flight.

In its remarks to the modeler, the distributor reported it was not at fault, because it had published the addendum and, additionally, the builder is solely responsible for what happens to his model. As you know, most manuals actually go to great lengths stating the manufacturer and distributor are not responsible for the airplane after it is sold.

There are two questions here. First, should the distributor have made a greater effort to correct the misstated CG location? That answer is simple. Yes it should have. The correct center of gravity is a critical measurement for safe flight. It is boldly stated in many manuals, but in some manuals,

mostly those intended for trainers and other beginner airplanes, the critical CG is not even mentioned. It assumed to be in the correct spot if the builder follows instructions.

I think modelers, magazines, and reviewers should make every effort to report inadequate instruction manuals. The phrase “this is a builder’s kit” or “designed for the experienced modeler” is the innocuous tagline that alerts us to manual deficiencies in most reviews. We are far too tolerant of poor instructions. Many online sales sites allow the buyer to post reviews or comments. We should complain loudly about inadequate instructions or, in the case of many Chinese imports, the total absence of coherent instructions at all. The squeaky wheel gets the grease—demand better instructions. If the comments affect the sales dollars, they will listen.

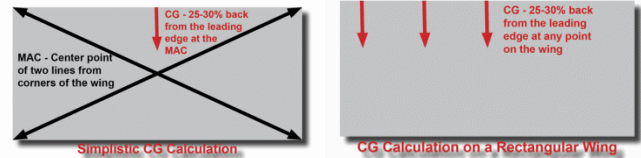
And, in like fashion, the companies that take the time to provide great manuals should be commended for their efforts.

The second question: Is the modeler ultimately responsible for the CG of his airplane? The answer is, again, yes.

Builders often replace parts from their ARFs they believe are sub-standard or too weak to hold a load. They do that to protect their investment, but also in the interest of safety. In light of this, and other incidents like it, we should also be skeptical of the CG reported in manual. Don’t blindly trust that it is correct. Do a rough calculation yourself.

The CG is not hard to figure and there are many references out there that explain the calculation. Google: “calculating CG on an airplane wing” and you get pages of results. The general rule of thumb is that the Center of Gravity is about 25-30% of the wing cord (wing width) at the Mean Aerodynamic Chord (MAC). The MAC is the center of a rectangular wing or its equivalent in a tapered or swept wing. That sounds very technical, but for a rectangular wing (constant cord) the CG is 25-30% back from the leading edge anywhere on

the wing. If the wing is 10 inches wide, the CG should be about 2.5 inches in from the leading edge. Many model designers put the main spar at this point, making it even easier to locate.



On a tapered or swept wing it is a little harder to find the MAC, but not impossible. For those mathematically impaired, like I am, it is simplest to go to a web-based CG calculator like this one:

www.scaleaero.com/CG_Calculator.htm.

Before you techie guys get too critical, this is an oversimplification of the CG calculation, but focus on the message. All modelers, beginning and experienced, should know how important the calculation is, and check it, before the first flight. Also, the definition of the CG and its importance should be part of the instruction manual for new fliers.

Before the first flight, mark the manufacturer’s CG location on the root of each wing. Put one finger on each side of the fuselage at the CG and lift the finished airplane (minus fuel) off the work bench. It should stay level or tip slowly nose down. If it falls quickly toward the tail, you need to do your own CG calculation. Be skeptical—get it right. There is an old saying “A nose heavy airplane doesn’t fly very well; a tail heavy airplane doesn’t fly very long.”

We are ultimately responsible for the models we build, but manufactures and distributors should step up too. This is a safety issue. Safety should be as big a driving factor as sales.

On the Cover

By: Guy Nicholas

Bristol XLRQ-1

http://en.wikipedia.org/wiki/Bristol_XLRQ

(Tentative) WCF 2011 EVENTS SCHEDULE

PYLON RACE #1	SUN MAR 20	Adam
PYLON RACE #2	SUN APR 17	Adam
FLOAT FLY #1	SAT APR 30	Merle
WORK PARTY	SAT MAY 7	?
OPENING DAY	SUN MAY 15	?
PYLON RACE #3	SUN MAY 22	Adam
FLOAT FLY #2	MON MAY 30	Merle
PYLON RACE #4	SUN JUN 12	Adam
LEARN TO FLY	SAT JUN 19	Adam /Jeff
DAN SULLIVAN - UKIAH	SAT JUN 26	Propbuster
FLOAT FLY #4	MON JUL 4	Merle
SWAP MEET	SAT JUL 9	Adam
PYLON RACE #5	SUN JUL 17	Adam
WINGS & WHEELS	SAT JUL 16	Petaluma
PYLON RACE #6	SUN AUG 14	Adam
PCAM	AUG 20-21	Jon
FLOAT FLY #4	MON SEP 5	Merle
PYLON RACE #7	SUN SEP 1	Adam
LARRY FRANK/NEILTAYLOR	SUN SEP 25	Phil /Jon
PYLON RACE #8	SUN OCT 16	Adam
PYLON RACE #9	SUN NOV 20	Adam
CHRISTMAS PARTY	FRI DEC	Roy/Phil



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