

October 2011 Edition

Wine Country Flier



Next meeting: 18 October 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

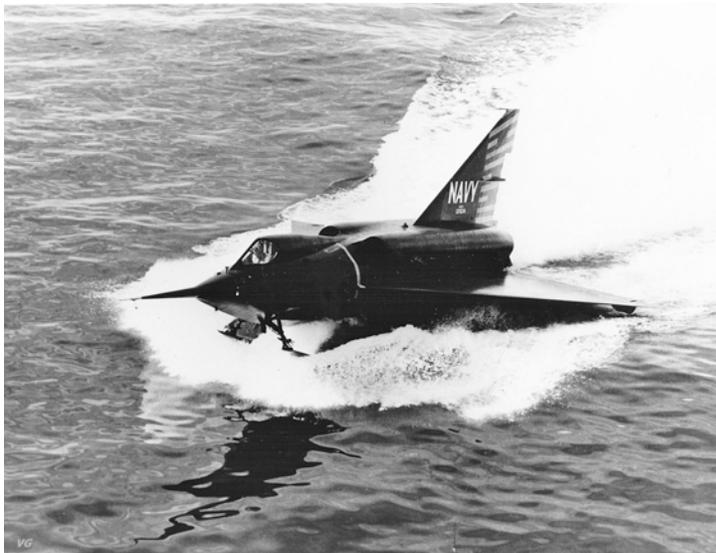
2011 Club Officers:

President:	Jeff Penner	(707) 292-4234	sonicjeff@yahoo.com
Vice President:	Dave Mercer	(707) 235-8340	mcdave@sonic.net
Secretary:	Paul Kohlmann	(707) 837-9437	ptkohlmann@aol.com
Treasurer:	Adam Clement	(707) 322-5318	adampclement@gmail.com
Safety Officer:	Merle McGregor	(707) 585-1061	merle_mcgregor@yahoo.com

2011 Board Members:

Phil Leech	(707) 538-8557	leechstudios@sonic.net
Red Jensen	(707) 481-9504	rjensen@arcturus-uav.com
Patrick O'Halloran	(707) 321-0400	patrick@tiburon-da.com
Steve Cole	(707) 481-7989	stevecole@awesomehobbies.com
Guy Nicholas	(707) 544-2141	guy@gui-soft.com

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



Presidents Report

(Ed: None Received)

Vice Presidents Report

By: Dave Mercer

Greetings everyone,

It's hard to believe, but 2011 is rapidly coming to a close. We have two more pylon racing events and then our annual Christmas Party to look forward to. As Phil has noted on the website, we're planning a few changes this year to keep the costs down and improve the overall result. I hope all of you will set aside that date and show up. It's always a great gathering, with the chance to reminisce about the past year's events, socialize with club members you may not have seen for awhile, or generally brag and lie about your new found flying skills that you've suddenly discovered. It's always a good time.

Moving on to the Pylon Racing.... In the T-28 class all of the former hotshot pilots got booted out, only to be replaced by new pilots who are equally skilled. Sadly, I'm not one of them. But, as of now, Jake Rosen and Tony McDonald are locked in a tie for first place. The remaining points standings are real close, with positions hanging by a thread. We'll have to wait and see how it all plays out.

In the Reno 450 class, Adam and Steve are tied for first place, so even that's going to be a real showdown till the end.

The 12th scale Nitro class has sort of withered on the vine with only a small number of participants to begin with, and now even less, with those few people withdrawing because of crashes, other commitments, or whatever. We may have to reconsider what we do for our third pylon class.

Our latest club event was the Larry Frank Fun Fly. I hope you were all able to attend. We had a great attendance, the kitchen crew did their usual great job, and a good time was had by all. The weather was good, the flying was

great, and everyone seemed in good spirits.

Here's a list of the results:

1st place--Steve cole

2nd place--Adam Clement

3rd place--John Reade

Peoples Choice--Merle McGregor with a Waco Biplane

And the Neil Taylor Award went to--Patrick O'Halloran

That's all I have for now,

Always remember, fly often and fly safe.

Dave Mercer

Board Meeting Minutes

By: Paul Kohlmann
4 October 2011

- Airfield Perimeter: Victor reminded the club of the need to fly within the perimeter of the field and not over the winery.
- 2012 Officer Candidates: it's that time of year again. All of the current officers are willing to fill their respective roles for another year. However, if any member is interested running for office then submissions are welcome. Nominations will be requested at the October Membership Meeting.
- 2012 Board: Red Jensen has signaled an interest to step down due to his frequent work travel. The Club is currently assessing how to fill his vacancy. Opinions differ as to whether a Board Member should have held an office within the club previously. A productive discussion was had and the need to bring in new blood was at the forefront.
- Field Safety: Phil Leech shared a story involving another club involving an airplane hitting a car. This caused the Board to review its commitment to safety, particularly in regard to pilots calling out their intentions and not overflying the pits. Phil stated the belief that the WCF training program has created a strong foundation of safety at the field. We also acknowledged that our safety rules are largely self-regulated. With this in mind, all Members are encouraged to take advantage of the Flight Instructors anytime they have questions or need some help.

There was also quite a bit of discussion related to kids at the field. All of the Board is encouraged by the number of younger Club Members and kids accompanying Club Members, including some who are becoming outstanding flyers. However, parents are encouraged to take direct responsibility for the safety of minors at the field. This is particularly true of kids who are visiting who may not be fully aware of the hazards inherent in operating powered aircraft. It is very important for Members, who know these hazards, to keep a protective eye over others who do not.

- Christmas Party: Trentadue must receive payment by 11/9 in order to secure the facility. Planning of the catering and layout are underway. The Board repeated its commitment to providing a much better experience than last year's.
- Electric Only Days: 5 days are currently on the calendar for October.
Meeting convened at 7:50pm.

General Meeting Minutes

20 September 2011
By: Paul Kohlmann

- Door Prize: John Reade took the can of fuel (but left the Mystery Gift Card).
Treasurer's Report--\$2500 in checking, over \$7k on CD, and 89 members in good standing.
- Airshow Review: Saturday's flying was closer to the public than norm but all went well. Sunday the flying was moved closer to the taxiway for more margin for safety. No crashes! John Stychno reported that he had been told by veteran airshow personnel that our Club is doing the best job around. Notable kudos to Jim Swanson and Merle MacGregor for their exceptional efforts.
- Pylon Races: the 9/11 race went well with no carnage to report. October 16 will be the next race.
- Reno Accident: a number of members were at the races when the Galloping Ghost tragically crashed at the edge of the stands. Although there was significant loss of life, fortunately none of our folks were physically

injured. The emotional toll is evident on those who witnessed the event, though.

- Field Safety: the President took this opportunity to remind us all to stay focused on Safety. Although not as dangerous as a full-scale pylon racer, our aircraft can be hazardous when used carelessly.
- Larry Frank: annual scale event coming up this Sunday! The show features the People's Choice, scale flying, and a BBQ. The Neil Frank award will be presented as well.
- Scale Nationals: October 6-9 in Fresno.
- Show and Tell: Larry Gustafson and Steve Cole showed off the new Bicentennial finish on Larry's handbuilt sportplane. This project had been in Larry's attic for ~30 years but it's a beauty now. Just goes to show you not to give up on those old projects.
Steve also showed his 114" Ziroli P38 and discussed the modifications he plans to make to get it ready for Scale Masters next year. It's a heck of a project but he's off to a great start. The finish is planned to replicate Lefty Gardner's White Lightning.
- Raffle: \$105 in tickets sold and Larry Miller donated lots of wheels, props, and hardware. Merle MacGregor-Dogfighter kit, Ollie-Jake's gift card, Dave Mercer-prop balancer, John Stychno-spinner, Paul Kohlmann-wheels, Joe Kagan-wheels, Bill Walters-props, Dick Maddock-props, Larry Gustafson-props

New and Improved for 2011

You'll Like This

By: Phil Leech

OK, this is about the annual WCF Christmas Party. For the last two years we have held the party at Trentadue Winery and they have been the best Christmas Parties we have ever had...well there were a few grumbles last year, but the '09 party was the best ever. So what happened last year that put some guys off? Well, for one thing they didn't serve the Tri Tip that had been advertised and the chicken that was served (for \$40) was so so. We, on the WCF Christmas Party Team were upset and determined to do something about it!

So, early this spring we set about checking with various caterers to see if we couldn't come up with something better. After talking with four caterers we came to realize that we were up against a price problem. Boy, do you remember all of those years that we went to Cattlemen's in Santa Rosa for \$25 and we got a great menu too? OK, we did have to share the room and it was a bit noisy...but the price was right! The room we have at Trentadue is first class and we have it all to ourselves. Perfect. Except for the price for the caterers. I think it was Adam who came up with the thought, "what if we do it ourselves? The room at Trentadue comes equipped with a full kitchen and outdoor BBQ facilities as well". So, we checked with Jennifer West at Trentadue to see if we would be permitted to use the kitchen to prepare the food ourselves and she gave us a resounding, "Yes, you can do that". All right!

Moving on to the next step, we came up with a proposed menu that included Appetizers, BBQ Tri Tip, BBQ chicken breast, BBQ salmon, a Pasta dish (for our vegetarian members), tossed salad, baked potato and for dessert, Apple pie (from Costco) with ice cream on top! We also have to rent table cloths, napkins, silver ware and wine glasses but we think we can do this for \$25, just like the good old days at Cattlemen's! Such a Deal!

OK, so now we are trying to figure out just HOW we are going to get this done and who will do what. It's going to take a coordinated effort and we are planning to ask Adam's sister (a retired caterer) to assist us. I'm looking forward to this new adventure along with others on the WCF Party Team. We are in the process of working out many details but I'm sure we will be able to pull this one off with great food at a great price for all of our flying buddies and their families! Such a Deal this is going to be!

Stay tuned for more info soon.
Your WCF Christmas Party Team

With Great Power Comes Great Responsibility

By Jim Tiller, Insider Safety Column Editor

In my first issue as the safety editor for the Insider publication, I visited the issue of instructions, or lack of them, in many of the model kits offered on the market. Now I feel the need to talk about it again.

It has come to my attention that a few of the manufacturers of the large specialty airplanes are not offering any kind of instructions in some of the larger and more sophisticated kits. The rationale is this: if you are in the market for these large, specialty airplanes, you should know how to put them together.

My first reaction is to say it is just another symptom of the manufacturers shirking what I consider a basic, yet critical, responsibility. After lengthy discussion with my modeling community, I am beginning to change my mind.

To clear my thinking on weighty issues, I often try to find an analogy in an unrelated field. In this case, I thought of a similar situation in the car-racing world. If I bought a chassis for a race car, would it come with instructions? Probably it would not. I would assume that the buyer has the experience and knowledge to build a race car and would make careful decisions about what motor, suspension, tires, and wheels he would use. The assembled product would be the result of the accumulated knowledge and skill of the builder—and his consultants in the racing community.

Does this analogy carry over to a person who buys a 100cc-size RC ARF? I think so. The airframe is only one part of the total product. The flier must select the engine, radio, and servos that will meet the needs of the whole aircraft and the way he intends to fly it. Similarly, it would be the result of his accumulated knowledge and skill that would result in the finished product. It is largely his effort and choices that make the airplane a good flyer or a poor one, a safe one or a dangerous one.

If the manufacturer is not responsible for the assembly instructions, then who is? Once

again let's look at the race car analogy. The race car builder should have read "Race Cars 101" and spent some time working under the tutelage of another builder. I'm sure, like any other enthusiast, he has also spent a lot of time talking race cars with his racing friends. In other words, he has paid his dues and done his homework.

The same would hold true for our big airplane builder. We would assume that by the time he reaches out for the 100cc or larger airplane he has built a few others along the way. He has read "Big Plane 101" and he, most certainly, has spent hours hangar-talking with his flying buddies.

If we assume that I have made a valid argument (and I'm admitting that's a big "if") a more important thought is where do you get the proper knowledge and instruction? This is the crux of the question as it applies to this safety column.

The Internet. A few years ago, the obvious answer would have been books and magazines. They are still important, but we all agree, the Internet is the world's biggest encyclopedia. Google any topic—no matter how specific—and you are guaranteed about a 100 returns. There is a ton of information out there. Don't forget the Internet has video as well as written information. I find a good YouTube video is often my best source for tutorials on many topics. I know there are some that argue they either cannot or will not use the Internet. That's your choice, but if it is, it is a poor one.

A bigger problem is whether or not the information you glean from the big cloud in the electronic sky is accurate or reliable. The only advice you get here is the advice I give everyone about electronic media. You have to be a skeptical reader. I tell people I make my political decisions by watching both Fox News and MSNBC. After I hear these two sources report the "news," I figure the truth is somewhere in the middle.

Consultants. This is where the kit vendors and distributors are a resource. The manufacturer is certainly the ultimate authority on its

products. Most are more than happy to provide advice and clarification to their buyers. Other sources would be column editors in magazines, e-zines, and forums. Many vendors also allow their buyers to add their own review of the product. These are often helpful.

Your aeromodeling community. We are all asked why we belong to the AMA. The most common answer is the insurance. My answer has always been: the modeling community. I consider this my greatest resource. I have found my flying friends have a wealth of empirical knowledge and they freely pass it on to me. I am always amazed at their generosity—and am in their debt. What makes this information so much more valuable than any other I get is that I trust them. In Hillary Clinton's words, "It takes a village," and these modelers are definitely my village.

Should the manufacturers offer more in the way of written instructions? I think so. But I am of a generation who grew up reading instructions, books, and magazines. The world now has a million ways to access information. As Spiderman says, "With great power comes great responsibility." It is ultimately our own responsibility to build and fly safely. We can't abrogate that. I remember talking to a flight engineer that who on B-17s during World War II. He said he was asked by a reporter if he trusted Boeing airplanes. He said "No, I trust my crew to get me back home. I know Boeing builds good airplanes." I think that's good advice. We have to trust ourselves—and build good, safe airplanes.

I welcome your input on this subject. I think it is an important one. Send me your own views and I will include them in a future column.

On the Cover

The Corvair F2Y Sea Dart.

http://en.wikipedia.org/wiki/Convair_F2Y_Sea_Dart

WCF 2011 EVENTS SCHEDULE

PYLON RACE #8	SUN OCT 16	Adam
PYLON RACE #9	SUN NOV 20	Adam
CHRISTMAS PARTY	FRI DEC 9	Phil/Guy/Roy/Adam/Jon



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