

March 2012 Edition

# Wine Country Flier



Next meeting: 17 April 2012, 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

## 2012 Club Officers:

President:	Jon Stychno	(707) 888-6885	<a href="mailto:Jon@epsinsurance.com">Jon@epsinsurance.com</a>
Vice President:	Dave Mercer	(707) 304-3967	<a href="mailto:mcdave@sonic.net">mcdave@sonic.net</a>
Secretary:	Paul Kohlmann	(707) 837-9437	<a href="mailto:Paul.Kohlmann@jdsu.com">Paul.Kohlmann@jdsu.com</a>
Treasurer:	Adam Clement	(707) 322-5318	<a href="mailto:adamclement@gmail.com">adamclement@gmail.com</a>
Safety Officer:	Steve Cole	(707) 481-7989	<a href="mailto:p38extreme@aol.com">p38extreme@aol.com</a>

## 2012 Board Members:

Phil Leech	(707) 538-8557	<a href="mailto:leechstudios@sonic.net">leechstudios@sonic.net</a>
Patrick O'Halloran	(707) 321-0400	<a href="mailto:patrick@tiburon-da.com">patrick@tiburon-da.com</a>
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Newsletter Team: Guy Nicholas, Phil Leech

Website: Patrick O'Halloran



## ***Presidents Report***

By: Jon Stychno

It's early March, and "the winter that never was" is almost over, but it looks like we are in store for some rain over the next couple of weeks. I'm hoping it won't put a damper on the first pylon race. There has been plenty of stuff going on this winter. The 2012 Hobby Expo on February 11<sup>th</sup> was the best attended in its history. Plenty of WCF members were on hand to display aircraft, and a few of us did quite a bit of demo flying outdoors for most of the day. Thanks to all who attended to represent the club. I was amazed at the numerous types of hobbies that were on display, and saw just how dedicated they are to their craft, just like we are. Jake's Performance Hobbies hosted the first indoor flying event of the year on March 2<sup>nd</sup> at University of Sports in Rohnert Park, and it was a blowout! Tons of pilots showed up, and the airspace was packed. A bunch of WCF members were on hand, and logged a lot of flight time. I estimated the total time I was in the air was over 90 minutes. Man, my thumbs were getting tired! The next indoor flying event will take place at the same location on March 31<sup>st</sup>, from 6 to 9 pm. Be there!

After some worries of a possible rainout, the March 11<sup>th</sup> work party was a success! It rained a bit in the morning, but it cleared up and a lot was accomplished. Adam Clement, Wiley Walters, and Jake Boatman made improvements to the safety fence, adding a top rail and replacing the netting. Steve Cole and Brian Young fixed the fencing around the shed, and Steve then moved onto clearing the runway of debris with the assistance of Patrick O Halloran. It looks great now! Dave Mercer upgraded the charging table, doubling the capacity of the system, as well as adding additional places to plug in. There is enough space to accommodate 30 chargers! Phil Leech and John Reade repaired and spruced up the picnic tables with paint, and Jeff Penner recovered pit tables with the help of Gabe Black. Finally, Merle McGregor, Paul Eason and I tackled the job of installing a new spectator fence at the back of the pit area. A big thanks goes to Brian Young

for showing up with a truck full of tools to get the job done, and to all of the members who contributed. The final step of this years field improvements is to add gravel to the entrance road, and that will be completed soon, weather permitting.

The upcoming Swap Meet has been rescheduled for April 7<sup>th</sup>, held at the Santa Rosa Veterans Building parking lot. This is open to all types of hobbies, so it should be well attended. See attached flyer for more info.

As mentioned, the first pylon race is scheduled for March 18<sup>th</sup>, and boy am I excited! Two new classes are being offered, and some rule changes in existing classes should make the racing even closer. The complete rules can be found in this newsletter, and are also posted on the website. Be sure to take a look at them closely so there are no surprises come race day. Pilots meeting at 9:30, racing starts at 10 a.m. Please contact Steve Cole or Adam Clement if you have any pylon racing questions. Turn and burn!

-Jon Stychno

## ***Vice Presidents Report***

By: Dave Mercer

Greetings everyone,

I'm writing this shortly after returning home after the flying field workday scheduled on March the 11th and want to sincerely thank all of the members who were able to set aside that date on their calendars and show up and contribute. The morning started off looking rather grim, with rain and heavy mist coming down as I left Santa Rosa to drive to our field. I can understand if a lot of other club members really intended on showing up, set the alarm, rolled out of bed, (with the daylight- savings time change, no less), gazed out their window and concluded that the best course of action was to crawl back into bed. I was tempted myself. But I was already committed to following through and finishing what I had started. Thankfully there were other club members who were equally committed, (or coerced) to show up in spite of the conditions.

But the early morning rain and mist never really morphed into a torrential downpour, or even a steady rain. In fact, as the day wore on the situation improved greatly. We were able to get most, if not all, of what was planned actually done. The day turned out great!!!

It caused me to reflect that one of the main reasons our flying club has managed to prosper and sustain itself over all these years is due to the fact that so many of you are willing to take that extra step and go beyond the simple "Hey, I've paid my dues, I just wanna fly", and actually take part in some of the "not so fun" aspects of keeping the club viable. I never realized how much goes on behind the scenes to keep the club operating until I became a board member/officer. There is a lot of work involved!!!

That said, I could try to list those members who have consistently gone above and beyond the call of duty...but they know who they are. And if I tried to list them...well, I'd probably forget a name or two, (or more), and then just annoy them into feeling PO'd that they were left out. But some names are unquestionably worthy of making the list, like: Adam Clement, John Reade, Jon Stychno, Merle McGregor, Phil Leech, Steve Cole, and so many more. I don't wish to suggest that this is a finite and definitive list. I realize that there are a lot of other dedicated club members equally worthy of making the grade. It's just late...and I'm tired, after a long but productive day.

Remember, fly often, and fly safe.  
Dave Mercer

### ***General Meeting***

By: Charles Cox  
21 Feb 2012

16 members present

Door Prize: Adam took away the gift card for Jake's Performance Hobby.

New Member Taylor attended this meeting.

Treasurer's Report: \$3200 in the bank, no current report on the CD, 54 members in good standing.

Hobby Expo: quite a few members attended this year and the flying demos went well (other than John dunking one plane; thanks to Adam for the tow with the Fun Cub). Nice weather and light wind was a welcome change over the last couple of years.

Indoor Fly-In: the first one of the year will be hosted at the University of Sports on Friday, March 2 from 7 to 10pm. Sonoma State may be an economical venue for an indoor meet.

Swap Meet: at the Vet's Hall on April 7. Tables will go for \$10 each.

The Blueberry Patch: Merle updated us on flying at the old dairy ranch on Canfield Road. The property owners appear to be very enthusiastic about hosting flyers around June to keep the birds off of the crop.

Float Fly: four dates have been nailed down: April 22, Memorial Day, July 4<sup>th</sup>, and Labor Day.

Pylon Racing Rules: T28 will be stock. EF1 rules can be found on the web or bring questions to Steve or Adam. Reno 450 will require a 9 x 7.5 prop which can be balanced only on one blade. Dogfighter will run off a Power 10 and a 10 x 10 prop with a 45A or larger ESC. New this year will be the requirement that aircraft will require race numbers unless they are so distinctive as to not require them. First race is on March 18. There may be a practice on the previous weekend. Good thing, as EF1 and Dogfighter will both race on a new field configuration.

Work Party: coming up March 11. Charger upgrade in the works as well as repair of the seams in the turf on the runway. The strategy for the turf repair is still uncertain. The tables need recovering and the fences need work.

Field Status: John met with Victor Trentadue to discuss whether the Club is perceived as a good guest. The response was positive, particularly so long as maintenance like the Work Party continues to keep the field looking nice. Victor did request that a new load of gravel be put down on the road.

Jerry Leister soloed a couple of weeks ago; congratulations to Jerry!

Gate Code: will change on March 1<sup>st</sup>.

Show and Tell: Steve kicked it off by showing how he is molding propeller blades for his giant scale Byron P51. Gabe showed off his heli collection. He is also responsible for getting his buddy Taylor into the helis and the club. Brian brought in his Shoestring (which looked great!) and gave some tips for those looking to build one. He's looking to maiden it this weekend. Adam presented his night flyer project, and AcroMaster foamie that has hollow two-piece wings perfect for inserting LED's.

Adjourned at 20:56

Work party photos by Jon Stychno



## ***Board Meeting Minutes***

By: Jon Stychno  
7 Feb 2012

The upcoming work party was discussed. There are a number of tasks to complete.

Adam Clement is heading up the upgrade of the flightline fence, installing a rail and new

netting. The charging station will be upgraded by adding two additional batteries, and additional place to plug in chargers. Interstate Batteries is discounting the 2 new batteries Dave Mercer is handling this job. Jeff Penner will be recovering pit tables that need it. Steve Cole will fix the fence broken by the tree that fell on it. A spectator fence will be installed in the back of the pit area. Brian Young is donating the posts.

The property owner has requested that additional gravel should be added to the entrance road. Jon will contact Canyon Rock to see if we can get the same discount as previously offered.

Adam Clement presented a summary of the 2011 club financials. A detailed statement will be presented at the next board meeting.

Jon suggested that the club have new apparel made. Board members will submit their logo designs at the next board meeting.

The upcoming swap meet was discussed, it will be held April 7<sup>th</sup> at the Santa Rosa Veterans Memorial Building.

The gate code has been changed. Current members have been notified.

The meeting adjourned at 8:25 p.m.

## ***Pylon Racing Rules***

### **Parkzone T-28/Corsair**

This class is for entry level pilots to promote racing in general with specific limitations on the airframe and modifications to ensure easy participation. Racers who finish in the top 3 points positions at seasons end may be excluded from the following seasons, at the discretion of the race director(s).

#### **Airframe**

- Only stock ParkZone T-28 or Corsair is eligible

- Must have ParkZone landing gear installed and propeller provided with the kit
- No modifications of any kind to the airframe (i.e. clipped wings or tail)
- Decals may be removed and personal markings applied
- Planes may be repainted
- If the stock color scheme(s) is used, aircraft must have at least a 3 inch number on the upper left and lower right wings, and on each side of the fuselage or vertical stabilizer. Aircraft with distinctly different color schemes from stock are exempt from this rule
- Races will consist of 10 laps around a 2 pylon course.
- To receive credit for a lap, the contestant must fly such that any part of the airplane must be outside of each pylon when it passes the pylons, and if a pylon is cut, that lap shall not be counted. In addition, a cut penalty shall be assessed for any flying over the designated sideline, pit, or spectator area or in "no-fly" zones clearly identified at a pre-race pilots' meeting. If a pilot receives a single cut, then that lap shall not count and the pilot must fly another (eleventh) lap to complete the heat. A pilot who cuts twice in the same heat shall receive a score of zero points
- Any aircraft may be inspected at any time by the race director(s)
  - Stock ParkZone 480 motor only
  - 3S (11.1v) lipo only of any capacity
  - Stock 9 X7.5 propeller is required. The propeller shall be used in stock configuration except that it may be balanced by removing material from the face of the heavy blade. Any twisting, bending or tampering with the stock propeller is prohibited and will not be allowed during competition.
  - ESC must retain factory default timing settings

### **Reno 450**

This class is modeled after the National Championship Air Races "Unlimited Class". The aircraft are loosely constrained and

airframe modification is encouraged. Reno type color schemes are also encouraged but not required. Speeds are in the 60-70 mph range.

### **Airframe**

- Any brand of foam “fighter” aircraft manufactured between 1935 and 1950.
- Minimum wingspan of 31 inches
- Wings, tail & fuselage may be clipped, sanded etc.
- Any servo type (with adequate torque) may be used.
- Races will consist of 10 laps around a 2 pylon course
- To receive credit for a lap, the contestant must fly such that any part of the airplane must be outside of each pylon when it passes the pylons, and if a pylon is cut, that lap shall not be counted. In addition, a cut penalty shall be assessed for any flying over the designated sideline, pit, or spectator area or in “no-fly” zones clearly identified at a pre-race pilots’ meeting. If a pilot receives a single cut, then that lap shall not count and the pilot must fly another (eleventh) lap to complete the heat. A pilot who cuts twice in the same heat shall receive a score of zero points
- Any aircraft may be inspected at any time by the race director(s)
  - Stock E-flite 450 outrunner only
  - 3S (11.1v) lipo only of any capacity
  - All aircraft must use an APC 9 x 7.5 propeller. The propeller shall be used in stock configuration except that it may be balanced be by removing material from the face of the heavy blade. Any twisting, bending or tampering with the stock propeller is prohibited and will not be allowed during competition.

### **Dogfighter**

This is a “one design” class with spec motor and propeller geared toward advanced pilots. Speeds are in the 100 mph range.

### **Airframe**

- Aircraft must be a Multiplex Dogfighter
- Material cannot be removed in any way from the airframe (No clipping of wings, or tail, thinning of airfoils or trailing edges)
- Use of a rudder servo is optional.
- Any type servos may be used
- Each aileron must have a servo.
- Any spinner may be used.
- Races will consist of 10 laps around a 2 pylon course.
- To receive credit for a lap, the contestant must fly such that any part of the airplane must be outside of each pylon when it passes the pylons, and if a pylon is cut, that lap shall not be counted. In addition, a cut penalty shall be assessed for any flying over the designated sideline, pit, or spectator area or in “no-fly” zones clearly identified at a pre-race pilots’ meeting. If a pilot receives a single cut, then that lap shall not count and the pilot must fly another (eleventh) lap to complete the heat. A pilot who cuts twice in the same heat shall receive a score of zero points.
- An Eflite Power 10 motor must be used.
- Any 3s (11.1v) lithium polymer battery may be used.
- An ESC of at least 45 amps should be used.
- Propeller shall be the APC 10 x 10 Thin Electric Propeller. The propeller shall be used in stock configuration except that it may be balanced be by removing material from the face of the heavy blade. Any twisting, bending or tampering with the stock propeller is prohibited and will not be allowed during competition
- Any aircraft may be inspected at any time by the race director(s)

### **Electric Formula 1**

This is a national class modeled after full scale Formula 1 Racing. Please refer to the NMPRA website for the full set of rules here-

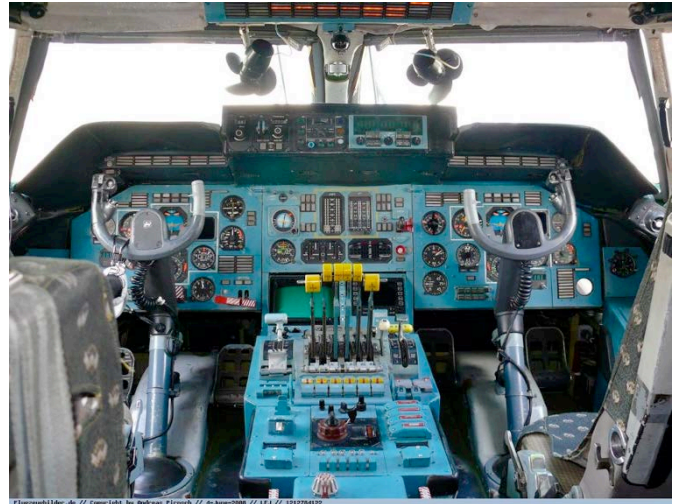
[http://www.nmpira.org/rules/EF1NewRules2\\_9\\_2012%5B1%5D.pdf](http://www.nmpira.org/rules/EF1NewRules2_9_2012%5B1%5D.pdf)

Here are the basics.

- Airframe must conform to NMPRA rules
- Motor must be NMPRA approved 25 size outrunner motor
- All aircraft must use an APC 8 x 8 propeller  
The propeller shall be used in stock configuration except that it may be balanced by removing material from the face of the heavy blade. Any twisting, bending or tampering with the stock propeller is prohibited and will not be allowed during competition.
- Any 4s 14.4 volt lithium polymer battery may be used.
- Races will consist of 10 laps around a 2 pylon course.
- To receive credit for a lap, the contestant must fly such that any part of the airplane must be outside of each pylon when it passes the pylons, and if a pylon is cut, that lap shall not be counted. In addition, a cut penalty shall be assessed for any flying over the designated sideline, pit, or spectator area or in “no-fly” zones clearly identified at a pre-race pilots’ meeting. If a pilot receives a single cut, then that lap shall not count and the pilot must fly another (eleventh) lap to complete the heat. A pilot who cuts twice in the same heat shall receive a score of zero points
- Any aircraft may be inspected at any time by the race director(s)

## ***Name That Cockpit***

By: Guy Nicholas



AN-225

[http://en.wikipedia.org/wiki/Antonov\\_An-225](http://en.wikipedia.org/wiki/Antonov_An-225)



Boeing 377

[http://en.wikipedia.org/wiki/Boeing\\_377](http://en.wikipedia.org/wiki/Boeing_377)



Fairchild C-119 Flying Boxcar

[http://en.wikipedia.org/wiki/Fairchild\\_C-119\\_Flying\\_Boxcar](http://en.wikipedia.org/wiki/Fairchild_C-119_Flying_Boxcar)

## *On the Cover*

by: Guy Nicholas

WW1 German fighter Albatros D.Va:  
[http://en.wikipedia.org/wiki/Albatros\\_D.V](http://en.wikipedia.org/wiki/Albatros_D.V) &  
[http://www.olderhinebeck.org/index.php?option=com\\_k2&view=item&id=96:albatros-dva&Itemid=87](http://www.olderhinebeck.org/index.php?option=com_k2&view=item&id=96:albatros-dva&Itemid=87)



Photo © Danle van den Berg 2007

Grumman HU-16 Albatross

[http://en.wikipedia.org/wiki/Grumman\\_HU-16\\_Albatross](http://en.wikipedia.org/wiki/Grumman_HU-16_Albatross)



WINE COUNTRY FLYERS  
ALL HOBBIES  
SWAP MEET

PLANES, TRAINS, CARS, BOATS  
R.C. ENGINES, TOYS, ROCKETS AND MORE!

SATURDAY, APRIL 7, 2012

9:00 A.M. - 12:00 P.M.

(SET UP AT 8:00 A.M.)

SANTA ROSA VETERAN'S MEMORIAL BUILDING  
1351 MAPLE DRIVE, SANTA ROSA, CALIFORNIA  
WEST PARKING LOT • ACROSS FROM FAIRGROUNDS  
CONTACT: ADAM CLEMENT AT: ADAMPCLEMENT@GMAIL.COM

ALL HOBBIES WELCOME !!!

\$10.00 A TABLE - 3 TABLES MAX

## WCF 2011 EVENTS SCHEDULE

April 7<sup>th</sup> - Swap Meet

April 15<sup>th</sup> - Pylon Race # 2

April 22<sup>nd</sup> -Float Fly

May 6<sup>th</sup> -Opening Day Air Show

May 20<sup>th</sup> -Pylon Race # 3

June 2<sup>nd</sup> – Night Flying WCF field

June 3<sup>rd</sup> -Indoor Fly In

June 17<sup>th</sup> -Pylon Race # 4

July 4<sup>th</sup> -Float Fly

July 8<sup>th</sup> -Helicopter Fun Fly

July 15<sup>th</sup> -Pylon Race # 5

July 22<sup>nd</sup> -Club Learn to Fly Day

August 18-19<sup>th</sup> -Wings over Wine Country

August 26<sup>th</sup> - Pylon Race # 6

September 3<sup>rd</sup> -Float Fly

September 12-16 -Reno Air Races

September 23<sup>rd</sup> - Pylon Race # 7

September 30<sup>th</sup> -Larry Frank Scale Fly-In

October 21<sup>st</sup> - Pylon Race #8

November 18<sup>th</sup> -Pylon Race # 9

December 8<sup>th</sup> -Christmas Party



**P.O. BOX 4198  
SANTA ROSA, CA 95402**