

January 2013 Edition

Wine Country Flier



Next meeting: 19 February 2014, 7:30 P.M.
Round Table Pizza, 2424 Magowan Drive

Get there early for your free door prize raffle ticket!

www.wcflyers.com

Promoting Model Aviation in Sonoma County

2012 Club Officers:

President :	Paul Kohlmann	(707) 837-9437	Paul.Kohlmann@jdsu.com
Vice President:	Dave Mercer	(707) 304-3967	mcdave@sonic.net
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Treasurer:	Patrick O'halloran	(707) 321-0400	patrick@tiburon-da.com
Safety Officer:	Wylie Walters	(707) 235-6383	raidery73@yahoo.com

2012 Board Members:

Merle McGregor	(707) 585-1061	merle_mcgregor@yahoo.com
Tony McDonald	(707) 894-0823	tmcdp51@sbcglobal.net
Jeff Penner	(707) 292-4234	SonicJeff@yahoo.com
Red Jensen	(707) 481-9504	rjensen@arcturus-nav.com
Steve Cole	(707) 481-7989	p38extreme@aol.com

Newsletter Team: Guy Nicholas, Phil Leech

Website: Patrick O'Halloran



Presidents Report

By: Paul Kohlmann

What a country! My folks told me when I was young that I could be the President when I grew up but who knew that that dream would become a reality!

All kidding aside, I actually am excited to serve as president of the club this year. As the secretary for the last two years, I've pretty much had my head down typing my way through the meetings and I haven't flown at the field as much as I would have liked. But this year I'm planning on being more engaged in the club.

First off, I think that I'll finally get off of the fence and try my hand at pylon racing. Steve, Red, and Tony are working like mad to get the classes and rules sorted out in time for a March kick off. They are also looking at mixing things up by adding some new types of racing. Check out the forum on our Wine Country Flyers website and see what I mean.

I'm also very interested in encouraging club members to come up with ideas on how to make the club better. Everyone has a role in this, not just the officers and the board. After we discussed this in our first Members Meeting, Larry Gustafson promoted the idea of organizing some combat events. This is exactly what I'm talking about! The club organizes some great events like opening day and the Wings Over the Wine Country model airshow, but there is plenty of room for less formal events. In Larry's case, we asked him to put his idea out there on the WCF online forum and see if he can get a little interest and run with it. It doesn't have to be a big deal and who knows—it might catch on.

I've already mentioned the WCF forum twice now, and that's not by accident. I talked some smack about how rarely I checked that forum during the January Board Meeting. The rest of the Board enlightened me that by not posting anything and griping that I was

contributing to the problem. Tough to argue with that one. The more we use it the more useful it becomes.

Thus chastised (and not feeling very presidential), I went home and started a build thread on our website. The goal is to build a foamie waterplane in time for the first Float Fly in May. The subject is a 38" delta-winged Polaris as designed by Steve Shumate. They are really easy to build and they fly like mad. Merle McGregor reported that he has already built 5 of them! My 11-year old boy Drew has built the similar foamie Shumate T38 Talon this summer with no problem.

The Polaris thread is actually an invitation open to any member to join in. I will have a cut file prepared soon and Red will supply free laser cutting. This is a great opportunity to get a nice, custom kit for just the cost of the foam. Electronics and the rest of the materials required to complete the job run as low as \$50. Once the building gets going there will be plenty of help available to anyone concerned about their building skills.

We've got 6 planes spoken for but there is still time to get on the list. I'm looking forward to seeing a flock of these things at our Float Flies. You can follow along on the forum but it will be more fun to dive in!

So what are you looking forward to this year? Feel free to email me with your ideas of what might make the club better for 2013.

Best regards, Koh

Board Meeting Minutes

By: Phil Leech
8 Jan 2013

- The meeting was brought to order by Paul Kohlmann at 6:30 pm. at the JDSU Offices 1402 Mariner Dr. Members attending were Patrick O'Halloran, Paul Kohlmann, Steve Cole, Merle MacGregor, Dave Mercer, Jeff

Penner, Red Jensen, Wylie Walters, Guy Nicholas and myself, Phil Leech.

- Paul initiated a discussion about the goals and direction of the club for the coming year. Our membership has been dropping over the past few years and the question was whether the hobby has changed or if our new location at Trentadue has something to do with the drop in membership. The answer is that it is probably some of both, the hobby is changing and our new “private club” status has limited our exposure to the public. Our field is excellent and provides amenities that other clubs can’t match and our members have a high level of experience and skill expertise. A discussion continued toward ideas that could be developed leading to an increase in our membership.

- Guy presented a review of the 2012 Christmas Party which was an improvement over the 2011 Party. We were able to do the BBQ ourselves for a cost of about \$26/person while maintaining the \$30 fee. Not sure how we will do the same next year without Guy. Hope somebody steps up to help us.

- Guy will continue to publish the Newsletter for the time being. We need to find somebody to step up for this duty as well.

- There was a discussion about the “non profit status” of the club and Red assured us that we do have the non profit status as long as our revenues are less than \$25K/year.

- The By Laws require that the books be audited each year and somehow we didn’t get that done last year so we need to get that done soon.

- A major discussion developed regarding dues, collecting dues and membership identification. Here is what came out of all of this. Annual Dues are \$100 to be paid no later than February 28. After that date a late fee of \$20 will be collected. This is to let everybody know that we can’t tolerate guys not paying up on time. In the past, some guys would wait until after June 30 to re-join at the reduced half rate of \$50 for the last part of the year. This reduced rate is reserved for “new members”. Not for “previous members”. When a new member joins he is required to

pay an “initiation fee” of \$100. If a member drops out for a year or more he can return and will not be required to pay the initiation fee again because he is categorized as a “previous member”. But a “previous member” is not eligible for the reduced half year dues. So, if you don’t pay up by February 28 and wait until July 1 your dues will be \$120. \$100 for the dues and \$20 for the late fee. No exceptions. You can wait until the next November to pay your \$100 for the next year but you will not be flying during most of the 2013 season. This has been like a tax loophole that we hope to close. We will be issuing membership cards, but we will dispense with the name and year badges for all paid members and their names will be posted on the website. No addresses or phone numbers on the website, just names of current members so you will be able to see who is not listed as well as all of your legal, dues paying buddies who are. So let’s get those dues in....pronto!

- Steve Elliott of Hobbytown has invited us to participate in the 2013 Hobby Expo at the Petaluma Civic Center on MacDowell Blvd again this year. The date is Saturday, Feb 9. It was discussed and decided that we will be happy to participate. This is a real opportunity to have exposure to the public and the public in this case is already hobby oriented. Jeff Penner proposed an idea that we should have business size cards prepared to hand out so that the public can have some basic info about our club. Great idea. People are more likely to keep a small card rather than a larger info sheet

- I proposed that I prepare a tentative “Events Schedule” for review at the next Board Meeting. We need to get set up for the 2013 season.

- Based on the success of the first General Meeting at Round Table Pizza in Montgomery Village I asked whether we should schedule more future meetings and the general consensus was that we should take a final reading after the meeting on Jan. 15.

- Pylon Races for the 2013 season was discussed with several proposals by Red. He thought the Dogfighter class should probably

be eliminated and that there should be two race series for the season while retaining the 3rd Sunday of the month schedule. Maybe we could do four heats per class if we were down to three classes? We would retain the T-28, Reno 450 and the EF-1 classes. It was also suggested that we could do with fewer plaques and more cash prizes at the end of the season. Red suggested that he would send out e-mails to anyone who participated in last year's races to get their suggestions about format.

And that wrapped it up!

Meeting was adjourned at 8:30 pm.

Report prepared and submitted by Phil Leech.

ON the SAFE SIDE
Tolerance, Not Approval
 by Jim Tiller (jtiller@hotmail.com)

I happened on an interview on *CBS This Morning* with the controversial pastor Rick Warren. I am not here to discuss his teachings, but I think I did find a safety issue in the course of the discussion. Let me see if you agree.

In the course of that interview I found some very telling remarks. When Nora O'Donnell asked a question, Rick Warren answered:

WARREN: Well first, let me ask you. Do you consider yourself to be a tolerant person?

O'DONNELL: I do, yes.

WARREN: So you would be respectful of people who would disagree with you, no matter what?

O'DONNELL: Agreed.

Further on, Mr. Warren expanded on his idea of tolerance:

"The problem is that tolerant has changed its meaning. Tolerant used to mean I may disagree with you completely, but I'm going to treat you with respect. That's what tolerant means. Today, to some people, tolerant means you must approve of everything I do. That's not tolerance, that's approval. There's a difference between acceptance and approval."

Quite often I am passed links or emails showing funny or interesting antics with RC airplanes. Some are very interesting and informative. They show the flying qualities of a particular model or educate the viewer on some aspect of flying. I am not talking about those kinds of postings.

The ones I am speaking of are the ones of a more sensational nature. I am not quite sure what the motivation is for many of those who post these pictures and videos. I guess I do not share the need for that kind of attention or the urge to see my posting go viral.

Also, I think there must be a need to try to outdo what the last guy did. But, for whatever the reason, YouTube and the other Internet sites seem to be full of these kinds of wild-and-crazy videos involving RC airplanes. Some are pretty cool. Some are interesting. And there are a lot of others.

Like Ms. O'Donnell, I consider myself a tolerant person. I try to be respectful of those with whom I disagree. When I view these types of videos and posts of over-the-top behaviour using RC airplanes, I must say I disagree with what they are doing, but I am mindful that they have the right to their own opinions and actions.

I am not sure why anyone would want to strap a shotgun to a helicopter or shoot at RC airplanes with a high calibre rifle, but I am not in charge of their actions. I have certainly done some things that, in hindsight, might be viewed as just as irresponsible.

But, as in the words of Mr. Warren, tolerance does not mean approval. When you say you have the right do those things, I have to respect that, but I do not have to approve. I do think your actions are foolish and irresponsible. Here's why.

Your actions, that I tolerate because I am a rational man, have widespread effects. By your own admission, it is your hope that your videos will be seen by thousands of people. Yes, they are seen by huge numbers of people. Some are modelers, but many more are not. Many are people that I run into in my life.

When I go to the local landowner or government agency to ask if I might have

access to property to enjoy my hobby, is the answer influenced by your video?

At the mall show, when I try to encourage the parents to involve their children in RC flying, have they been witnesses to any of your reckless behaviour?

When I discuss my hobby with those who do not understand it, do I have to try to rationalize your foolish flight around the Statue of Liberty?

You see, your actions often spill over into my life. So my request is this: There is little value in telling you not to do these things. As I have been saying, that is your right. But what I would ask you to do is to think about it a little. Instead of rushing to the computer to get that video onto the Internet as soon as possible, let it sit for a day and see if it still looks quite so cool. Like words said in anger, once they are out there, you can't take them back. Maybe 24 hours from now, it won't look quite as funny or cool. Maybe it will look foolish, or worse yet, dangerous and irresponsible. Irresponsible enough that it might affect my life and many others.

That is the safety issue.

A Winter Shop Warning

If you live in the 'northern tier' as I do, you are probably huddling in and trying to stay warm in the workshop. But for some of us, that workshop time is just as rewarding as the missed flying time caused by inclement weather.

We deal with a lot of aerosol substances that can not only make the family want you to leave the house, but also have an adverse effect on your health. One of my flying buddies is a doctor and his mantra is that if you can smell it, you should be wearing a mask. Many of you do that, but in the winter, it is much more of a problem.

In a closed shop you should be extra mindful of fumes.

Make sure your shop has some sort of ventilation. It may not be possible to open the door much in the winter, so some sort of exhaust fan is a necessity. Make sure your shop is properly ventilated.

Test Flying a New RC Airplane

by Bob Wilson (3dbob37n@frontier.com)
Macon Aero Modelers, Franklin NC

All too often pilots—knees rattling and fingers shaking—taxi a new model out to the runway and begin what turns out to be a disaster. Rather than calmly analyzing feedback from the model, there is a flurry of stick yanking and jerking and a crash.

Successfully testing a new model is more of an attitude than anything else. It requires calm analysis by reading what the airplane is trying to tell you and a good dose of planning ahead.

The planning ahead part involves being sure you have taken all the preliminary steps while building or assembling the model to make sure the engine is properly mounted, fuel lines are free of kinks, that the correct CG is there, the engine is tuned in, and myriad other small details that it takes for a model to fly well. A good carpenter will measure three times and it follows that the details of an airplane should be checked three times as well.

How many times have I seen the fuel line to the engine connected to the vent line instead of the pickup line? How many times have I seen the lack of a screw to hold a servo arm in the servo, or gas engines/mufflers bolted on without using thread lock? It's a good idea, once the model is finished, to go back through the manual and read and check each step of the construction/assembly process. Check and check again. For added comfort, enlist the aid of another builder to critique your work.

Then, when you taxi out for takeoff, you will know that everything is as it should be and that you haven't forgotten some important detail. If you are a pro, you may be able to put the model together in short order because you know what to look for and take care of the details almost automatically. But, if you are a bit less than an expert, take your time and don't worry about how long it takes. Be meticulous.

On the Cover

By: Guy Nicholas

If you've taken care of the details ahead of time, there really shouldn't be any surprises to catch you off guard and most likely the model is going to fly just fine. The pros refer to the model's first flight as a trim flight. They don't consider it as a "test flight." They know the model is going to fly and it only becomes a matter of trimming it.

If you are flying a model with a low power-to-weight ratio, fly level for a few seconds immediately after takeoff to build up flying speed. If the model climbs, apply a little down elevator, if it turns one way or the other, make the necessary corrections, but by golly don't start yanking sticks around. Chances are the model isn't going to be very far out of trim anyway. When you get to altitude, then begin correcting with the trim buttons on your transmitter.

The first flight is a culmination of your having taken care of all the little details and, if you are confident in your work, there is no need to panic. So taxi out, relax, take a deep breath and line up for takeoff, check your control movement one last time, and after that, "just fly the damned airplane."

A rotor head to a [CH-53](#). Back when I was a loadmaster on C-5's, I loaded up a few of these helicopters. They were too tall to fit into the airplane so the rotor head assembly had to be removed. The cover photo shows a good close-up of the unit, this photo gives a better sense of size:



The unit, without blades, and loaded on a pallet weighed nearly 10,000 lbs! From flying the model helicopters (which have vastly simpler head units) I am amazed you can actually get these things into the air.

WCF 2012 EVENTS SCHEDULE

Sunday April 28th-Float Fly
Monday May 27th-Float Fly
Thursday July 4th-Float Fly
Monday September 2nd-Float Fly



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