

March 2013 Edition

Wine Country Flier



Next meeting: 16 April 2013, 7:30 P.M.
Round Table Pizza, 2424 Magowan Drive
Show up at 7:00 P.M. for the Pizza!!

www.wcflyers.com

Promoting Model Aviation in Sonoma County

2013 Club Officers:

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



Pylon Racing is Back!!
Brian Young with his latest arsenal of racers

Presidents Report

By: Paul Kohlmann

As club president for this year, I've been thinking a lot about what it will take to keep our membership going strong. Protecting our flying sites and managing our finances are essential to keeping our current membership intact. But to stem the gradual decline in membership we will need to look a little further.

One area that may serve a key role in the future of our club is the strength of our training program. Currently, we have a number of excellent instructors available but our club's program is a very passive one. Students must reach out to instructors to arrange for training and we schedule only one Learn to Fly day a year. The Board discussed this earlier this month and we identified a variety of reasons why we should improve our training program:

- Offering basic flight training to non-members is a good way to expose prospects to the benefits of membership.
- New members low on flying experience will make connections within the Club more quickly, get more out of their membership, and are more likely to renew. Our current rate of renewal of new members is <50%.
- Well-trained members are safer and more fun to fly with.
- Providing training to youth groups, e.g. schools, scouts, etc., is a good way to create ties to our community. Many clubs find this critical when coming in contact with regulatory agencies or when in need of a flying site.

The direction that we are heading is to significantly increase the number of Learn to Fly days. One suggestion is to have a drop-in training day scheduled for each month. This could be posted on our website and would be open to nonmembers and members alike. This would touch on the first three bullet items above.

As for youth groups and schools, I understand that the club used to host quite a few of these events but that these have fallen by the

wayside. All we need to get back on track is a few connections to these organizations. Got any?

Although the list above is directed mainly at newbies, most of us could use training in some area. For this reason, we are soliciting ideas for informal clinics for our current members. Topics we have considered range from aerobatics and advanced radio programming to build techniques and electronics. These proposed clinics would provide opportunities for our club's experts to share their areas of expertise. It would also be a great way to get to know one another better.

So as has been mentioned few times, this is a work in progress and we'd love to hear your thoughts. Please don't hesitate to contact me or any Board Member with any ideas that you may have, particularly in regard to clinic topics that you would like to attend or teach. Red has opened a thread on our WCF forum looking for topics on clinics, too, so feel free to chime in there.

RC Combat

Earlier this year Larry Gustafson suggested that we hold combat events at our field. Since that time, I've heard at least 10 other guys say that they want to fly some combat, too. Well, what's stopping you?

Merle put the word out a couple of weeks ago that he would be at the field with a T28 and some streamers ready to take on all comers. Good for you, Merle! Evidently his reputation preceded him; only Julio had the nerve to mix it up that day. But in all fairness, it was a light turn out that weekend. Please don't be deterred. If you guys keep talking sooner or later you are going to get your quorum.

Somebody suggested that combat action would be more likely to come together if we had a supply of streamers in the shed at the field ready to go. That is an excellent idea. Now we just need a volunteer or two to make that happen.

Combat was also discussed at our Members Meeting this month. Five or six guys said that they would be ready to give it a go the

following weekend. Things bogged down a little when it came time to determine the rules but it looked like they were getting it sorted out. Stay tuned.

Polaris FunBuild Update

My boy Drew and I both maiden our Polaris in March. What great flyers they are! We still have a little work to do to seal them up and then they are off to the paint shop. Plenty of build photos, in flights, and a short video of my maiden are on the wcflyers.com thread here:

http://www.wcflyers.com/index.php?option=com_smf&Itemid=28&topic=117.msg718;topicseen#new

Brian Young and Bill Van Asdian took the last of the original 10 free kits, but several more members have asked for one. Red is cutting a second batch of 4 or so, so get them while they are hot!

Have Fun! Paul



Vice Presidents Report

By: Dave Mercer

Greetings everyone,

Many of you may not have noticed, but I have not submitted a VP Report for the past several months. I am ashamed to admit it but I have not been flying AT ALL for several months now. I simply haven't had the spare time to do

it. I've been swamped with work, between my regular job and contractors asking me to check out and fix their own broken equipment – side jobs, as it were – which has been great for my bank account, but has consumed each and every weekend for quite some time. I was beginning to think I would forget how to fly!! It's a vicious circle that some of you may be familiar with: either too much work and no time for fun, or no work (income) and plenty of time on hand but no extra resources to enjoy it.

Two things have transpired to help break this vicious circle. One is that I've managed to fix everything they've asked me to and they are running out of broken equipment that needs fixing. The other motivating factor is that Pylon Racing is once again rapidly approaching. My poor old race weary T-28 was demolished last year when I had an unfortunate incident with a tree – that was a first for me, to crash and get the poor plane lodged 25 feet up in a tree. I managed to get it down but to resurrect it seemed sketchy at best.

So a few weeks ago I went down to Jake's in Rohnert Park and bought a brand new T-28. Since then I have peeled all the decals and stickers off it, and have been trying my luck at re-painting it. Something to make it distinctive and stand out against the sky. Now it's red, really, really red, with bright yellow on the underside of the wing. I broke out my long dormant airbrush and following the advice of Wylie Walters – who by the way has built many superbly finished aircraft for other club members – I was able to create a one-of-a-kind T-28. Is it a scale masterpiece? No, it is not. Is it something I'm extremely proud of? No, it's not that either. It's simply a pylon racing plane with a unique paint scheme so I can keep track of it easier while racing. What I have gained from these efforts is the learning and satisfaction of trying something new. I have never been very skilled at painting – doesn't matter what I'm trying to paint – but projects like this have helped me scale that steep learning curve, and end up with greater knowledge and experience than when I started. Next time I'll do even better.

Finally last week I was able to make it up to the field and maiden my new T-28. I wanted to get it up in the air, trim it and dial it in before the first pylon race. It flew great, and just needed a small amount of tweaking. It's hard to describe just how nice it was to be out there, the weather was perfect, enjoying the day with other club members – some new members, some long term members, some young members...it didn't matter. Everyone was having a great day. It reinforced what I knew already, that we have a great flying field, with great club members, and that taking advantage of the benefits that being a club member offers will leave a smile on your face that will last a week – if not longer. I drove home to Santa Rosa absolutely stoked. I had flown my T-28, my little mCP X heli, my new mCP X brushless motor heli, and even my recently acquired Heli-Max Axe CP heli that I bought at our last club meeting auction as a project to sell to a co-worker since he's always talking about wanting to learn to fly an RC helicopter, but never follows through. I keep trying to steer him towards getting a flight simulator but to no avail. He does have a big backyard, and maybe with some training sticks and ping pong balls – which I plan to include – he might do all right. Who knows? Maybe this will light the fire within him and he will catch the bug and become a club member.

Sometimes that's all it takes. A little bit of exposure to the fun of this hobby can make all the difference in the world.

I know I've said it in the past, but I'll say it again.....

Fly often, and fly safe

Dave

2013 Pylon Season Underway!

By: Red Jensen
21 March 2013

Sunday March 17th pylon racing got off to an auspicious start as quite a few speed freak pilots gathered for the first race of the season. The day dawned cold and unfortunately windy. Quite a few folks gathered early to do some much needed field maintenance. A tossed

piece of runway was put back in place, trees topped, runway blown off & pylons erected. There was some discussion as to whether or not it was too windy to race. In the end a vote was taken and the race was on!!

I went up for a quick test flight with my EF-1 and realized that the air was very rough and unpredictable. Probably the worst I've seen, especially rolling off of the trees to the North. It was going to be a tough day no matter what. Later on the wind lightened up, but it was still choppy and made for an interesting day.

Things got started with T-28/Corsair. The wind really threw them around a bit, but they made the best of it and flew all day with no casualties. Returning after a one season hiatus, Ben Mackles looked to be having a great time. I suspect we will see him with a plane in one of the faster classes for sure.

Reno 450 was a little less effected by the wind, but it still was a challenge. There were some great Spitfire/Mustang/Bf-109 battles, but all made it through unscathed. I love how these planes look. I get definite déjà vu of a Reno Unlimited start as they come downhill towards the line. I sure hope we can find some replacement airframes.

Dogfighter returned with a prop change to slow them down a bit. Out on the longer course the wind was worse with it rolling off of the trees creating some interesting moments. It was evident that the slower speed coupled with the wind was causing some timing issues and in the first heat everyone cut out! Nobody finished! I think that is a first in our racing, anyone remember differently? Second heat was a repeat of the first.....all cuts! Unfortunately the Dogfighter class suffered the first casualty of the day with Brian Young straining his through the grapes.

EF-1 had a good turn out and some new blood. Will Akers from the Napa club came over to race with us. He brought a Great Planes Proud Bird with a very clean

black/bronze trim scheme that was very fast.. Welcome Will! Hopefully we can keep attracting new blood. The wind and maybe first race jitters caused a few cuts too. I know I cut out of at least one heat, and cut one more. I about drilled my Invictus around the south pylon, don't know how I did it. Steve was also flying a PB and I saw him dish out in the back stretch, I thought it was a goner too. By far the best action of the day was Will and his beautiful Proud Bird. I was calling for him and he had just finished his 10th lap and won the heat. I suggested he make one more lap to make sure and coming around the North side he (or the wind) over rolled and absolutely strained his plane through the grapes. I don't think I have seen or even heard a crash that violent. It seemed to go on forever with quite a large debris field. Needless to say it was totaled, ending his day early. Take a look at www.wcflyers.com in the Aircraft Obituary thread to see what's left. Will has vowed to be back and probably won't show up with just one airplane. It's nice to see a mix of planes. Tony McDonald debuted his Nemesis and it is beautiful!

All in all a decent day of racing. We added a 4th round for more action and although we got a late start feel like we can get it done in a reasonable amount of time. Come check it out!

~Red

Safety Officer Report

By: Wylie Walters
21 March 2013

As the weather is getting warmer and more of us will be coming out to fly on a regular basis I thought now would be a good time for a refresher on flight safety and etiquette at the field. I know most of this is just common sense but we can all use a reminder every now and then.

AIRBORNE AIRCRAFT HAVE PRIORITY OVER THOSE ON THE GROUND. Since the pilot of an airborne aircraft must keep his eyes on his plane at all times, he can't be expected to see what is happening on the ground.

Pilots with aircraft on the ground will inform airborne pilots about their aircraft on the runway. They should call out, "COMING OUT", if they are taxiing out for takeoff, then call out, "TAKING OFF", as they take off. While airborne please call out your "LOW PASS" as well as "TOUCH AND GO" When setting up for your landing call out "LANDING". After landing, the pilot will expedite moving his aircraft off the runway and will call out, "CLEAR", as soon as his plane has cleared the runway.

FLIGHT BASICS always take off and land into the wind. When flying in the pattern use the prevailing wind to set the pattern. If the wind is calm use the standard left hand pattern. **ALWAYS** keep your aircrafts energy away from the pits and flight line at all times (NO FLYING AT THE PITS).

AIRBORNE AIRCRAFT THAT HAVE AN ENGINE FAILURE, OR ELECTRIC PLANES WHOSE BATTERIES ARE LOW, HAVE PRIORITY OVER ALL OTHER AIRCRAFT.

When a fellow pilot (Julio) experiences an engine failure, his plane is coming down whether he likes it or not. He will announce "DEADSTICK!" for all to hear. Pilots will afford him every opportunity to land his plane safely by keeping airborne aircraft away from his and by clearing the runway of aircraft on the ground. If he is unable to make it back to the runway, help note the location of the downed aircraft and assist with its retrieval.

PILOTS SHOULD ONLY VENTURE OUT ONTO THE RUNWAY WHEN ABSOLUTELY NECESSARY. Generally, the only reason for a pilot to be on the runway when other aircraft are flying would be to retrieve his own aircraft if it cannot be taxied back to the pits. Pilot will clear his stalled or crashed aircraft from the runway as quickly as possible. When he goes to retrieve his aircraft, he should first make sure all is clear and that no one is in the landing pattern, then call out "ON THE RUNWAY", then as soon as he has removed his plane from the runway, he should call out "CLEAR".

Until next month fly safe and we will see you at the field.

General Meeting Minutes

By: Phil Leech
20 Feb 2013

The meeting was held at Round Table Pizza in Montgomery Village. Pizza was served at 7PM with the meeting brought to order by Paul Kohlmann at 7:30 pm. 22 members were present.

OLD BUSINESS

- Paul explained the membership renewals were progressing but reminded us that there would be a \$20 late fee imposed for guys who were late with their dues. Membership card/ name tags will be processed and there will be a new gate code after Feb 28.
- Secretary's report is as published in the newsletter.
- Treasurer's report listed \$4706 in checking account with \$7,321 in the CD and we currently have 63 members.
- The Ukiah Propbusters held a swap meet and Fun Fly Saturday Feb 9 that was attended by Adam and Red Jensen. Their club is down to 28 members.
- HobbyTown sponsored Hobby Expo again this year with some 2000 attendees. We were well represented with a good model display.

NEW BUSINESS

- Steve Cole gave us an update on the Pylon Races for 2013. There will be four classes, T-28, Reno 450, Dogfighter and EF-1. We are going to have four heats per class up from 3 heats. There will be an enduro event scheduled for Pylon Race number 5, and that's new for this season. The Matrix will be computer organized and there should be a recorded countdown this year.
- Larry Gustafson wasn't present to discuss a potential combat event but there did seem to be some interest in the idea.
- Drew Kohlmann presented a Polaris float fly plane made from foam core board. He offered two free kits to whoever might be interested. They are simple to assemble and apparently they fly well.
- Paul discussed the idea of lowering a portion of the flight safety fence to accommodate guys in wheelchairs so that they can see to fly better. Kids would appreciate it too. Chris

Setting had suggested moving the windsock as it interferes with his sightline.

- Steve Cole talked about respecting the flight limits of the field and he also suggested that we might get the tree to the northeast edge of the field trimmed back a bit.
- Kudos to Dave Mercer who has agreed to take on the Newsletter Editor tasks. A big hand to Guy Nicholas who has been the Editor for the past 115 editions!

SHOW AND TELL

- Adam Clement presented an Electrify Cosmic Wind model that may be a potential Pylon Racer for the 2014 season. We'll hope to see it flying soon at the field.

AUCTION

-Adam conducted the auction and first up was a Goldberg Ultimate Bipe complete with motor and all servos – ready to fly. The bidding was between Julio and Mike Schramm starting bid was \$50 and ended up with Mike taking the plane for \$75. Next was a AXE Heli complete with transmitter ready to fly. Dave Mercer got this one for \$25 . Julio did get a Skylark ARF for \$23. Next was a Berkeley kit, a Sea Cat that Patrick and Paul had found selling on E-Bay for between \$150 and \$200. Merle offered to buy it for \$35 but Paul Eason stepped up and agreed to put the kit on E-Bay to see how much he could get for the club.

- The Sea Cat and the Bipe were donated to the club by Jack Collins . Thanks Jack!

THE RAFFLE

- Merle McGregor won the electric "Yardstick" that was donated by Paul Kohlmann and Steve Koll got the Me 109 while Drew Kohlmann picked up the Easy Star that was donated by John Reade.

Meeting was adjourned at 9:00

Report prepared and submitted by Secretary Phil Leech.

Board Meeting Minutes

By: Phil Leech
6 March 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, Dave Mercer, Jeff Penner, Wylie Walters, Tony Maconald, Red Jensen and myself, Phil Leech.

- I filed a Secretary's Report stating that I had filed with AMA for our 2013 Club Charter and that we had sent them a check for \$150 to cover the Charter fee of \$30 and two \$60 fees for insurance for our two flying sites, Trentatdue and Salvation Army.
- The Treasurer's Report showed Checking Account \$5,692 and C/D of \$7,222 with 68 current members.
- Jeff Penner is working on the Annual Report for 2012 accounting review.
- Tony MacDonald reported that he has orders for 17 shirts and has ordered 37 shirts at a cost of about \$10/shirt. The plan is to offer the shirts for sale at \$15/shirt. He can get embroidered hats for \$15/each but it requires a minimum order of 24. Jeff Penner volunteered to sell the shirts and to keep an inventory and accounting of the sales.
- Wylie related that Steve Koll has completed work on lowering the top rail of the safety fence for handicap improved viewing. Wylie suggested that we have a short work party at the beginning of Pylon Race #1 to nail down the astro turf runway with nails.
- Steve told us that Victor has agreed to let us trim some of the trees at the north end of the runway.
- There should be a Pylon Race Practice this coming Sunday.
- Red has been working on a computer program for the matrix for this coming season. It will require that someone attend the races with a laptop.
- Merle and Julio made an attempt at Combat recently with modest results but there appears to be interest in developing a Combat event.
- Paul is looking for someone to head up PCAM to develop our flight program and to coordinate with PCAM officials. He is also

looking for someone to do the announcing and wondered about John Reade. Paul plans to give John a call.

- Paul was interested in developing flight training for new members but also to emphasize advanced training for members interested in improving their flying skills. We also need someone to verify flying skills of new members.
- Dave Mercer is working at developing computer skills necessary to do the Newsletter. He's not quite ready yet and needs to consult with Guy a bit more.
- Paul plans to present more info about the Polaris project that he and Drew are working on and will do a "Show and Tell" at the next meeting.
- Red offered to post on line pictures of items to be presented for next month's auction. I plan to take pictures this weekend to send to Red and Wylie will do the same with items that he has in storage.

And that wrapped it up!

Our Members

By: Paul Kohlmann

This month just for kicks I thought I'd interview the Wine Country Flyer with the lowest AMA number. Surprisingly, that turned out to be Larry Gustafson. Larry told me that he got his number in 1974 but had been flying a few years before that.

Larry was a serious HO train modeler as a kid. But after he moved out he found that he just didn't have the same kind of room for his hobby as he did in the family basement. Looking for a new hobby, he began flying control line with some buddies and spent quite a bit of time building Ringmasters of various types and flying a lot of combat. He still has fond memories of Gunning's House of Hobbies in San Anselmo where he used to get his train and then his RC fix.

By the mid 70's Larry was flying RC at Hardstand 8 at Hamilton Field with the Marin RC Club, and he was also known to fly a Honker into the valleys from the hills of Marin. He told an entertaining tale of one flight that

ended with the Honker hitting a high telephone line and impaling the line's casing with the prop. He had to call the fire department to knock his plane down with the fire hose!

Larry dropped out of RC in the 80's when the FCC mandated changes in the frequencies allowed for RC. He couldn't afford to replace his radio gear at that time due to other priorities.

Then in 2007, Larry found himself in Porkeez where Merle McGregor sold him a glider and then a Slinger (how is it that Merle pops up in all of my articles?). Larry started flying out at Area 51 but then joined Liberty Flyers. Now he is also active in the WCF, SAM 27, and Lichau clubs! Although his membership had been inactive for many years, he got his old AMA number back.

Larry is a busy guy, making one wonder how he can have time to be in four clubs. He was in the Army and Reserves for 22 years, he was a Level 1 Reserve Police Officer for 20 years, and he is currently traveling the country as an IT specialist. As if that isn't enough he is also a HAM radio operator.

On an amusing note, Larry was in his shop while we talked. He ended nearly every story about a favorite airplane from his early days with "and I've still got it right here!" I got the feeling that his shop is actual the west coast wing of the AMA museum.

RC has changed a lot over the years and Larry has changed with it. His active fleet is all electric, although he has the bug to fly some glow planes again. His current project is a DJI hexacopter that is an hour away from being ready to maiden.

On the front cover:

By: Dave Mercer

I snagged a photo of Brian Young and his latest Pylon Racers off our website. I don't think he'll mind.

WCF 2013 EVENTS SCHEDULE

PYLON RACE #2	SUN APR 21	STEVE
FLOAT FLY #1	SUN APR 28	MERLE
WORK PARTY	SAT MAY 11	WYLIE
OPENING DAY	SUN MAY 19	PHIL/JON
PYLON RACE #3	SUN MAY26	STEVE
FLOAT FLY #2	MON MAY 27	MERLE
PYLON RACE #4	SUN JUN 16	STEVE
DAN SULLIVAN – UKIAH	JUN 22-23	PROPBUSTERS
LEARN TO FLY	SUN JUN 23	STEVE/JEFF
FLOAT FLY #3	THU JUL 4	MERLE
SWAP MEET ?	SAT JUL 7	ADAM
PYLON RACE #5 endurance	SUN JUL 21	STEVE
WINGS &WHEELS	SAT JUL 13	PETALUMA
PYLON RACE #6	SUN AUG 11	STEVE
PCAM	AUG 17-18	?
FLOAT FLY #4	MON SEP 2	MERLE
PYLON RACE #7	SUN SEP 15	STEVE
RENO RACES	SEP 19-22	
LARRY FRANK/NEILTAYLOR	SUN SEP 29	PHIL/JON
PYLON RACE #8	SUN OCT 20	STEVE
PYLON RACE #9	SUN NOV 17	STEVE
CHRISTMAS PARTY	FRI DEC 6	GUY?/PHIL