

April 2013 Edition

Wine Country Flyers



Next meeting: 21 May 2013, 7:30 P.M.
Round Table Pizza, 2424 Magowan Drive
Show up at 7:00 P.M. for the free Pizza!!

www.wcflyers.com

Promoting Model Aviation in Sonoma County

2013 Club Officers:

President :	Paul Kohlmann	(707) 837-9437	Paul.Kohlmann@jdsu.com
Vice President:	Dave Mercer	(707) 304-3967	mcdave@sonic.net
Secretary:	Phil Leech	(707) 538-8557	leechstudios@sonic.net
Treasurer:	Patrick O'Halloran	(707) 321-0400	admin@wcflyers.com
Safety Officer:	Wylie Walters	(707) 235-6383	raidery73@yahoo.com

2013 Board Members:

Merle McGregor	(707) 585-1061	merle_mcgregor@yahoo.com
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Steve Cole	(707) 481-7989	p38extreme@aol.com

Newsletter Team: Dave Mercer, Phil Leech, Guy Nicholas

Website: Patrick O'Halloran



Float Fly prep out at Sal Lake
First Float Fly, 4-28, Don't miss it !!!

Presidents Report

By: Paul Kohlmann

A continuous theme so far this year has been on countering the slow decline in club membership over recent years. The Board has looked this over and we have noticed an interesting phenomenon. It seems that club members that have been around awhile are almost certain to remain active but that many of our new members disappear after the first year.

Speaking from personal experience, I had my doubts about the club when I joined four years ago because it took several months to get a response after I sent in my first application and dues. Things have changed a lot this year, though, with Patrick O'Halloran as Treasurer and Phil Leech as Secretary. These two guys are processing new members fast like lightning! They have also improved the quality of the materials that new members receive explaining how the club operates and key contacts.

What comes after the Welcome Package is important, too. One thing that has confused quite a few new members over the last couple of years has been our lack of qualification of new members. Because quite a few people join clubs in order to have an organized place to fly, it struck them as odd that no one would ask them if they could fly before they were turned loose on the field. I have a strong feeling that some new prospects joined so that they could receive training but missed the connection that would have resulted from working with an instructor on the check flight. This lack of support resulted in the loss of their membership.

I understand that we used to have an efficient system but that it fell by the wayside for awhile. With that being the case, Safety Officer Wylie Walters has taken the lead in getting things back on track in this department. We are working on adding more instructors while we are at it.

And lastly, it's up to all of us to make new members feel welcome. Tony MacDonald told us that he's been active in a number of clubs

but that the Wine Country Flyers has been the most supportive to new members. I don't have a problem with that! I mentioned earlier that my initial impression on joining wasn't great, but once I headed to the field I've had great conversations and plenty of help from our group. That's what's kept me coming back and what encouraged me to enroll my son Drew.

So this year my challenge is to see if we can't hold on to more of our new members. But we'll need to work together. Please look out for our new members and lend a hand when you can.

2014 Open House

This year's Open House is right around the corner! Scheduled for May 19th, this one is shaping up to be a little bigger and a little better than last year. You may have noticed that John Reade put up a thread on our club's website showcasing aircraft that are being prepared for the Paintball Shootdown.

<http://www.wcflyers.com/index.php?option=content&Itemid=28&topic=132.0>

If you haven't tried this, you really owe it to yourself. It is hilarious! The best part is reconciling our obsession with keeping our treasured aircraft in good work order against the incredible amount of damage these paintball planes take before they go down.

The more the merrier—check your hangar for paintball fodder!

RC Combat

What do you know—this finally happened! Larry, Merle, Bilal, Julio, and Dylan met in March for some streamer combat with T28's and a Corsair. Merle and Larry had some problems scrambling their aircraft but between them got Merle in the air. Briefly;) Two rounds were flown with nary a nibble taken off of anyone's streamer, but it was fun for combatants and spectators alike. Good job, fellas.

Larry started a Combat thread. Anyone feeling like mixing it up can post a challenge here:

http://www.wcflyers.com/index.php?option=com_smf&Itemid=28&topic=119.15

Polaris FunBuild Update

Drew and I both got the hulls glassed on our Polari, they are sealed watertight, and painted. We are just waiting for that first Float Fly on April 28th now. In the meantime, we are getting a few flights logged here and there. A couple more guys asked for kits after I ran out at the February Members Meeting. In response, Red cut a few more. I have three ready for new homes at the low, low price of FREE. Just let me know if you need one. Plenty of build photos, in flights, maiden video, etc. on the wcflyers.com thread here:

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



Have Fun! Paul

Vice Presidents Report

By: Dave Mercer

Greetings everyone,

I don't have a whole lot to offer this month, as far as flying goes. I have managed to fly sporadically, but I've still been inundated with work responsibilities between my regular job and side-jobs. But hey...The Pylon Racing

Season has returned, and with my new T-28 racer I refused to let silly nonsense like WORK get in the way of fun and competition. I've been out there for both of our racing events. In March the winds started out pretty wild and then died down as the day wore on, so it was no big deal. Last week at our April round the winds were howling like crazy and never let up. In fact it seemed to get worse. I was racing in pretty much "survival mode." I wasn't worried too much about the points, I just wanted to survive the round and land with my aircraft still intact. Several other pilots were unable to accomplish that, and they are far better pilots than I am. Crazy things happen when you're out there racing!! Yet I did survive the day and I look forward to next months round. Hopefully the winds will finally die down.

Those of you who have been paying close attention are already aware that I have begun taking over the monthly Newsletter editorial duties. Guy Nicholas has been faithfully handling this task for close to ten years now. Think about that for a second...ten years, 120 newsletters...that's a long commitment. At the start of the year Guy informed the Board that he was stepping away from the club, would not renew his membership, simply because he had not had the chance to fly in quite some time and needed to devote his time to other pursuits. I know he recently got rid of his Honda 919 and is now riding a sweet Kawi 1300 sport touring bike. Maybe he's going on long distance rides...traveling the country...I don't know. I still have my Kawi 900 so I can relate. Guy was gracious enough to offer to continue producing the Newsletter even though he was no longer a club member, until someone could be found to fill that roll. When Paul presented this development at the January club meeting and I noticed the blank stares, not one person throwing up their hand and exclaiming "I'll do it !!, I'll do it !!". I thought "uh oh, Guy's gonna be on the hook for a long time." And then I thought "Hey, maybe I could do it." Keep in mind that this sort of stuff is way outside my comfort zone. I repair construction equipment for a living.

Diagnosing and repairing excavators, backhoes, compressors, boomlifts, scissor lifts, dozers....whatever, it doesn't matter. I don't care if it's Cat, John Deere, Komatsu, JLG, Genie...and so on. It's all just nuts and bolts, electrical systems, hydraulic systems and what have you.

But on the other hand, this whole editorial thing with manipulating files, compiling this and that, worrying about font styles, and size and a number of other things...this is all new and (I hesitate to say it) it's actually challenging. Guy has been a tremendous help in steering me past numerous difficulties. Those of you who do this kinda stuff everyday would most likely smirk and laugh at my troubles and ineptitude. Yet I've managed to stay focused, I'm still plugging along and I'm determined to pull this off.

The satisfaction of learning something new is nearly universal. It doesn't really matter if it's learning to fly RC aircraft or learning what it takes to be a newsletter editor. The satisfaction stems from the fact that it's NEW. Branch out, try something different, wade through the initial frustrations, stay focused and pay attention to the details, and your efforts will be rewarded.

More ramblings next month....

Dave

2013 Pylon Racing Update

By: Tony McDonald
15 April 2013

Aprils pylon racing got started off with impossible conditions to fly in. Only the truly insane would attempt to race in these conditions said one of the members, but when it came to a vote there was only one hand raised that did not want to continue. The membership as a whole must be a gathering of dedicated racers at this point.

The T-28/Corsair class was first up with around nine pilots attending. With a strong tailwind on the starts everyone was looking racy, but after the first turn pilots struggled to keep on course. One pilot hit a pylon, and recovered to finish well. Reno 450 had four entrees. Three Spitfires, and a lonely Me 109G. All the makings for a battle of Britain reenactment. A Spitfire seemed to explode after the first turn in the second heat. It was later discovered by investigators that the battery bailed out after the fuselage cover flew off.

The Dog Fighter class had four entries. With more speed, and weight on their side they seemed to handle the windy conditions better than the first two classes of the day. Two new pilots joined this class, and were well received. The two heats were fast and furious without the usual cuts that have plagued them in last month's race.

The EF-1 class had the most participants with a total of six if I counted correctly. Two Shoestrings, one Proud Bird, a Miss Dara, an Invictus, a Pogo, and lastly a Nemesis flew. In the first heat a Shoestring, and the Invictus collided after the first pylon. The Invictus went into the vineyard hard, and the Shoestring was able to continue with minor damage. In its first race the Miss Dara took the win. After the race the Shoestring sustained more damage after a failed attempt to land. In the second round the Proud Bird was used as a replacement for the damaged Shoestring. With the exception of a bad landing by the Nemesis pilot there were no more damaged airplanes in this class. There was one new pilot that participated, and again was well received.

After two rounds of racing it was decided by the participants that conditions were too extreme to continue, and the race day was officially called to an end.

Safety Officer Report

By: Wylie Walters
13 April 2013

Preflight and Safety in the Pits:

Just thought I would go over preflight and pit safety at the field this month. Most of it is common sense but a refresher would be good for all, including myself, as I have been guilty of a few indiscretions in the past.

I know most of us at the field fly on 2.4 GHz but for those still on 72 mHz, use of the frequency pins is a must. Never turn your radio on unless you have your frequency pin. When you take a pin from the board please place your AMA or WCL card on the board as a courtesy for other flyers that have the same frequency. If another pilot has the same frequency as you, please place the pin back as soon as you are done flying. You are responsible for equipment replacement or repair costs if you cause a crash by operating your radio transmitter without having your frequency pin. Even worse, doing so places everyone at the flying field and in the vicinity at risk by interfering with the control of another aircraft.

Preflight checks are essential to safe operations at the field.

Visual Inspection:

Thoroughly inspect the exterior of the aircraft; look for loose, damaged, or torn covering or structural damage. Pull-test the wheel collars to make sure they are secure. Ensure that the wheels roll freely. Make sure that all bolts and screws—engine bolts, muffler bolts, wheel collars, wing-mounting bolts (sorry John), screws holding the landing gear, servo mounting screws, and prop nut or collet are tight.

Controls:

Do the controls for the aircraft move easily without binding? Are they going in the right direction? With today's computer radios it can be really easy to reverse the controls while programming the radio. I lost an F-35 a couple years ago because I didn't check the controls before flight and the ailerons were reversed.

Battery:

Check your battery voltage before each flight, whether you're flying nitro, gas or electric. I don't know how many times I have seen a plane take off with a low battery (I have done it myself). Voltage checkers are very inexpensive and a lot cheaper than replacing your plane.

Radio:

Range check your aircraft. It is easy to overlook but important. Most radios today have range check functions that allow you to check your range at only thirty paces or so (check your manual). It is EXTREMELY IMPORTANT to have your aircraft secured while you perform a range check in case you lose signal and the motor starts. Make sure your radio configuration is set properly (high, low rates, mixing).

Getting ready for flight...

Starting your Engine:

First consider where the propeller blast from your aircraft will go and what your propeller arc is pointing at. Orient your model for starting so that the propeller blast will not send nitro, gas or dust in the direction of other models or people, and your propeller arc is not pointed at anyone. When starting your gas/nitro aircraft you should use the starting tables with the aircraft restraints and it is also good to have a holder as backup. A member lost a few fingers, several years ago, before the holders were installed. They are there for your safety so use them. When you start the aircraft, be aware of anything that could fall into the propeller arc. The wires from the field box to the glow starter and the wires from the field box to the electric starter (for those that still have wires). For those of you that fly with neck straps think about what would happen if it got caught in the prop... Ouch!

To the Taxiway:

Carry or push your aircraft to one of the three runway openings. Do not taxi in the pits.

Watch out for others, and also tripping hazards that may be present.

That's it for now. Fly safe and have fun.

General Meeting Minutes

By: Phil Leech
17 Mar 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. 21 members were present.

BUSINESS

- Secretary's Report – Phil reported that we have 72 current members. The 2013 renewal packets were sent to all members. So far, we have had no penalties for being late with dues.
- Treasurer's Report – Patrick reported that our checking account is at \$5,729.73 and the CD stands at \$7110.
- The WCF T-shirts are on sale for \$15 and so far we have sold 18 shirts for a total of \$270. The cost of all of the shirts was \$374 so if we sell just 7 more shirts we will be in the black. We have 15 shirts on hand to sell.

FIELD MAINTENANCE

- Thanks to Steve Koll the Flight Fence has been lowered on a portion of the south fence. There are plans to lower all of the fence at the work party in May.

EVENTS

- Pylon Race #1 was held on March 17 on a day that started out windy but generally calmed down. This was the first time the event went for 4 rounds. Points will be calculated and posted by Jon Stychno. Guest flyer Will Akers suffered a monumental crash with his EF-1 that literally disintegrated.
- Merle, Julio and Larry Gustafson plan to stage a combat session soon.
- Jon Stychno plans to step down from this year's PCAM Air Show leaving a huge void in

the program. Jon has hosted and announced the show for many years and replacing him will be a challenge. Will someone step up please?

- Paul discussed the need to enlarge and improve our training programs. We have one "Learn to Fly Day" each year but we could expand the program to include advanced training for all of us.
- A training program for helis might be a good innovation.

COMMUNICATION

- The WCF website has developed into a basic means to communicate with members with a new feature "Aircraft Obituaries" that chronicles the demise of member's models.
- Dave mercer is just about ready to launch his first newsletter as editor after receiving coaching and help from Guy Nicholas. Paul is planning a series of member interviews and Red plans to write replays of some of the Pylon Races.

SHOW AND TELL

- Merle brought a combat plane, a "Battleaxe" that he displayed. The kit is available for about \$70 and requires a .25cc engine. Any takers? Come on out Sunday for a demo flight.
- Drew Kohlmann brought a Polaris float plane that he has finished and plans to fly at the April 28 Float Fly.
- Paul Kohlmann brought his finished Tony complete with pilot and decals. Very nice original model.

AUCTION

- Drew Kohlmann walked off with another donation from Jack Collins, a complete ready to fly trainer equipped with floats for \$30. What a buy.
- Merle and Patrick dueled for a new in the box OS 61 that Patrick won for \$56.
- Patrick and Doug Moore fought over a new OS 46 that Patrick again took home for \$36.
- The big prize for the night was a "Ready to Cover" Ultimite 10 Biplane again donated by

Jack Collins. This was a beautiful kit, new in the box that Julio and Adam competed for. Julio got it for \$100.

THE RAFFLE

- There was only one raffle prize for the evening, a 6 channel receiver that Steve Koll took home. There were two donated items, some Slow Stik floats that Adam got and a starter donated by John Reade that Julio won.

Meeting was adjourned at 9:00

Report prepared and submitted by Secretary Phil Leech.

Board Meeting Minutes

By: Phil Leech
1 April 2013

The meeting was brought to order by Paul Kohlmann at 6:30 pm. at the JDSU Offices 1402 Mariner Dr. Members attending were Paul Kohlmann, Steve Cole, Dave Mercer, Merle McGregor, Wylie Walters, Tony MacDonald and myself, Phil Leech.

- For the Secretary's Report I told about receiving a bill for the North Room at the Vet's Building from UCCR, the outfit that is handling the administration for the Veteran's buildings in Sonoma County. The bill is for February for \$80. I have called them and told them that we want to cancel our reservation and have not occupied the room since Nov 20, 2012. We do want to rent the parking lot for our Swap Meet in July but we don't feel that we owe anything for past rent.

I also mentioned that I had sent in the contract with Trentadue for the Christmas Party along with a check for \$1250.

- The Treasurer's Report noted that we have 73 members with a checking account of \$5,729 and a CD in the amount of \$7723.

- I gave an accounting of the T-shirt sales stating that we started with 33 shirts and have sold 19. We have 14 shirts on hand and will break even after we sell 3 more shirts.

- Merle reported that he had met with the new Salvation Army commander, Lt. Alvarez, for a review of the upcoming float fly season. Merle has purchased a new life jacket for the rescue boat crew. He is proposing that we have a "Donation Box" at the float fly field for the Salvation Army.

- It was decided that we need to lower a section of the safety fence on the north portion of the fence similar to what Steve Koll did on the south.

- Steve Cole suggested that we need to upgrade our solar charging system by adding additional solar panels to the canopy roof. Dave Mercer will check this out and will also check the condition of the storage batteries.

- It was decided to change the date of Pylon Race #2 to April 14 so that some guys can attend races at Davis on April 21. The website needs to change to reflect this new date.

- Paul proposed a new race category for kids only.

- We need to encourage the new Combat events being promoted by Merle, Larry Gustafson and others.

- Paul has met with Matt Doyel from PCAM regarding the 2013 air show.

- Paul is suggesting more emphasis on training programs. Tony said that he has been in a number of clubs and that WCF has the most aggressive training he has ever seen. It is something that sets us apart. Paul would like to see us expand our Learn To Fly days and would like to resurrect the training syllabus that Red is familiar with. Paul is also interested in becoming an instructor himself.

- We all gave Dave Mercer a big hand for his first newsletter. It was well written and Dave feels like he has a handle on putting it together. Guy has been a big help to him.

- Paul suggested that we might consider having a weather station located at Trentadue Winery that would be accessible through our website. We need to talk to Victor about this idea.

- I discussed the prospects of our Auctions and the distribution of donated items with some of the smaller things being added to the Raffle. We will need more donations going

forward and need to promote active donations from the membership as this is what is paying for our Pizza. At present the Pizza Fund stands at \$204.06.

And that wrapped it up!
Meeting was adjourned at 8:20 pm.

Report prepared and submitted by Phil Leech.

Treasurers Report

April 2013

By: Patrick O'Halloran

Membership:

Total: 75
Returning: 63
2013 New: 10
Youth: 9
Processed in March: 10

Financials:

Checking balance: \$4,886.07
CD: \$7,221.94

Our Members

By: Paul Kohlmann

Now that I have a couple of Member Interviews under my belt, people are starting to suggest subjects for the coming months. This happened just the other day at the field when Adam suggested that I talk to Steve Koll. Adam told me that Steve has the equivalent of a hobby shop in his garage. I know that Adam has a fair amount of RC gear, so I decided to take his advice.

Steve is one of our newer members, having joined just last year. He was a familiar face to me, though, as he had been flying at Area 51 for quite awhile before that.

Like many of us, Steve entered the hobby as a boy building balsa rubber-powered models. This kept him busy for awhile, but he moved over to RC cars and trucks after he got his first job at Toy & Model in Rohnert Park at age 16.

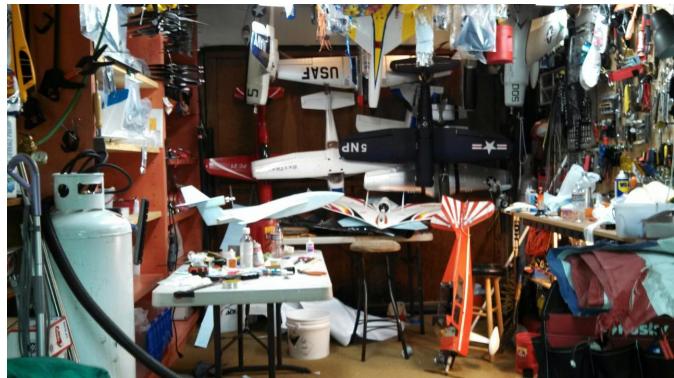
It seems doubtful that Steve ever saw an actual paycheck while there. He told me that RC became an addiction right away and that he had one of nearly every car that the store stocked!

Fuel ruled during these days, but Steve and a buddy decided that an RC airplane could be made to fly with NiMH batteries and a little effort. They each put a trainer together and met for a double maiden. Back then, cars ran on two stick radios so they felt competent at the controls without any flying experience. Steve lined his trainer up and gave her full throttle. The trainer accelerated, then lifted just a hair off the ground but the heavy craft wouldn't climb any higher before slamming into obstacles down range. E-power was a little beyond that on the horizon.

Not to be detoured, Steve built and flew gliders like the Gentle Lady off of Gravity Hill for awhile. Next up was gassers down in Petaluma off of the empty streets of the nascent Cypress Business Park. But then family commitments took over and RC went on hold for a time.

The old addiction came back with a vengeance a few years ago after seeing the action at Area 51. Electric power was now feasible and Steve could fit flying back in. He had a lot of catching up to do, but he told me that now his garage looks like a meat locker with 15-20 planes hanging from the ceiling from their tails, another 15 in the rafters, and many more kits that he hasn't had time to open yet. Notable among these are two giant Banana Hobbies P40's.

Steve is known for having a need for speed, and often pushes the performance of his aircraft. But just to mix things up, Steve has recently caught the bug to build some foamies after framing up one of the group Polaris kits. In fact, he has talked me and Red into working up a 200% (58" wingspan) version! We'll keep you posted on that one.



Steve Koll's "meat locker"

On the front cover:

By: Dave Mercer

Adam Clement and Doug Moore performing needed field maintenance at the Sal Lake float fly field prior to our first Float Fly event. Adam has always gone above and beyond the call of duty to help out with club events. Doug has also apparently caught the bug to help out. We need more of this kind of effort folks!!! We have a work party scheduled for May 11th (a Saturday) a week before our Opening Day festivities at our Trentadue field. Set aside that date on your calendars and make a point of showing up to help out. Everyone's contribution is needed.

WCF 2013 EVENTS SCHEDULE

EVENT	DATE	CONTACT
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
DAN SULLIVAN – UKIAH	JUN 1-2	PROPBUSTERS
PYLON RACE #4	SUN JUN 16	STEVE
LEARN TO FLY	SUN JUN 23	STEVE/JEFF
FLOAT FLY #3	THU JUL 4	MERLE
SWAP MEET	SAT JUL 6	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

