

June 2013 Edition

# Wine Country Flyers



Next meeting: 16 July 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](http://www.wcflyers.com)

Promoting Model Aviation in Sonoma County

## 2013 Club Officers:

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

## 2013 Board Members:

Merle McGregor	(707) 585-1061	<a href="mailto:merle_mcgregor@yahoo.com">merle_mcgregor@yahoo.com</a>
Tony McDonald	(707) 894-0823	<a href="mailto:mcd racing1@yahoo.com">mcd racing1@yahoo.com</a>
Jeff Penner	(707) 292-4234	<a href="mailto:SonicJeff@yahoo.com">SonicJeff@yahoo.com</a>
Jacob McDonald	(707) 479-2152	<a href="mailto:Jmcd racer@yahoo.com">Jmcd racer@yahoo.com</a>
Steve Cole	(707) 481-7989	<a href="mailto:p38extreme@aol.com">p38extreme@aol.com</a>

Newsletter Team: Dave Mercer, Phil Leech

Website: Patrick O'Halloran





Tony McDonald and Jake McDonald displaying their race winning EF-1 aircrafts

## ***Presidents Report***

By: Paul Kohlmann

Ever feel like you're back in Kansas? The wind that we are having this year is reminding me of my high school days in Southeast Colorado and Kansas. To be fair, we are getting some tolerable windows here and there, but I'm not sure if it's ever going to calm down this summer. Well, what doesn't kill us.....only makes us stronger. The pylon racing has certainly been challenging but perhaps even more fun, for all of the wind we have had. But all in all, it has tended to reduce my flying time as I get out most often after work when it has been the most gusty.

In addition to whining about the wind, flying has a lot of competition around my house this summer. I recently returned to one of my old hobbies by picking up working on my 1967 Cougar again. I've been dragging this car all around Sonoma County for decades but I've decided that this year I'll get it back on the road. Turns out we have quite a few gearheads in the club, so it's been fun to talk cars again after many years away from that business.

Then there's the backpacking trip that my kids and I are training for in July. We're headed to the Trinity Alps and are putting on many miles each week. And don't forget abalone diving and fishing. These latter activities are where I get to catch up with my oldest group of buddies in Sonoma County. And now that our kids are old enough to participate, we are getting to see them through new eyes again.

So what's my point? Good question. To be honest, at the moment my mind is on things other than RC. But I'm guessing that for many of us RC has a seasonal component to it. Many fliers look forward to the summer months as their peak season. I'm more of a builder than a flyer, so I tend to engage the other hobbies during the hot months and then move RC to the forefront in the winter. And because my shop is fairly small, I had to literally clear the benches of RC projects to make way for carburetors, camp stoves, and fishing tackle.

But that doesn't mean that I'm not thinking about RC. Next on the hit list will be a 55" stick and tissue type F84 Thunderjet of my own design. I'm really looking forward to this one as it will be my first EDF and a bit bigger than my other projects. And keep an eye out for me in your next Model Aviation, too.

## Arcturus Update

Last month the membership was asked if it would support the lease of our field to Arcturus for several weeks during the weekdays for the purpose of training some of their customers. The response was overwhelming positive. Unfortunately for us, the final contract negotiated between Arcturus and their customer did not include training. As a result, there is no plan to lease the field at this time but there may be other opportunities in the future. Thanks very much for everyone who provided their concerns and/or their support.

## *Vice Presidents Report*

### *Editors Update*

By: Dave Mercer

Is it just me, or does this year seem to be flying by at a record pace? Each week seems to tumble into the next one, another month goes by and yet I still haven't found the time to complete all the things I need to get done. I really wanted to get a new motor and esc to fix my Seawind —see last month's column—and have it ready to fly for the Memorial Day float fly, but I failed. Now it's looking unlikely that I'll have it ready for the July 4<sup>th</sup> float fly. Between work, home and hobbies, there's simply too much to do and not enough time to do it. But I'm sure I'm not the only one in this predicament. Time keeps marching on...I need to make the most of it.

Since I missed the Memorial Day float fly, I don't have any first-hand info to offer. From what I've gathered the turnout was once again very good with 20 to 24 pilots signed up. Though the weather was a little sketchy. I hope to be out there for the July 4<sup>th</sup> float fly, even if my Seawind's not ready.

Pylon racing has been my main impetus to get out and fly. I haven't missed a round yet! Even though the conditions have been less than ideal — we've been plagued by horrendous winds for months now — I continue

to load my gear that Sunday morning, head up to the field, and try my best to compete and survive. So far so good. Last time I checked I was third in the points, but fourth through ninth was separated by only three points or so. One small mistake and I could easily find myself at the tail end of the pack. But that's one of the reasons the T-28 class is so competitive and fun to compete in. Nobody can "build" their way to a class championship. Stock airframes, stock motors, esc, etc. It all comes down to how well you can nail the start, fly ten consistent mistake-free laps, and hold off everybody else. I've been struggling with this for 3-4 years now. I either totally botch the start, and end up playing catch-up the whole race, or I get a good start, string together a few good laps and then things start to unravel and I fall behind, get passed and I never make it back up. At least I'm no longer getting lapped—or not too often—and I can hold my own against the rest of the competition. Sometimes it seems like I'm making some progress, though very slowly. Other times it feels like I'm spinning my wheels (or should I say "prop") and getting nowhere.

After one of my heats at our June pylon race, Tony McDonald wandered up and asked me how much expo I had set on my radio, and also whether I was flying on high rates or low—apparently he had watched my clumsy efforts at stringing together consistent laps. At first his questions stumped me....expo? I'm not sure if I'm flying with ANY expo....and as far as high rates/low rates, I knew I wasn't flickin' any switches to even try low rates. We spent a few moments after my heat to check the settings in my DX-7. Turns out I did have expo dialed in (close to what he suggested) and also low/high rates. I had simply forgotten they were there and failed to use them. I would plug the battery in, wait for the receiver and esc to initialize and go fly. He suggested I try racing with the elevator on low rates....so for my last two heats I did. And the difference was like night and day....that alone made a tremendous improvement. My T-28 flew like it was on rails. Did I stomp the competition and win the next two heats? No....I did not, but

everything was so much easier and more relaxed. Later that day I reflected on what had transpired. Last year, after I had demolished my previous T-28 I took a brief hiatus and sat out the rest of the season. Preparing for this current pylon racing season I got another T-28 and devoted all of my efforts towards painting it a distinctive color and getting it ready for our first round back in March. I barely got it done in time and the last thing I accomplished was “binding” it to my DX-7. On our first race day I got it trimmed and figured I was good to go. And basically I was, it flew fine and I was back out there competing. I never gave a second thought to low rates/high rates...or anything else. So what is the point of this lengthy diatribe?

My point is that sometimes very subtle differences in radio setup, menu items that are overlooked or seldom used, or features available in our radios that we’ve forgotten about can make all the difference in the world. The “fast guys” or leaders in the pylon racing world DON’T forget these things. But you don’t have to be racing to take advantage of this either. Pattern flying, scale flying, acrobatics...whatever, our modern day computerized radios offer us an enormous amount of fine tuning. Learn what’s there, take advantage of it and experiment. The results can be amazing.

Moving on to editorial matters....this months newsletter is chock full of great content. Tony McDonald has submitted a great article on his and Jake’s experiences at the Woodland Pylon Race. Jake has also been summarizing our own pylon racing series— available on our website too. What you won’t find this month is an “Our Members” interview. Paul has simply been too busy and was unable to come up with one. We also don’t have a “Members Contribution” article this month, but Jake’s article last month was a rare and unexpected contribution. As much as I would love to see this sort of stuff continue....members taking it upon themselves to share their experiences with the rest of the club through the newsletter, I understand how time consuming

and difficult it can be to actually sit down and write out an article. I struggle with these VP Reports every month.

As our latest newsletter editor I would feel blessed if I was bombarded with so many contributions each month that I was forced to ration them out, month by month. I would love to start a column called “Shops” or something similar that showcased individual member’s shops or hangars or garages....or whatever, even if it was just a photo or two with a brief caption. It doesn’t have to be anything fancy. I would love to know what it’s like in Merle’s hangar, or Steve Cole’s, or Julio’s, or John Reade’s, or Jon Stychno, Brian Young.....the list goes on and on. What do you think? Can you help me out?

Let’s take Merle as an example. Rumor has it that he possesses right around 75 airplanes. Seventy-Five Airplanes!! Where does one keep that many airplanes stashed? Nevermind the shop area, with that many airplanes competing for space I would like to catch a glimpse of his kitchen. Wouldn’t it be awesome if it was like....kitchen counter, airplane, airplane, refrigerator, airplane, airplane, microwave, airplane, toaster, airplane, stove, airplane, airplane, and so on? Airplanes everywhere, hanging from the ceiling, etc. It’s probably not like that at all, but how do we know? All we can do is wonder and guess. Maybe someone else is thinking “hey that sounds like my kitchen.” Send me some photos, add a caption or two and you could achieve newsletter notoriety.

Moving forward I would like to take our newsletter and step it up a notch or two. I would really like to see it evolve to the point where each and every one of you actually look forward to receiving it each month. I won’t claim that it’s reached that point yet, but that’s my ultimate goal. I can’t do it alone. I need contributions and feedback to make it all happen.

At the very least, there is a small amount of consolation in knowing that with the digital

format it takes a greater effort on your part (you'd have to print it) for you to be compelled to use it as fish-wrap or line the bottom of your bird cages.

That's all for now,

Dave

## ***Woodland EF-1 Pylon Race***

By: Tony McDonald  
25 April 2013

On the weekend of April 19th, 20th, 21st Jacob and I decided to step out of our comfort zone and attend a AMA sanctioned EF-1 race and compete. With tent trailer in tow and a camper shell packed with six race planes we arrived at the Woodland Davis Aero modelers club. The club has separate areas for U-control and Heli pad, not to mention a huge runway. Both of our attentions were focused on a three pole course beyond the runway roughly a hundred feet.

We met the contest director Robert Holik and quickly filled out entry forms. Then we let Robert have it with question after question. He must have seen that his quick answers were not calming our nerves, so he grabbed his Shoestring and took us out onto the race course. We got to a mowed grass square maybe a hundred feet square in the middle was a launch pad about forty feet long and twenty feet wide. Looking at the pad I thought to myself I'm going to crash both of my planes trying to just take off! Yikes! I began to tell myself I can take off in forty feet if Jacob holds the tail while I give it full throttle. Robert then put his plane down facing the width of the launch pad on a white line five feet in from the edge. This left fifteen feet to take off before your plane would be screaming towards a wall of tall grass. I thought no way is this going to happen! Yikes again! Robert had me hold his plane as he went to full throttle and gave me the ok to let go, again I thought to myself this won't be the first time I've had a hand in

crashing a Shoestring. I let go and Robert was airborne in five feet. He flew straight towards pylon one and banked the plane left then pulled hard up. Screaming at 115 MPH by us and twenty feet to the left of us the plane was around pylons two and three in a minute and a half. That was a lap. I couldn't believe how close the airplane was and how fast it seems to be while the pilot is spinning in a circle as he is flying. It resembles U-control without the strings is the only way I can explain it.

Jacob and I spent the rest of Friday setting up our control throws. We then concentrated on being able to fly full speed and five feet off the pylons. It took us around four flights each to get were we thought we could compete for third or maybe a second in the races the next day.

Saturday morning came with 15 MPH winds and gusting up to 20 MPH. There was not even a mention of cancelling the race. After a quick pilots meeting I was in my first race. I was happy finishing third and landing with no damage to my Nemesis. Jacob placed a third as well in his first race. With our first round under our belts are nerves began to settle down. I managed to win one of my races. Just as I thought I was getting racy Jacob put a race together that I couldn't believe. When he landed I knew that was one of the fastest races of the day because he finished three quarters of a lap ahead of two fast pilots. As it turned out later to be the fastest lap of the day 121.55. After six rounds Jacob was in a fly off for third which he won, and I couldn't believe I was in a fly off for first with Robert. At the start of my race I was just thinking don't take out Robert just go for second. We took off and Robert overflowed pylon one a lot. I found myself a straight away ahead. Robert was quickly right back on me some how, but I managed to finish ahead of him! I couldn't believe I won my first day of three pole racing... what luck!

Sunday had lighter winds. After my first race I knew I was flying slow and wide around the course and I got lapped by Red early in the race. Jacob had a rougher go. He managed to get black flagged for flying the

short course ( he cut out) in his first race of the day. Then again he was black flagged in his third race I believe. It became a day of damage control for the both of us. I managed to keep it down to one cut for the day, but my timing was off so I opted to fly wide which killed my day finishing fifth. Jacob's method of damage control was to fly balls to the wall (throttle ball to the firewall) and was making kamikaze dives at the pylons. It seemed to work for him. Jacob managed to come from ninth to sixth in three races.

Needless to say we are hooked on AMA three pole EF-1 racing now!

## *June Pylon Report*

By: Jacob McDonald  
24 June 2013

This month's race had a short turn out because of Fathers day and Jim Swanson was kind enough to donate one bottle of wine to the fathers that scored the most points in the Dogfighter and EF-1 class. We raced four rounds of heats with success. There was not much wind at the start but it did pick up toward the end.

The T-28 class had eight entries and was a successful race and was very fun to watch. The winner of the day for the T-28 class was Jake Boatman with an outstanding twenty points!

The Warbird class only had two entries but both pilots put on good racing. The winner of the day for the Warbird class was Brian Young with a good seventeen points.

The Dogfighter class had three entries with all pilots putting on good battles during races. The winner of the day for the Dogfighter class was Jon Stychno with a great nineteen points. But the winner of the wine bottle in this class was Brian Young!

The EF-1 race had six entries and the pilots of these airplanes also put on good battles and races. The winner of the day and also the winner of the wine bottle was Tony McDonald with a great nineteen points.

## *May Pylon Report*

By: Jacob McDonald  
30 May 2013

Sunday's race was yet another windy day but the racers persevered through the poor weather conditions. There was not even a concern of calling off the race because of the wind. The only mention was if we should race three or four rounds before Red's appreciation BBQ. We came to an agreement to race four rounds but we decided later in the day to cut it down to three rounds because of the time.

The T-28 race had ten entries, two five round heats, there were two wrecks in this class. The first race of the day one of the pilots over



Tony and Jake collecting hardware

banked and crashed his T-28 but later flew again in the class later in the day. The second happened in the third heat where the pilot hit the south pylon.

The Warbird class had five entries three spitfires, a mustang, and a bf-109. The class was without a wreck until the last heat where one spitfire had a bad hand launch and was unable to recover. Seconds later, another spitfire was launched and was set on the wrong model settings and went in immediately after the first wreck. The last wreck of this class was the bf-109 that had its wings collapse while turning on the south pylon.

The dogfighter class had five entries and had no wrecks involved in the class. All the pilots in this class flew well, even in the rough weather.

The last class, the EF-1 class, had several incidents involved. The first was only a rough landing because of the rough weather but the plane was not critically damaged but did not race later in the day. The second incident was a wreck that occurred in the second round of this class. It was Red's newly designed Endeavor that had the motor fly off of the airplane, resulting in the wrecking of his aircraft at the south pylon.

## ***General Meeting Minutes***

By: Phil Leech  
21 May 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. 30 members were present.

### **INTRODUCTION**

- For "New Members and Guests", Paul introduced Ed Margason and Roy Berg who are flying buddies that have joined Wine Country together. Also introduced was Ethan Moore, Ed's grandson.

### **BUSINESS**

- Jake Rosen has completed the annual audit of the club's finances. The report will be posted on our website.
- Tony McDonald has 12 orders for hats and will order the minimum 25 hats. If we don't sell them all to members the hats will go on sale at PCAM.
- Merle reported on the Float Fly and was surprised that he collected \$120 from donations given at the field.
- The proposed field rental with Arcturus is progressing but not yet a done deal. They will need instructors but that hasn't settled either.

### **FIELD MAINTENANCE**

- Wylie conducted a very successful Work Party on May 11 with a good turnout of members. Ten tables were re-covered with carpet and Steve Koll lowered the safety fence on the north part of the field.
- Steve Cole and Dave Mercer are working on figuring out the best approach to updating and revising the solar powered charging station.

### **EVENTS**

- It was decided to revise the events calendar by adding two Night Flies and an additional Learn to Fly Day sometime after PCAM.
- National Model Aviation Day is scheduled for August 17.
- The Healdsburg Prune Packers Baseball Team has asked for volunteers to fly demos at one of their games. Volunteers?
- We have scheduled a BBQ as a sendoff for Red Jensen for May 23 after Pylon #3. The BBQ will be pot luck for members participating.
- Larry Gustafson plans a BBQ at his home on August 17 at 5:30 after PCAM closes. Larry will provide spare ribs and salad with members bringing pot luck contributions.

### **SHOW AND TELL**

- Jake Chichilitti brought a scratch built profile Zero with a Norvel .061. He painted the model with Brodak paint. Very nice.

- Roy Berg brought a Proctor kit Fokker Triplane fitted with a Hacker 60 electric motor and a 6 cell battery. The model is without covering and was very impressive.

### - AUCTION

- A nitro powered Raptor heli was bid on by Julio, Jeff Penner, Gabriel and Christy with Gabe and Christy taking it home for \$91

- Paul Kohlmann got the flight box for \$15

- A Sea Hawk kit was bid on by Merle, Glenn Binkley and Julio with Glenn winning the bid for \$21

- A four stroke OS 61 had Doug Moore and Julio interested with Julio winning the bid for \$40.

Doug Moore donated a nice pressure washer to the auction and had Steve Koll and Charlie Cox battle it out with Steve taking it home for \$82.

### THE RAFFLE

- Dave Mercer took the servos while Roy Berg got the covering, Paul Eason took the floats, Joe Kagan got the electric fuel pump and Ethan took the charger.

Meeting was adjourned at 9:00

Report prepared and submitted by Secretary Phil Leech.

## *Board Meeting Minutes*

By: Phil Leech  
3 June 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, Dave Mercer, Jeff Penner, Wylie Walters, Tony Maconald, Jake MacDonald, Merle McGregor and myself, Phil Leech.

- The meeting started with the Treasurer's Report that I presented. I told them that we had a recent deposit of \$1,176 that brought

our checking account to \$5,450 and the CD is at \$7264. Our Pizza account is over \$500 and T shirts are plus \$60

- Tony has orders for 12 hats and there is a minimum order of 25 hats required so it was agreed to authorize Tony to order the 25 hats. We will need to get a check to the supplier to complete the order.

- Merle has an additional \$66 of donations for the Salvation Army. Paul would like to put the donation in letter form when the donation is made.

- Jake Rosen had suggested that it would be a good idea to build some kind of launch ramp at the float fly site as a safety measure. This was discussed and Merle related an incident several years ago when Merle was attempting to drive metal stakes near the water's edge and it happened on a day when a Dam Inspector was on site and informed Merle that he was not to do anything that would alter conditions at the base of the Dam. With that info it was decided to pass on ideas to build anything of a permanent or semi permanent nature.

- Paul told us that Arcturus will not need access to the field for special training after all.

-Wylie announced that the field will be officially closed June 7-9 for a scheduled wedding for a niece of Victor Trentadue. It should be posted on the website.

- Merle has purchased a life jacket to go with the float fly boat.

- There was a discussion about the Opening Day Event and specifically the paint ball shoot for safety considerations.

- We have our first Night Fly scheduled for Saturday, June 15. Adam should be contacted.

- PCAM was discussed and Paul will contact the Museum for preliminary planning.

- Jeff Penner and maybe Gabe Black are planning to do a demo for the Healdsburg Prune Packers baseball team at their field.

- There is a "Learn to Fly Day" planned for June 23 and Jeff plans to add helis to the training.

- Dave Mercer has completed the May Newsletter that is 14 pages long and is the

largest newsletter we have ever produced.  
Dave has gotten good support.  
- I plan to photograph items for the June auction at the Round Table Pizza and get them posted on the website.

And that wrapped it up!

## ***Treasurers Report***

***June 2013***

By: Patrick O'Halloran

### Membership:

Total: 76

Returning: 65

2013 New: 11

Youth: 9

### Financials:

Checking balance: \$5183.85

CD: \$7,264.30

### ***On the front cover:***

By: Dave Mercer

A couple of photos of Tony and Jake McDonald proudly displaying their EF-1 racers. They took the time and effort to travel out to the Woodland EF-1 Racing weekend and did a fine job representing our club in general and also showcasing themselves individually.

## WCF 2013 EVENTS SCHEDULE

<u>Event</u>	<u>Date</u>	<u>Contact</u>
Float Fly #3	Thur Jul 4	Merle
Swap Meet	Sat Jul 6	Adam
Wings and Wheels	Sat Jul 13	Petaluma Airport
Pylon Race #5 (endurance)	Sun Jul 21	Steve
Pylon Race #6	Sun Aug 11	Steve
PCAM	Aug 17-18	?
Larry Gustafson BBQ	Sat Aug 17	Larry
Float Fly #4	Mon Sept 2	Merle
Learn to fly day	Sun Sept 8	Steve/Jeff
Reno Air Races	Sept 11-15	
Pylon Race #7	Sun Sept 22	Steve
Larry Frank/Neil Taylor	Sun Sept 29	Phil/Jon
Night Flight	Sat Oct 12	Adam Clement
Pylon Race #8	Sun Oct 20	Steve
Pylon Race #9	Sun Nov 17	Steve
Christmas Party	Fri Dec 6	Phil

