

October 2013 Edition

Wine Country Flyers



Next meeting: 19 November 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
Tony McDonald	(707) 479-2152	mcd racing1@yahoo.com
Jeff Penner	(707) 292-4234	SonicJeff@yahoo.com
Jacob McDonald	(707)-327-6627	Jmcd racer@yahoo.com
Steve Cole	(707) 481-7989	p38extreme@aol.com

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

Cover Photo

By: Dave Mercer

Below is a group shot of some of us Pylon Racers.
This was back in May, when hopes were high and our
aircrafts were in pristine condition.

That's me near the center, with my bright red T-28.
It doesn't quite look like that any longer.
Continue reading below for more details.



Presidents Report

By: Paul Kohlmann

A Month for Connections

For most of my life, I've tended to operate pretty independently. I'm hard headed from my Irish side and I like to challenge myself to figure things out on my own from the German half. Joining the Wine Country Flyers has run a little counter to that philosophy, but I did so for two main reasons. The first is the one that drives most of our members: the Club provides a dedicated place to fly.

The second is also very common: I wanted to make some connections in the hobby. This goal was quickly realized when I met Red Jensen who helped me with design and set up ideas, Adam Clement with flying tips, Tony McDonald and Steve Cole for encouragement with pylon racing, and many more.

Sonoma Jet Center's Aviation Day

This last month presented great opportunities to make connections far beyond the Club. The first event was Sonoma Jet Center's Aviation Day. This was their second year hosting this open house, and it was the second year that we were asked to participate. The event is geared toward kids and focuses on hands-on learning opportunities. For example, Sonoma State displayed rockets and talked about work that they are doing with NASA, the EAA discussed sheet metal fabrication of kit planes, an avionics repair shop demonstrated how flight instruments worked, and Boy Scouts worked to earn aviation merit badges.

Our WCF booth had models on display that showed how our RC control systems worked. Jeff Penner removed the canopy from his big heli and plugged in the Rx so that kids could

operate the controls without arming the rotors. I had my 45" Bf109 fully framed but not yet covered. All the controls were in place and functional so that kids could try that out too. But the kookiest thing was a little board that I had decked out with a LiPo, Rx, ESC, servo, motor, and brushless retract. The hardware was all old junk from a drawer, as well as my old FM radio that ran it. But allowing kids and adults to simply play with this demo board and the two models created many opportunities to open discussions about our hobby. That made it a fun day and I look forward to doing it again next year.

Scale Masters in Woodland/Davis

The next weekend Drew and I jumped in Jake Chichilitti's van along with Merle McGregor for a run up to the Scale Masters event. I'd never been to a big event like this, and to be honest I didn't even understand that it was a national event until it was over. But I did get to meet some really interesting people.

The first was Derek Micko, a fella from Phoenix that I have talked with by phone and online quite a bit over the years but had never met in person. We both design warbirds in the stick and tissue fashion, and we've been talking about doing a joint project. Derek spotted Drew and I as soon as we walked in, recognizing us from our posts on RC Groups. A conversation started up that made me feel like we were old friends. Our modern "connected" lifestyle can be a pretty good thing. Plus I was happy for Derek when he clinched 1st in Pro Am Sportsman—no offense, Dylan;)

Next I met John Cole, who was competing with an amazing, huge De Havilland DH1A that was his own creation. This aircraft truly was a piece of flying art with cable and pulley controls operating just like the full scale. John recently moved from Arizona back to Santa Rosa after many years away. He was looking for a club to join and I was eager to tell him about the great group that we have and about our field. I heard more recently that the

Propbusters were lucky to get him, but I hope that we will see him around.

Memorial

By far the most powerful experience began on the afternoon that I got home from the Aviation Day event. I checked my phone for email and found a WCF-titled note from a name I didn't recognize. This isn't unusual as people interested in RC often reach out to the president of a local club.

But this note was different. It was from a gentleman named Dave whose wife Janet was preparing for the anniversary of her father's passing. Janet's dad was a skilled craftsman by trade, and a lifelong modeler and aviation enthusiast. In order to help her celebrate her dad's life rather than dwell on her loss, Dave was thoughtfully planning a weekend of remembrance centered around aviation.

I don't claim to be a tremendously sensitive guy, but Dave's note really struck a chord with me. I called him right away. On the phone he described Janet's dad as a pattern flyer and a prolific designer who was just finishing his last drawings when he passed away. Dave also talked about the love that Janet had for her dad and how some of her fondest memories were watching him fly at the club field when she was a young girl. Dave told me that he felt that it would be cathartic for Janet to spend some time talking about her dad with someone at our field.

Just a few evenings later, Drew and I arrived at Trentadue to meet Dave and Janet for the first time. As we pulled up to the awnings we saw that they had arrived just ahead of us. Janet was crying. Drew and I weren't sure if this had been a good idea.

As soon as I was out of the car Janet gave me a huge hug and thanked me for taking the time to meet her. Dave had treated her to a day of surprises including a helicopter ride out to the coast, but she figured out what he was up to later as soon as she saw our runway hidden in the vineyard. From there, the

stories about her dad, his love of RC, and her love for him just spilled out.

It had been a perfect October day and there was just about an hour of sunlight left. Unfortunately, it was too windy to fly for her but we all enjoyed the beautiful setting and the special reminiscence of those that we miss until the sun dipped below the hills. By the time we parted ways, I felt that I had known Janet's dad and to be honest I missed him too. And I'm proud to say that I have a copy of his last, beautiful, hand drawn design.

Vice Presidents Report Editors Update

By: Dave Mercer

Here we are, with another year winding down. Where did the time go? It seems like yesterday that I was out at the field, flying and trimming my latest T-28, preparing it for our first pylon race back in March. I spent some time giving it a bright red custom paint job, and dialing in the control surfaces to where it was flying sweet!! Fast-forward to the September round of pylon racing.....and things started to unravel quickly during the first round of action. I had not flown the plane in a month, but immediately after takeoff I knew something was amiss. My control surfaces were working in the proper direction—I always check that as part of my pre-flight routine—but my elevator trim was way off. I'm not sure why, since the plane was dialed in the month before and nothing should have changed. My battery was placed in the same location as always so I don't think it was a CG problem.

Yet for whatever reason I was fighting it the whole way around the course. I completed one, maybe two laps, and thought I should try to trim it mid-flight. I'm heading down the front straightaway, take my eyes off the plane for a

second to glance down at my radio, I hear a collective..."oooh".... from the people around me in the background, and when I glance back up I'm thinking "hey, where the hell's my airplane?" That's when I realized that I had augered the poor thing into the turf just beyond the edge of the runway in a spectacular fashion. I kinda wished I had seen it go in—from what I heard from the actual eyewitnesses it was an awesome display of "dumb thumbs" or flying stupidity. After I had gathered up the wreckage I was told that I should have lifted my radio up to eye level, kept my eyes on the plane while I was trying to trim it, and perhaps things would have turned out differently. That's a good thing to know....now....but that sound advice was a bit late. Oh well....at least Tony McDonald was able to snap a photo of the wreckage and post it on our forum on the 2013 Aircraft Obituary thread.

For those of you who don't browse through our forum much, here's the image.



I think my pylon racing season has come to a premature halt. For now I think I will lick my wounds and regroup for next year.

Moving on to Newsletter topics....this month I have included the first installment of *Guess This Mess!!*, submitted by a club member who is not too proud to send in a photo of their work area/shop even though it's not an immaculate, perfectly tidy area. Feedback that I've received from other club members suggests that many people are reluctant to submit any photos of their own work areas/shops, feeling that somehow it doesn't live up to some intangible "standard." My question is WHY?....WHAT STANDARD? From my own experience, sometimes an immaculate shop is a sure sign that nothing is being worked on or done there. It's OK to have clutter, parts and pieces strewn here and there, several projects going at once....it's all just a sign that it's an actual working shop, and not some museum display, trapped in time, with all the activity years ago.

For those club members who take the extra effort to maintain a functioning shop and keep it immaculate and tidy....that's great too. The point I'm trying to stress is there will be no judgement either way. Messy or tidy, it's all

good. Send in those photos, if you insist on anonymity I will honor that too.

Also this month, I have included a great article from Red Jensen that was posted on our forum a few months ago. It's a fascinating glimpse into what goes on at NASA's ongoing research and development centers. Some of it's a bit technical and makes my eyes glaze over and my head spin, but it's a great read nonetheless.

Until next month.....
Fly often and fly safe

Dave

Guess This Mess!!

By: Dave Mercer

Below is the first installment of what I had in mind months ago: a submission of photos of our club member's shops or work areas. Initially I was going to title it simply Shops, or something along those lines, but one of the first persons to respond came up with the idea to title it "Guess This Mess" and leave the identity of the submitter, and the shop, open to question. I thought that was a great idea, so I'm gonna run with it. Check out the photo below and see if you can guess whose shop it might be. E-mail me your best guess, and next month I will post the winning entry, if there are any. If nobody gets it correct I will reveal the answer anyway. You could achieve huge respect and admiration from your peers, an avalanche of "attaboys", and internet immortality if you get it right. Don't miss out!! Hopefully this will continue with other club members submitting photos and this will become a regular thing.



Whose shop is this? Anybody care to guess?

September Pylon Report

By: Tony McDonald
23 September 2013

It seems with every pylon race this year with the exception of one month the wind and turbulent air has had pilots saving their airplanes multiple times every heat, not to mention death defying approaches and landings. Despite the horrible flying conditions ten pilots signed up to compete. The gossiping and catching up with friends and fellow competitors got the races started later than usual.

First to fly was the T-28/Corsair class with seven pilots. Brian Young, Wylie Walters, Dave Mercer, Paul Kohlmann, John Reade, Doug Moore, and the one and only Corsair pilot Phil Leech rounded up the roster for the class. The first heat Brian Young won in dominating fashion leaving the rest of the field to suggest a complete tear down and inspection of the winning plane. The second race in heat one had the first pilots of the day "buy the farm". First up was Dave Mercer splattering his bright red T-28 right in front of the pits. On lap eight Phil Leech lost his motor and left a smoke trail around the south pylon and called for a mayday landing but came up short. Phil's Corsair ended up in the vines

upside down and relatively undamaged. This left only Wylie making solo laps and taking the win. Heat two race one turned out to be a shootout between Brian, Paul and Wylie. Brian again won followed by Paul then Wylie. Race two had only two pilots Doug Moore and John Reade. In the beginning laps John had a malfunction with his elevator which led to some aerobatics on the back stretch with Doug in hot pursuit. John won the race and Doug made a beautiful landing in badly turbulent air. Impressive for any pilot I thought. Heat three saw all remaining five pilots fly at once. The finishing order was again Brian, Wylie, Paul, John, and Doug. Heat four had only four planes. After a bad countdown the race was on. Wylie came across the line and finished first followed by Brian, Paul, then John. The north pylon was cut once by Wylie and twice by Paul so this changed everything. Brian got the win followed by Wylie who had lapped the rest of the field, then John, and Paul cut out of the race. Brian won the day followed closely by Wylie then John. In the over all points race Brian is in first then Wylie in second, and Paul coming up to third.

Reno 450 had only two pilots. In the only heat of the day Steve Cole was three quarters of a lap ahead of Brian Young when tragedy struck! Steve came around the north pylon and smacked the runway at full speed, leaving the wing on the runway while the fuselage leaped thirty feet high proceeding straight and true but shedding parts still remaining in the lead almost until the south pylon as Brian flew on to victory. Steve as always provided a high intensity exciting crash. Brian won the day but Steve leads the overall points race by only three points! Needless to say that was a wrap for Reno 450 with only one airplane left in the class.

The Dogfighter class was again flown by John Stychno and Brian Young. John won the first two heats. But in the third heat Brian jumped the start but was neck and neck with John. There were shadows cast on both airplanes at different points of the race that's how close the racing was! But all for nothing as both pilots cut out of heat three. Heat four was again tight almost formation flying with John taking the

win. John won the day and retained first place in the over all points race.

EF-1 only had four entries: John Stychno, Steve Cole, Jacob McDonald, and Tony McDonald. The first heat was won by Steve, followed by John, Jacob and Tony. Even with the turbulence at the north pylon everyone made it back in one piece. Heat two was almost a repeat of heat one with the only exception being Jacob and Tony swapping third and fourth places. Heat three started by Tony jumping out in the lead followed by Steve and Jacob. As Steve banked and then yanked around the South pylon tragedy struck! Steve's Invictus seemingly exploded under the immense G loading. Jacob was fortunate enough to fly through Steve's debris field with no damage. Tony and John raced hard smelling "blood in the water" knowing the points leader was down and put on a good show! But as racing goes it was all for nothing as both Tony and John had multiple cuts leaving Jacob the win as he flew the course slow and wide thinking he had damage to his plane. Heat four saw Steve win with his back up Proud Bird followed by John, Tony, then Jacob. Steve still ended up winning the day, Jacob in second, followed by John. Steve is leading the over all points race by only five points with Jacob in second, and John in third. There is only six points separating first, second, and third.

So if you didn't make it to September's pylon race well you missed a great day of racing and plenty of carnage! If you have the need to step out of your comfort zone then come and be part of the show next month.

Fun in the Desert

By: Red Jensen

Hey Guys,

I'm slowly settling into the life down here in Palmdale. The job is fantastic and I couldn't be any happier.

I thought I would tell you a little about a flying wing project that I am working on called

PRANDTL-D (Primary Research Aerodynamic Design To Lower Drag). As you know, all aircraft suffer to some extent from the effects of adverse yaw, that is opposite nose swing with aileron input. The Wright brothers were stumped by this, and it resulted in many crashes and late night brainstorming sessions until they figured out that a vertical tail was the answer. To this day, the overwhelming majority of aircraft follow this tradition to deal with the problem.

In the early part of the last century there was a bright German aerodynamic theorist named Ludwig Prandtl. The long held notion is that a wing should be designed so that the lift is distributed evenly along the span (greatest at the center and tapering off in an elliptical arc to the tip) for greatest efficiency. Prandtl wrote a very short paper detailing that elliptical lift distribution was not the most efficient in the strictest sense, and it was universally ignored by the engineering world. The paper is in German and has only been poorly translated. This is the same guy more famously known for the Prandtl-Glauert singularity, which describes the pretty cloud that forms around an aircraft just before it goes super sonic.

Later on, two brothers named Horten built a series of flying wing gliders in the WWII era that had no vertical surfaces, yet flew incredibly well and were rumored to have demonstrated proverse yaw, or yaw with the direction of roll, potentially building on the aerodynamic theory Prandtl had spoken of in his paper. The brothers were very secretive and never shared any of their research or records with anyone. Reimar, the brains of the two, took the secret to his grave, largely never writing anything down. They had figured something out though, as their gliders flew better than anything else at the time.

The Chief Scientist here at NASA, Al Bowers, has been a flying wing aficionado and has studied the Horten brothers designs and Prandtl's theories for many years trying to figure out the secret. The math used to predict this non-linear lift distribution is so arcane, that only Al and two other aerodynamics

professors on the planet have a handle on it. In the future a computer program will spit this out, but for now it's all by hand. If Prandtl's theory is correct, it would mean that there is actually induced thrust at the tip causing proverse yaw, instead of the normal drag. This is not so far fetched as you would think. Look at any modern airliner and notice the upswept tips. Those were developed by Dr. Richard Whitcomb and provide an efficiency boost the same way, by creating induced thrust. The Horten's were apparently achieving the same result but with no upswept tip.

As a research platform, a pure flying wing is the perfect test bed to fly if you are looking for adverse yaw effects. Al designed the planform according to Horton tradition. This new design dubbed H Xc uses Prandtl's theory to vary the local angle of attack to achieve non-linear distribution. Up until this point, nobody has ever flown a Horten wing that exhibited these proverse yaw characteristics with instrumentation to prove that this condition exists and flies in the face of conventional aerodynamic wisdom. Al has been driven to get that data and prove that Prandtl was correct after all. In the R/C world, models of the Horten fly fine, because we have differential throw, split drag flaps, gyro's etc. same for real aircraft like the B-2, it has a computer flying it. Prandtl on the other hand demonstrates a purely aerodynamic solution to the problem, no mixing or differential etc.

When I came here to Dryden, PRANDTL-D s/n 001 was already flying. In fact it was sitting here in the shop broken and abused. It had seen a hard life, crashing more than once and breaking in half twice. Every summer a group of 15-20 interns from colleges around the country come to Dryden for the summer. Led by Al Bowers they had built the first one as a student project, and began construction of a second. I immediately offered my assistance in getting it back airworthy and began a test flight program in earnest.

Soon it was flying very well indeed. I had doubled the time. P-1 is strictly an R/C aircraft, there was no data system at all on board & it

weighs 14 lbs. It is bungee launched with a heavy duty high start, so flights are quite short. It was intended to be a concept demonstrator only. After I came here, I made quite a few changes and aloft, and more than quadrupled the total number of flights. It was soon decided that an attempt should be made to try to collect data with P-1. Ironically enough, an iPhone was used with an accelerometer app that turned it into a stand alone data recorder. Additional flights were made with this system, and another flight computer. Once the data was reduced, the gyro plots showed conclusively that s/n 001 demonstrated proverse yaw! Al took the data to a center tech review board (which must give their approval before the data can be released publicly) and while they agreed with the findings, they also agreed that a finding this stunning and controversial would require more intensive instrumentation to prove this without a shadow of a doubt. This would require that ship s/n 002 would need to be built up in a very short amount of time. In spite of this, word was sent out of our success and while no data was presented, the aerodynamic world has taken notice, albeit in a small way so far.

Al was a bit dejected thinking we were sunk until next summer (he's really doing this for the interns) but I set to work on s/n 002 immediately with the goal of flying it by Aug 2nd, 1 week before the interns went back to school giving them the slimmest chance to reduce the data before they left. S/N 002 was built up over a 10 day thrash session. This one would be a bit more complicated as it would have a flight computer to record additional data. The aircraft would have to remain R/C controlled so that nobody could argue that the flight computer (autopilot) was having any kind of effect on performance. In addition, I added CPT's (control position transducers) that report back actual control position, as opposed to commanded position for data integrity. A sophisticated air/data probe was fitted with integrated Alpha/Beta vanes. These vanes would allow independent verification of Alpha (pitch) and Beta (yaw)

activity. The first flight of s/n 002 occurred last Thursday, August 2nd, right on schedule. 3 series of doublets being performed to collect data. A doublet is a maneuver designed to upset the aircraft and measure its stability response. It is very short in duration and thus revealing true handling qualities and negating any stability over time effects.

So what does this all mean? For starters this theory could account for up to 13% reduction in induced drag. Beyond that, any aerodynamic shape can benefit; props, sails, parachutes etc. For me the implications are more personal, I'm sure my racers will get some attention here shortly. :-)

In the meantime, the data will be presented again, & hopefully cleared for public release. When that happens there will be press releases, interviews and articles in the major publications. NASA is applying for a patent so the data will be available to all. For now, the Smithsonian National Air and Space Museum in DC has requested that NASA donate PRANDTL- s/n 001 for public display.

Cheers
Red

General Meeting Minutes September Meeting

By: Phil Leech
17 September 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. 20 members were present.

BUSINESS

- Secretary's Report – Phil reported that we have 76 current members.
- Treasurer's Report The checking account stands at \$4634 with the C/D at \$7307

EVENTS

- The Labor Day Float Fly was a great success but it ended on a down note as the event director, Merle McGregor, suffered a prop injury to his right hand that required stitches at the hospital. Merle is recovering nicely.
- Pylon Race #7 will be rescheduled to Oct 6. And Pylon Race #8 will be as scheduled on Oct 20.
- There is an Aviation Day scheduled at the the Sonoma Jet Center for Oct 5 that includes a tour of the Control Tower. There will be free flight for kids under 17.
- Next month the Board will present the office slate for 2014 and Paul announced that he will be stepping down from the President slot. Dave Mercer will continue with the newsletter but will step down from the VP slot. I will be stepping down from the Secretary but will take the Treasurer position. So, we are looking for a Pres, a VP and a Secretary. Jeff Penner explained the overall format of 5 offices and 5 board members.

COMMUNICATION

- Dave Mercer explained that the next newsletter will be a combo Aug/Sep issue.
- The next scheduled event is the Larry Frank/Neil Taylor Day with a scale flying program and a BBQ by Glenn and Donnelle Binkley.

SHOW AND TELL

- Merle brought a combat plane, a "Polaris" seaplane that flies with a 4s battery. The Polaris is a great flying seaplane.

AUCTION

- The main prize at the auction was a Goldberg J-3 Cub kit that was won by Buzz for \$50.
- After that it dwindled down to a few \$1 items for a total of \$6

. THE RAFFLE

- The raffle was postponed until next month.

Meeting was adjourned at 8:55

Report prepared and submitted by Secretary Phil Leech.

Board Meeting Minutes ***October Meeting***

By: Phil Leech
7 October 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, Tony McDonald, Jake McDonald, Merle McGregor and myself, Phil Leech.

- The meeting started with the Treasurer's Report that I presented. I told them that we had a checking account balance of \$4,634 and the CD is at \$7351 and that we were holding \$685 in the pylon race account.
- The 2014 membership renewals will be sent the first week on November along with the Christmas Party invitation with a self addressed stamped envelope. We decided that a \$20 late fee would be imposed after Jan 31. We will use the AMA online check for verification of paid membership
- Brian Young can't continue with the banner plane and would like to sell it to the club. It was decide to offer him \$200 for the plane.
- Dave Mercer suggested it would be a good idea to procure a bucket with sand to be located near the charging station.
- It was discussed whether the Night Fly that had to be cancelled on Oct 12 should be re-scheduled and it was decided to pass on the idea.
- Tony and Merle suggested that it would be nice to have a Fun Fly sometime in the near future.
- The Christmas Party was discussed and Paul suggested that we should think about having on open bar and raise the ticket price by \$5 to cover the cost.
- We have several volunteers this year to provide food including Larry Gustafson, Glenn and Dawnelle Binkley, Adam Clement and

Merle and Ann McGregor. We couldn't do it without this kind of support. Paul's son Drew and a friend of his may be available as servers.

- Paul will handle getting plaques made.
- We discussed the slate for 2014 and the fact that we don't have a President or a Secretary and it was decided to present this to the General Meeting with the idea of asking guys to "step forward".

Treasurers Report October 2013

By: Patrick O'Halloran

Membership:
Total: 76

- For the auction I told everyone that I am down to my last kit.

And that wrapped it up!

Meeting was adjourned at 8:15 pm.

Report prepared and submitted by Phil Leech.

Returning: 65
2013 New: 11
Youth: 9

Financials:
Checking balance: \$4634.00
CD: \$7,351.00

Photos and Club Events

Below is info on one of our last events of the year
(weather permitting) before our Christmas Party.
Don't miss it, it should be both challenging and entertaining.

Fun Fly

Sunday Nov. 10th, 10am-3pm

Tuesday, 22 October 2013
By: Tony McDonald

For the latest info on this event go to the forum: [forum](#)
Fun fly 2013:



Open to all AMA members!

There will be four scored events. Balloon bust, egg drop, timed flight, and finally a spot

landing. Bring whatever you think you can fly the best.

The balloon bust will have a small balloon tied 10 feet above the runway and you will have three passes to try and pop it for the most points (1-5 points).

In the egg drop you will be provided with a paper cup, 1 egg, 1 popsicle stick, 2 rubber bands. It will be up to you to figure out how to successfully take off then carry the egg without breaking it. Whoever drops their egg closest to a target on the runway will win 5 points.

Timed flight starts when your wheels leave the runway. From that point you will have 1 minute to climb as high as possible. The judge will tell you to kill your engine or motor after 1 minute.

Then you have to land as close as you can within a minute without any timing assistance.

Spot landing. You will have one attempt to land on a target that will be placed on the runway.

New Field Rules

By: Dave Mercer
(a reprint of last month's article)
for those of you who might have missed it.

By now all of you should have received an e-mail mentioning the recent change in our flying restrictions at the field. Prior to this, during an event at the winery we were restricted to electric only flight. Now we have been informed to cease all flying altogether during these events. At first glance this seems like a severe restriction that would wipe out our chance to fly on many weekends. This is NOT the case. Check out the start time for almost all of these events, and the resulting no-fly time. Virtually every event starts in the late afternoon or early evening and stretches into the night. 3:00 PM, 4:00 pm, sometimes even 5:00 pm is the time we've been asked to stop flying. I don't see this as much of a burden. By mid to late afternoon most of us have done enough flying to be thoroughly frazzled and ready to head home. Some of you have noticed that a certain date is listed on our calendar as a no-fly day and assumed it meant the entire day. This is not the case. **CHECK THE START TIME FOR WHEN THE**

\$2 entry fee. Trophies for 1st, 2nd, 3rd!

Email event director Tony McDonald at McDRacing1@yahoo.com or call 707-479-2152.

NO-FLY STATUS BEGINS!! Most likely you will find that you can go out to the field and fly like normal and the no-fly restriction will have no impact. Go to our website home page, make a note of the no-fly dates that Patrick has listed, and pay careful attention to the starting time listed. Click on an individual date on the calendar and a starting and ending time will be noted if it's a no-fly day. The most important thing to remember is to be respectful of these minor restrictions placed on us by the Trentadue Winery. We have a great place to fly solely because of the generosity of the Trentadue Winery, and Victor in particular. We don't want to tarnish our relationship and lose what we have.

Make it a habit to check out our website—which you should be doing anyway—take note of any no-fly days and their **START TIMES**, and abide by it. It's perhaps the single most important thing you can do to ensure that our great flying site remains available to us.

WCF 2013 EVENTS SCHEDULE

<u>Event</u>	<u>Date</u>	<u>Contact</u>
Fun Fly	Sun Nov 10	Tony
Pylon Race #9	Sun Nov 17	Steve
Christmas Party	Fri Dec 6	Phil

