

Wine Country Flier



Next meeting: 23 January 6:00 P.M.

Pizza Gourmet, 1415 Fulton Rd #231, Santa Rosa, CA 95403

Get there early for your free pizza!

www.wcflyers.com

Promoting Model Aviation in Sonoma County

2019 Club Officers:

President:	Guy Nicholas	(707) 291-2781	guy@gui-soft.com
Vice President:	Buzz Russell	(707) 537-5299	brmaruss@sbcglobal.net
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Treasurer:	Paul Gibson	(707) 318-5926	paul@4gibson.us
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2019 Board Members:

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Newsletter: Guy Nicholas

Website: Patrick O'Halloran

Presidents Report

By: Guy Nicholas

Greetings all and welcome to the end of December 754. Since my last report not a ton has gone on. The rain and cold have slowed attendance at the field, though don't that make you think it isn't flyable, you just need to put on some gloves and avoid the raindrops.

We had our Christmas party at Charlie's grill and I think it went very well. About 45 people showed up, and it started with an hour of social hour, hence the name, followed by a quite delicious dinner including desert. After dinner we had our prize giveaway. I was happy to see a number of people hang out after the giveaway to continue with the chit-chat. Overall I was quite happy with the venue and the meal. I will be sending out a survey shortly to see if my impressions were in line with others. When you get the survey email please follow the link and answer the questions regardless if attended the dinner or not. Thanks!

The FAA has released a proposal for remote identification of unmanned aircraft systems (UAS) and you can view the proposal here: https://www.faa.gov/uas/research_development/remote_id/ So far the AMA has said it seems the FAA has listened to their input but they have not yet fully reviewed the full 319 page proposal. At this point there is nothing for us members to do, other than wait for the AMA to finish their review.

How Not to Maiden

By: Guy Nicholas

After finally finishing my P.A. Katana MX I headed to the field to maiden it. I wanted someone else to do it, not because I don't think I can fly it, as I am sure I could do that quite fine, it's that you want someone to check your work.

As I am sure most of you are aware, my primary flight vehicle is a helicopter, and back when we flew at the dumps someone would bring out their new heli and one or more people would give it a thorough going over. If you haven't seen a model helicopter, let me tell you that it is a myriad of bolted together parts. Plus the radio setup was tricky due to a number of curves for throttle and pitch, mixes, modes, etc. The maiden flight inspection almost always found something that would have caused catastrophic results. Some birds would end up going home due to some problem that couldn't be resolved at the field. The point being, we would ALWAYS have a second, or third, pair of eyes, check our work. Nowadays I am almost the only helicopter pilot at our field so I have no one to check me, so my first flight is always a bit nerve-racking.

Back to the present. My KMX was not a cheap kit, and I was nervous that I could have something messed up, so I wanted someone to go over it before flying. Unfortunately, the inspection wasn't quite thorough enough, and when the pilot rolled on power and took off, I watched the plane go into a slow roll to the left. I was thinking to myself that it was awfully bold to roll the plane immediately after takeoff. As you may have guessed, it wasn't an intended maneuver. I had wired the ailerons backwards and neither of us had actually checked them.

When I originally had setup the airplane, the default receiver setup is with channel one being the left aileron and channel five being the right, and at that point I had them moving in the correct direction, but when I did the final mounting of my receiver, channel one was on the right hand side, so I swapped things on my radio and either failed to re-check the direction or...? It really doesn't matter what happened, only that in the end, they were moving in the wrong direction.

As you can probably guess I was a bit upset about the whole episode, mostly at myself, and for a number of reasons. First, I came to the field with my ailerons reversed, second, I didn't check them at the field when I did my range and balance check. Third, I didn't insist on a more thorough check of the aircraft from my helper. I went through a period of self doubt, wondering how I could be such an idiot. My wife felt so bad for me that she secretly ordered a new airplane and put it under the Christmas tree! She's the best!

My good friend Patrick O'Halloran was kind enough to fix up the damage and he did a dang nice job of it, and I would say you would have to know it had been damaged to even notice it. Thanks Patrick! You're the best. (or second best since I already said my wife was the best)

The moral of this story should be obvious. If you have a new aircraft make sure you have someone give it a thorough going over prior to flying it. When you go to fly your aircraft, make sure you check your control direction and throws on each and every flight. I had a beer with Robbie Jensen after my tragic maiden. He builds and flies models for NASA, and he told me that not checking controls as a part of EVERY preflight is an offense one could be fired for. And lastly, if you are asked to check out or fly someone else's aircraft, make sure you give that bird a thorough check, as you never know what the builder could have done wrong.

Nieuport 11

By: Jake Chichilitti

John Cole's new Nieuport 11 ready for it's maiden flight. It is a Proctor kit and he installed an O.S. 2-stroke engine. It flew great. The picture was taken in November.



General Meeting Minutes

21 November 2019

By: Chris Bailey

- Meeting started @ 7:01 pm
- 20 members present
- Treasurer's report(Guy): 92 members for 2019, financial report available for members to view
- Safety(Eric) LiPo battery damaged in a crash, brought home and discharged in bucket of salt water, violent reaction, picture in newsletter, (Larry) Everyone should learn how to recover from a spin while flying, (Guy) If you experience a crash, analyze the crash, figure out what caused crash BEFORE you fly again
- AMA Expo West and East have come to an end, this year was the last time AMA will do Expos
- Night Fly recap (Steve): About 35 people attended, about 8 planes in the air, great event, well attended, great pot luck, lots of food and fun
- Jake and Jim: went to Lake Hennesy to float fly, Dock has been closed, still great place to fly, contact Jake if you are interested in future float flys
- Remember club rule about not flying over vineyard Thursdays (or anytime people are in the vineyard), complaint was received, Adam will investigate facts
- Raffle: Quad rotor drone, Starwars drone, Badger airbrush kit
- Auction: Glider (Steve), Sig 4 Star 60 kit (Chris), Goldberg 50th Anniversary Cub Kit (Bob)
- Meeting adjourned 7:48 pm

Board Meeting Minutes

21 November 2019

By: Chris Bailey

- Meeting started @ 5:50 pm
- Present: Guy, Jake, Chris, Buzz, Bill, Eric, Steve
- Christmas party @ Charlie's, Guy will finalize arrangements for dinner, menu, cost
- Flying site: Complaint has been received, Adam will investigate, report findings to board
- AMA Flying Site Improvement Grant(Guy): Application is available online, awarded based on points system, extra points for being an AMA Leader Club, must have AMA rules posed @ field, Guy will investigate purchasing AMA rules sign, and Leader Club requirements
- Board Meeting Days: group discussion, suggested we might want to consider holding board meeting same night as general meeting(prior to general meeting, also at Pizza Gourmet), another suggestion was to consider holding board meeting 2 weeks prior to general meeting, further discussion @ future board meeting
- Meeting adjourned @ 6:20 pm

WCF 2019 EVENTS SCHEDULE

- **New Year's Day Fly: Wednesday 1 January.**