

Wine Country Flier



Next meeting: Cancelled due to Covid-19.

www.wcflyers.com

Promoting Model Aviation in Sonoma County

2020 Club Officers:

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Treasurer:	Paul Gibson	(707) 318-5926	paul@4gibson.us
Safety Officer:	Jake Chichilitti	(707) 535-0977	jake.chichilitti@yahoo.com

2019 Board Members:

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Bill Van Aslan		billv@sonic.com
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Newsletter: Guy Nicholas

Website: Patrick O'Halloran

Presidents Report

By: Guy Nicholas

Greetings all. Every month I have to think of what to share with the club membership and of late there has been a recurring theme that I am going to avoid this month. So, my topic this month is one of safety. I know, I know, Jake is the safety officer, but I don't think he will mind this one regression.

A few weeks ago, shortly before our board meeting a multi-copter went nuts just after landing. At this point it isn't clear what actually happened, but this made me think of a few safety items. Mind you, I am not saying these items necessarily apply to the aforementioned situation, but, it did slide them more forward in my brain.

There are a pair of safety items that came out of this talk. First, it was brought up at the board meeting and some suggested that helicopters and quads (VTOL) should not take off from the taxiway, but instead should carry them out to the runway. Steve Cole quickly pointed out that the AMA suggested setup has them off to the sides, and I followed that up with it being unsafe to have people walking onto the runway. So the takeaway for now is that VTOL aircraft will take off from the taxiway, and runway incursions will remain at a minimum.

Second, and I know I have pointed this out several times before, but it bears repeating. Everyone should have (really close to must have) a throttle cutoff setup on their aircraft. For those that don't know what that means, it means that you have a switch, that when activated brings the throttle to off. This means all the way off. On a lot of quads, when the throttle is all the way down the quad is in a low power mode and the engines stay on to maintain stability, so throttle cut needs to make sure the quad is actually off and not in this low power mode. Back when I flew nitro helis we all flew with a flight mode called "hold" which was basically throttle cut and we used that to do our [autorotations](#).

The last item that came to mind here is one I one I struggled with not that long ago when I setup my first flybarless heli. My old helicopters flew with a flybar and that would stabilize the head enough such that the servos were directly connected to the cyclic and pitch controls on the blades. Now however with the flybarless heads you must you a "controller". These are basically the same technology as in Spektrum SAFE receivers and in quads. These controllers have a set of sensors in them along with a computer and software that takes input from your receiver as well as its sensors and the it is what sends signals to your servos. What this means is that you have to be extra careful with your setup as it isn't always obvious what will happen when the aircraft is moving. Everything can look fine on the ground and then when you get up there and speed up you can experience oscillations or other weirdness. A lot of these devices have multiple modes and you need to make sure you know how the modes are switched and what is set on each of them. If you don't understand all this, you could do something like flip your rate switch not knowing it is also tied to the controller and whamo, you just changed all it's settings. Make sure when you set these things up, you have someone double check your work and that you know what all the buttons and switches do.

That's all for this month, fly happy, fly safe, catch you next month!

Safety Matters

By: Jake Chichilitti

Safety Matters

I hope all of you are staying safe and healthy and didn't breath in too much smoke during our latest bout with the wild fires. The fires seem to be under control, but the lingering smoke can be seen and smelled at our flying field. I was out at the field on Friday morning August 28 and the smoke got worse as it got later in the day. I was glad to get out of there.

Let's take a look at a few more club rules.

Rule # 14 If fuel spills must be contained or wiped up. I bought a cheap moving blanket from Harbor Freight and cover the pit table before I fuel my models. All of you electric fliers can ignore this rule.

Rule # 15 No Spectators allowed beyond the spectator area. Please head the signs that have been posted.

Rule #16 Flying hours are 8:00 AM daily, closed for events, check website/Facebook page for updates. During the wildfires the grounds keeper had to evacuate the property. He closed and locked the gate to the entrance of the education building. If the gate is closed the field is closed.

Two reminders:

Please wear or display your WCF membership badge when at the field.

Please use the pilots stations that were painted on the safety fence. Rule # 10 Pilots must stand in designated pilot area.

Jake

Training Ain't What it Used to Be

By: Guy Nicholas

The virtual ink wasn't even dry on my newsletter post when I received the following image:

Patrick and I exchanged a few humerus words about his, shall we say, lack of competence, and in there I did mention that I thought one of the primary goals of an instructor is to instill confidence in their student. A confident student is more likely to be a student that is having fun. And really, isn't that what the hobby is all about, having fun?

I also believe you should make your student recover from their mistakes. I only let go of the trainer switch at the last possible moment. I want them to do all they possibly can to get control of the aircraft. I mean really, they got themselves into this mess, they should then be able to get themselves out. A funny moment when working with Conor, Patrick O'Halloran's boy, was when he started yelling at me, "I don't see it, I don't see it, you take it". I kept telling him, "yes you do!". After we landed we had a postmortem where I pointed to the sky and said, "let me get this straight, you saw it here, then you saw it here, and then you didn't see it here?" and I asked him how that was possible? He chuckled, and of course, it was just him getting nervous because he didn't like it when it was straight above his head. So I explained that he is in control and if he doesn't want it there, he should change course before it got there.

One last thing you have to do when being an instructor. Pay attention. A while back I watched someone buddy boxing and apparently not paying enough attention, and when the student said they lost it, the plane was quite a ways away and the instructor couldn't tell it's orientation and ended up planting it in the trees to the west of the runway. When you are flying the aircraft you know what your fingers are doing, so if you input a slight left roll you know the orientation of the aircraft. But if the student did that and you weren't paying attention, when you look at the plane it could be difficult to tell if the close wing is down or the far one. This means you need to really watch the aircraft so you see it moving and know which way is up.

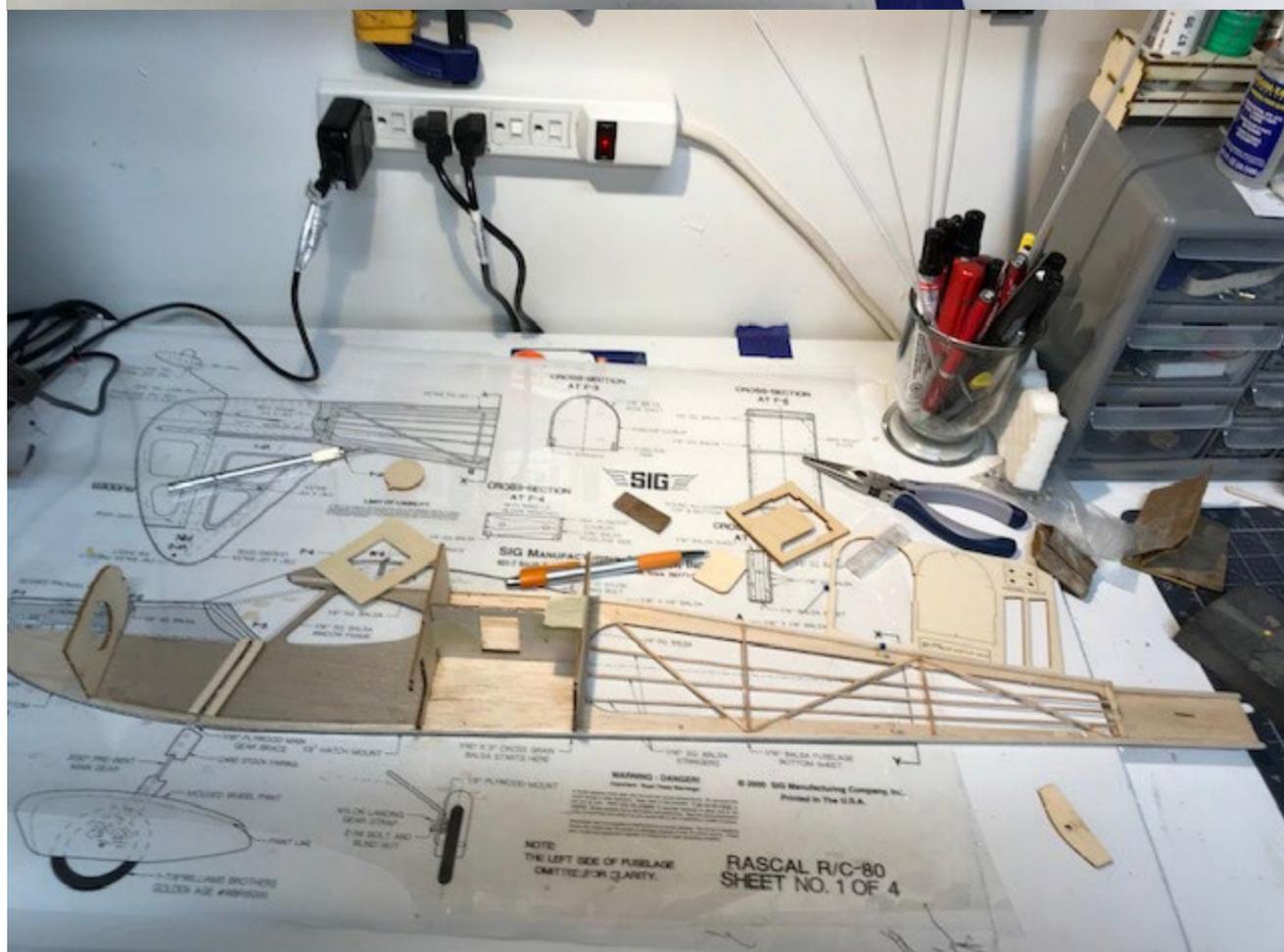
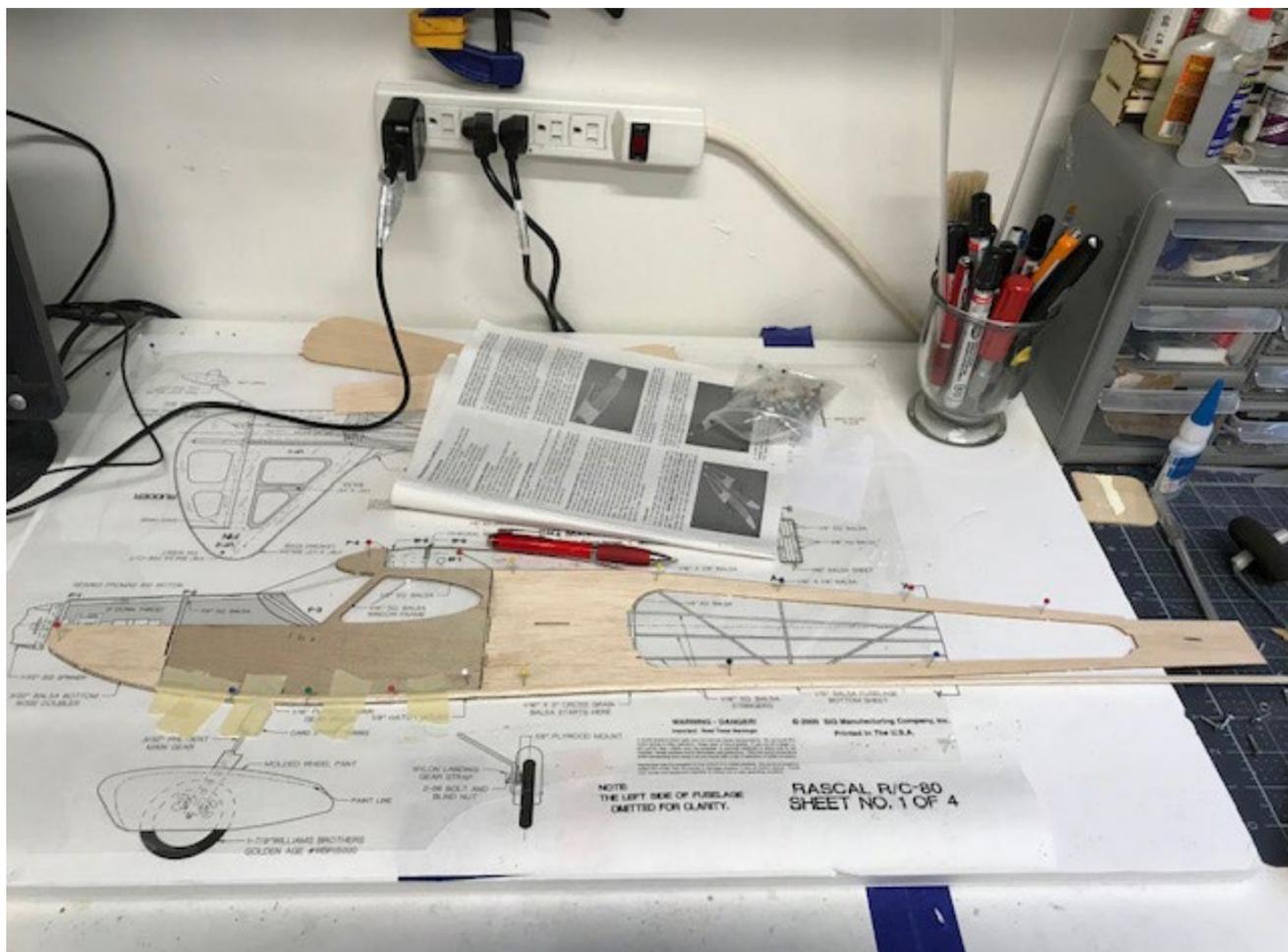
Now go school someone!



50" Sig Rascal

By: Bilal Maqsood

Bilal is working on a 50" Sig Rascal <https://sigmfg.com/products/sig-rascal-kit> Progress is looking good so far!



Board Meeting Minutes

9 July 2020

By: Chris Bailey

- Present: Guy, Bill, Eric, Adam, Paul, Buzz, Jake, Chris, Steve Cole(by phone), Steve Koll(by phone)
- Start 6:30 pm
- Adam ask the group if we should have a process in place to check out new members before they fly solo, Paul described the process that occurs when he processes a new club membership, sending a communication to the new member to get together with a board member to get the flying field gate combo and a field orientation, Guy proposed a more formal process, involving a welcome letter, meeting a board member or other board approved individual at the field, a field introduction, including flying field boundaries and club rules, and a sign off process where the new member demonstrates their flying proficiency, or is paired with a flight instructor to develop their skills, Steve Cole suggested that we work with Jake Rosen at Jake's Performance Hobbies to include our club contact information when Jake's sells a plane, and shared how the club had done the new member pilot/plane check out process in the past
- Flying field/ runway project: Guy shared that a friend of Boyd's has offered to give a grant to the club to fund runway improvements, Guy will check on details, amount of grant, etc., also, Michael Troy sent the names of 2 contractors to Guy, Guy will arrange for the contractors to come out to our field to give us bids for runway work, Steve Cole still has an ongoing conversation with a contractor friend who may be able to help with the needed work, Adam proposed having a work day to fill some of the gopher holes at the field, and that the club purchase a leaf blower and monofilament line weed cutter for maintenance work at the field, he will check into models, cost, etc. Jake reminded everyone that the new flying field hours are Daily from 8am until sunset.
- Bill contacted the AMA about registering our current flying field as a designated, registered flying site with the FAA, the AMA indicated that the process is still being developed, will probably be at least the end of the year before this can occur
- WCF swap meet scheduled for October, 2020, group discussion, Guy made a motion to cancel, Paul seconded motion, vote: one member abstained, one member thought we should hold swap meet, rest of the board members voted to cancel October swap meet, motion to cancel passed.
- Paul brought up that it is almost time to send out club membership renewal notices for 2021, and that we usually include info about the club Christmas Party, Eric will check with Charlie's Grill in Windsor to see if a Christmas Party this December would be possible
- Guy mentioned a conversation with Maria from the Ya Ka Ama, indicating an interest in a learn to fly day, one was scheduled this year, but was cancelled due to COVID epidemic
- Jake recounted an incident that he witnessed at our field, where a quad copter took off from one of the taxi ways, and was then apparently blown by the wind back into the pit area, causing minor injuries to the pilot. Steve Cole discussed his experience setting up a flying field according to AMA guidelines, with separate areas for fixed wing, rotor wing, and multicopter aircraft, group discussion followed
- Jake brought up the Neil Taylor award, Adam proposed postponing selection until next year, due to the lack of club events this year because of the COVID epidemic, general agreement by board
- Auction of RC aircraft and materials donated by Richard Aal from Redwood Valley to be held Sunday September 13, 2020 from 8-12 am at our flying field. Format will be a silent auction, items will be set out on the pit tables, each item will be assigned a number, bids may be made by writing the item number, your bid, and your contact info on a piece of paper, and placing in the provided box, highest bid on each item wins that item
- Meeting adjourned 8pm

WCF 2020 EVENTS SCHEDULE

- **Christmas Party: TBD**
- **News Year Day Fun Fly: (take a guess)**