

*Wine Country Flier*



**Next meeting: Cancelled due to Covid-19.**

**[www.wcflyers.com](http://www.wcflyers.com)**

**Promoting Model Aviation in Sonoma County**

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**Newsletter: Guy Nicholas**

**Website: Patrick O'Halloran**

# *Presidents Report*

By: Guy Nicholas

Welcome to the final days of an...uh...interesting(?) year.

First up is the runway update. Executive summary: Doing a rock based runway was not feasible so rather than investing in “throw away” work, we invested in the future and purchased brand new artificial turf to lay down. This was made possible by a generous anonymous donation of \$15,000.00. I am working out delivery details at present. Next steps after delivery will be to work out details around how to flatten and pack the dirt. Since this used a significant chunk of the clubs money, I have provided a more detailed explanation of the thought process in a separate article below.

The FAA has issued it's final remote ID ruling and you can read the full text (all 470 pages of it) [here](#), and the AMA summary [here](#), the AMA summary is [here](#), and my summary follows.

- The full enforcement isn't for about 30 months.
- You need to register yourself at the [FAA Drone Zone](#): and mark all your aircraft as we have been... AMA # and FAA #
- If you fly at the file you need do nothing more, we will be a registered airspace much like a real airport. They are referring to this as a FAA Recognized Identification Area or FIRA.
- If you want to fly away from our field you will need to get a “\$20-\$50, postage stamp sized” device that will broadcast your aircraft position and ID to the surrounding area. This device needs to be registered with the FAA and you can move it from aircraft to aircraft. The cost and size are FAA guesses. We'll see what happens here.

This is a very high level overview and to be honest I would not be overly concerned at this point. There are still a lot of details that will need to be worked out over the next year or so.

There were a pair of us on the board that did not get their renewal letters. Paul sent them all, but... well, we don't know what happened. But you are hereby advised that it's renewal season and it's time to send in your dues. If you did not get your renewal letter and have any questions, read Paul's article below, and if you still have question feel free to reach out to me at [Guy@Gui-Soft.com](mailto:Guy@Gui-Soft.com)

The night fly/mini swap that was canceled last month has been rescheduled for Saturday the 16th of this month. The swap would start at around 3:00-3:30 and the night fly would happen...you guessed it...at night.

## ***Field Maintenance Update***

By: Jake Chichilitti

Although the the club has not scheduled a work party due to the Corona Virus lock down, a few of us have managed to keep the field mowed and hauled off the trash that has been accumulating. I want to give a shout out to Billy Lantz for keeping our field mowed this summer and to Steve Koll who let us fill his trailer with our trash not once but twice. And thanks go out to the club members that pitched in to keep our field looking good. Perhaps a new and improved runway in 2121? Your board of directors is trying to make it happen.

Jake

# Runway Update

By: Guy Nicholas

Our runway project is making progress, but before I get into that let me elaborate a bit on the thought process behind what we did. The runway has two distinct issues, rodents, and earth movement. Rodents, gophers and squirrels burrow up to the surface making mounds and holes. Earth movement causes ripples, and both of these, when hit by an airplane traveling with any speed can cause the airplane to jump back into the air. This isn't so bad for smaller, slower moving aircraft, but for those people flying faster ones, like jets, it can cause a good deal of damage.

During the time we have been evaluating and discussing how to solve the problem I received a lot of opinions. from a lot of people...everyone has an opinion. The board heard from Brian Young and his father both of whom have been doing this type of work most of their lives. I also got opinions from three different contractors who were making bids on the project.

In the end it came down to a simple choice or rock, or not.

Rock - this is where we put 4"-6" of rock down, flatten and pack it.

- Pros:
  - Eliminate, or at least greatly diminish, the rodent mounds.
- Cons:
  - Cost. We had a bid for a little over \$30,000 to put down just the rock. Interestingly the rock itself isn't the bulk of the cost, the trucking is. That constitutes about half the cost, the rest is the work to smooth and pack it.
  - Will not solve moving ground problem. To keep the ground stable, we would have to dig down to solid dirt and compact from there up.
  - Fixing issues. Once packed, the rock is harder to deal with, so re-leveling it after the dirt moves would be would be more difficult.
  - Removal. If we lose our lease, we need to restore the field to it's original condition, meaning we have to get rid of the rock. The best case scenario is that we could move it to the existing gravel road the Indians have, worst case we would have to take it somewhere else. Both options would incur cost, with the worst case scenario costing as much to remove as it did to bring it in.

Dirt - basically where we smooth and pack the dirt like we did when we first moved in.

- Pros:
  - Fairly cheap and easy to do.
- Cons:
  - It won't solve our rodent mound problem, meaning we will need to repeat as necessary.

Rock or dirt is a base layer issue, both must be covered with something suitable, like the Petromat (black ground cover looking stuff) we currently have. When the runway needs work, the surface needs to be removed before anything can be done. Petromat shrinks when it gets hot in the sun, which is what tightens it, and once it has shrunk it won't shrink again, which means it is a one time application product. We cannot remove and reapply it, so any repairs requiring its removal are impossible. For this reason the board decided to look into artificial turf. Though turf may seem a bit unprecedented however, there are many fields with grass runways, and artificial turf is grass you don't have to water.

New turf is expensive so we went on a hunt for used material. We brought two different samples down from a place in Sacramento but found that our needs were pretty specific. If the grass was too long, small aircraft were unable to get rolling. The other issue with used turf was going to be getting enough of it with an acceptable quality to cover our runway. A lot of what I saw was torn up, or in smaller pieces, or whatever. For these reasons I eventually gave up hope of finding anything we could use. Steve Koll on the other hand, had kept in contact with turf suppliers and came came upon an opportunity to purchase brand new "putting green" material for \$1.46/sq ft.

At about the same time that was happening, we were given an offer of \$15,000.00, from an anonymous source, with the condition the money be used for work or materials to improve our runway. The money wouldn't just be handed over to us, we had to have actual documented expenses. This forced the boards hand and we had to make a decision about the best way to spend our money. After a lot of discussion we decided the "cons" on the rock made it just not a feasible way to go. If we owned the property, or had a very long lease, it would be a different story, but we don't. We then decided to invest in the future and purchase the turf as a long tern surface. The argument went like this. We originally spent a weekend creating the runway when we first moved in, and that lasted several years before it was starting to get bad. If we purchase the turf, and have to pull it up every couple years and do another round of rolling and flattening the base, so be it. And if we have to leave and move to another field, we can roll the turf up and take it with us.

It is now a done deal and the turf has been purchased. I have left a sampoe on the tables at the field for you to check out.

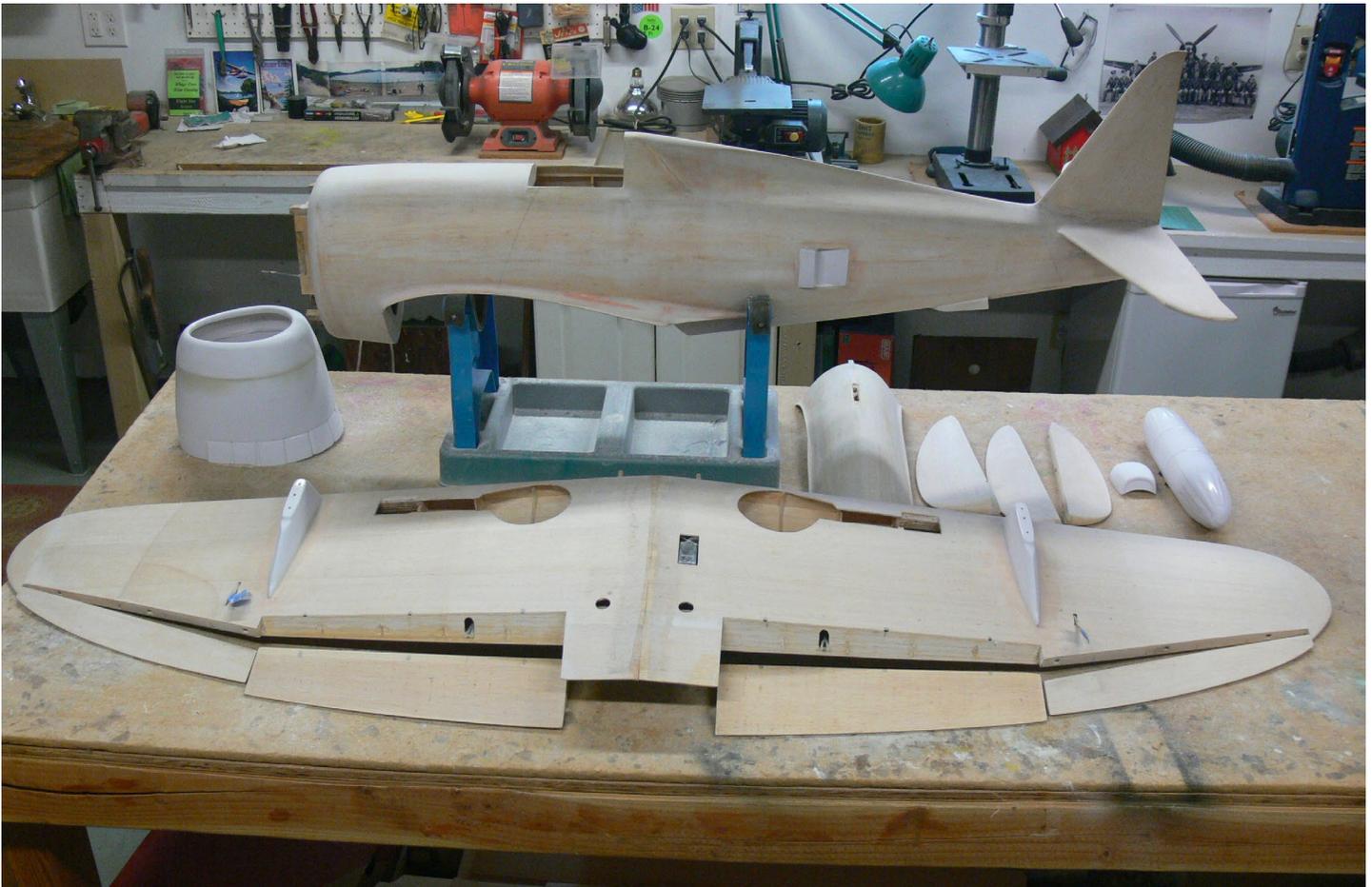
Finally, I know there will be people on both sides of this decision, some will agree, some will disagree, but I want everyone to know this. The board members spent a great deal of time considering our options and nobody took it lightly.

## ***P-47 Build***

By: Jake Chichilitti

Guys,

My Top Flite P-47 is getting closer to the finishing stage. The kit came with ABS plastic details which were added to the fuselage and wing. The square holes in the fuselage were for the turbo supercharger intercooler doors which could be opened or closed for temperature control. To begin the finishing process I brushed on two coats of clear butyrate dope to the fuselage and wing and then lightly sanded them. Next came a layer of damp silk span tissue which was doped to the wood, again with clear dope. Followed by two more coats of dope to seal and harden the surface for the next step. Talcum powder was added to the clear dope and two coats were brushed over the entire structure. Most of which was sanded off to leave a nice smooth surface for the final finish. I'm still in the process of prep sanding, but should be completed shortly. Up to this point all the painting has been brushed on. This probably sounds like a like of work, but it didn't take that long to get to this stage. The building manual suggests using an iron on covering which would go much quicker, but I prefer a painted model.



# ***Safety Report***

By: Guy Nicholas

I am filling in for our safety officer this month and I will keep this short. Jake mentioned our rule about not taxiing in the pits. For safety reasons, engines are to be shut off at the end of the taxi way where the fence is, and your aircraft must be carried or walked from there to the pit tables. The only area running engines in the pits is allowed is on the starting tables with the poles sticking through them.

# ***Board Meeting Minutes***

3 December 2020

By: Christopher Bailey

- Meeting began at 6:30 pm
- Present at the meeting: Guy, Jake, Steve Koll, Chris, Bill, Steve Cole, Buzz, Eric(by phone)
- Flying field runway project: Only one contractor has submitted a bid, approx. \$34,000 for base rock and grading work, approx. \$6000 more for black fabric. Black fabric would probably be single use, require replacement each time site needed to be regraded. Bid seems to be out of our budget. Guy presented info on artificial turf Steve Koll had been investigating, turf is new, would allow club to roll up turf, regrade, and roll back down, reusing turf and fasteners. Advantages of turf : Wear warranty on new turf, Can pick up and move to a new flying field if needed, Turf can be rolled up, runway regraded, and turf rolled back out (reusable), black fabric appears to be single use and would need to be replaced each time runway was regraded, Group discussion, board members present tend to agree that new artificial turf would be the best way to go, Motion by Jake to purchase artificial turf, contingent on Paul approving purchase amount, Second to motion by Bill and Eric, Vote: All board members present in favor, Guy will work with Paul to finalize artificial turf purchase
- Meeting adjourned at 7:30 pm

## ***Renewals***

By: Paul Gibson

The Officers and Board Members of The Wine Country Flyers hope that this letter finds you safe and healthy. This has been an extraordinary year in nearly every respect and hopefully you have been able to use our hobby and club to make things just a bit better. It should come as no surprise that Covid-19 will cause some changes to our normal end of year activities.

We suspended in person membership meetings early this year. Since then we have been using our club newsletter to share information about member and club activities. Now is when we usually begin the process of electing new board members and officers. We feel strongly that this is best done through in person meetings to both nominate, interview and vote for these positions. The current officers and board members have agreed to continue with their duties until we can begin in person meetings and conduct the regular nomination and voting cycle.

We also conducted a survey of our members through a link in the last newsletter about our regular end of year party / dinner. The vast majority of people who responded voted to postpone the event until we can do it under more normal circumstances. As soon as regular in person meetings can occur we will discuss among everyone a time and place to have a dinner and celebration.

The board continues to meet according to the regular monthly schedule and the minutes are included in the newsletter. One of the major priorities is to address and improve the runway conditions. Since securing a 5 year agreement with Ya-Ka-Ama for our flying site we have stepped up efforts to invest in the runway. Updates will be noted in the board minutes and membership meetings once those meetings resume.

There are two things that are still the same this year. First, it's time to renew your membership for 2021, a renewal form is included with no changes to club dues. Secondly we appreciate your support of the club and look forward to more flying and a much better 2021.

Sincerely,

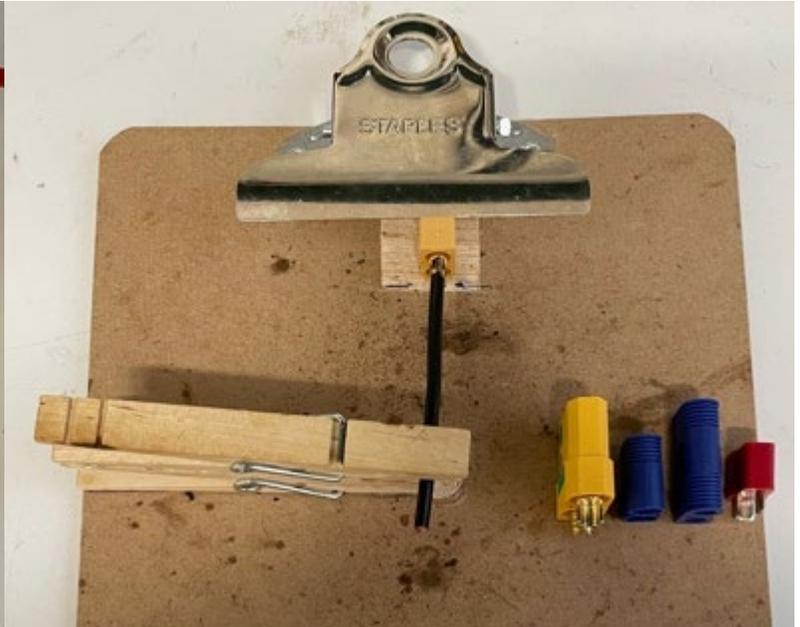
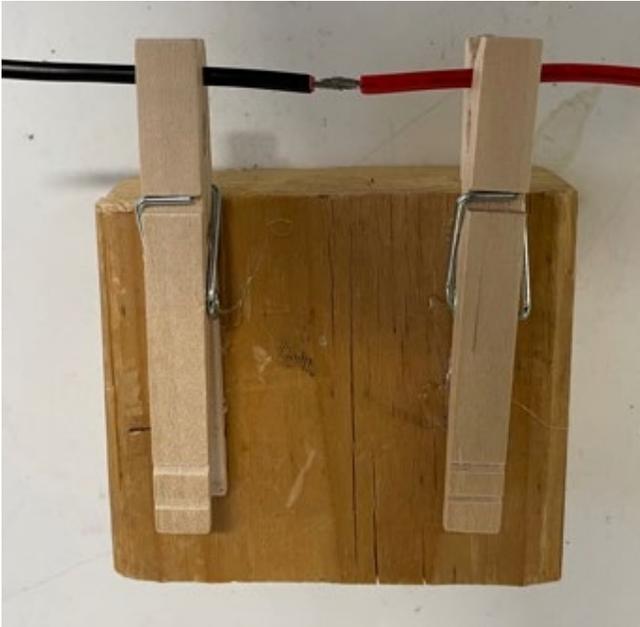
The Officers and Board Members of The Wine Country Flyers

## *Soldering Tip*

By: Bilal Maqsood

I was searching for a good soldering jig for myself and decided to browse YouTube, to see what other people are using, and an idea came to me. My both jigs are functional and economical to make. One jig holds the wire perfectly for soldering them together and with the other jig you can solder any type connector such deans, xt60, etc. the clip will hold the connector and the clothespin will hold the wire.

Take care  
Bilal



# Rascal Build

By: Bilal Maqsood

Here are the pictures of Rascal in progress. It is coming along slowly but surely.



## **WCF 2021 EVENTS SCHEDULE**

- **TBD**