



**SANTA BARBARA  
RADIO CONTROL  
MODELERS**

**UPDATE**



**Volume 45, Issue 9  
CHARTER  
SEPTEMBER 2013**

**AMA  
CLUB  
797**

The SANTA BARBARA RADIO CONTROL MODELERS INC. is incorporated in the State of California as Chapter 797 of the ACADEMY OF MODEL AERONAUTICS (AMA).

The purpose of this club is to promote the hobby of model aviation in a safe and enjoyable manner.

Regular meetings are held on the first Thursday of each month at the Santa Barbara Airport Visitor's Center, 45 Hartley Place (off of Hollister at David Love Place). Everyone is welcome at our meetings. Please phone or e-mail any officer for further information.

<i>Next</i>	<i>Club</i>	<i>Meeting</i>
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7:30 pm Thursday, October 3, 2013	Santa Barbara Airport Visitors Center	45 Hartley Place, Goleta, CA
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*Help make the monthly meetings as interesting as possible. Contact Jim Cavins at [jacavins@yahoo.com](mailto:jacavins@yahoo.com) if you can contribute with a "show and tell", a good story, a guest speaker, building tips or disasters, etc. It will be appreciated.*

Visit us at: [www.sbrcm.org](http://www.sbrcm.org)

#### **2013 Club Officers**

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#### **Presidents Message:**

I can hardly believe how time flies by - it is already time to prepare for our Annual SBRCM Auction. This will occur at our next meeting October 3rd at 7:30. It's time to clean out your work space, garage, storage shed and house of any and all airplanes and assorted parts and RC related equipment. With T.J. Moran and Scott Loepkey running the auction, it will prove once again to be a well attended fun event - one of my personal favorites! Don't forget, this is a fund raiser for our club, so stop by the bank and bring a little extra cash so you can participate.

I would like to bring to your attention of the following web site: <http://syjournal.com/wordpress/> Please check it out. This is Nancy Crawford-Hall's blog on her views of the ongoing conflict regarding control of land and water in the Santa Ynez Valley. I urge you to give her your attention on this matter. She addresses issues that have a very significant impact on the entire Santa Ynez Valley, and specifically on your Club flying site, San Lucas Ranch. I would ask that you find a way to give support to Nancy in any way you can. As you all know, our club would not have a flying site, if it were not for her!

See you at the auction!

Jim Cavins  
689-8466  
[jacavins@yahoo.com](mailto:jacavins@yahoo.com)

## SBRCM Club Meeting Minutes September 5, 2013

The meeting was called to order at 7:30 PM by club President Jim Cavins. Lloyd Gibbs, Treasurer, was not present. A total of 14 members and 1 guest were present. The guest was Ed Ramiro, who is a research diver for UCSB, and is working on a project for calibrating the HF radar used to measure ocean currents in the SB channel, using model airplanes to carry the calibration gear.

- Treasurer's Report: No report due to the absence of the Treasurer.
- The August float fly was a success even though the water level was quite low. Milt McIntosh provided a short summary of the event. He reported that there were a few crashes on Saturday, including a mid-air that resulted in a totally destroyed aircraft.
- The next float fly will be October 25-27.
- The next T-28 race will be September 22. Scott Loepkey will be running this race. Volunteers to help run the race are needed. Contact Scotty if you can help.
- Elings Park Update: Andy Binder reported that there has been little flying activity recently, but that the runway is in excellent condition. It has been dragged to a very smooth dirt surface. During this discussion, concern relative to flyers having AMA insurance was raised. Andy and Jim will contact the park administration to make sure that they ask to see the flyer's AMA card prior to issuing a pass to use the flying facility (when paying the \$60 annual fee).
- Andy Binder gave an update on the club banner investigation. He reports that he has the logo, and will pursue getting a banner made.
- The annual club auction will be held during the October meeting.
- Christmas Party is December 14 at Harry's Café.

### Show and Tell:

- Peter Richner brought in his very nice 1/3 scale Fox sailplane. The airplane is fully molded with an outstanding finish. It includes full flight controls, flaps and spoilers. He modified the landing gear to include spring suspension. He plans to conduct the first flight via aero-tow at the upcoming sailplane event in Visalia.
- Fred Wudl brought in his very nice Banana Hobbies Corsair electric powered airplane. Fred reported that the quality of the airplane was quite bad, with a number of problems he had to overcome during the assembly process. He said support from Banana Hobbies was also really bad, and he recommended not to buy stuff from them. The plane features very nice electro-mechanical retracts that feature a gear door sequencer that provides very scale-like operation. It also has folding wings, but the actuator for one side has a burned out motor. He was unable to get a working replacement part from Banana Hobbies. The airplane has a 1600 meter wing span (62").

Adjournment: The meeting was adjourned at approximately 8:30 PM.

*Submitted by:  
Tom Wolf,*

Editor's Note:

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This is a big issue with lots of photos, thanks to Tom Wolf's special reports.

Victoria's Largest Little Airshow; Victoria, BC; August 10-11  
Northwest Scale Championships Wenatchee, Washington; August 16-18



1/5 Scale DeHavilland Mosquito FBVI (photo by Rich Cox from Gunsmoke 2013)

My wife Debbie and I embarked upon a nearly three week long road trip for a combination vacation and model airplane excursion. Our first destination was Victoria, British Columbia, to participate in Victoria's Largest Little Airshow which was held on August 10 and 11. The outbound trip to Victoria included stops in Willits CA, Roseburg OR, and Burlington WA. We spent several extra days in Victoria to do some local sight-seeing. The second major stop was in Wenatchee Washington for the third annual NW Scale Championships, which was held the following weekend. Our return included stops in Vancouver WA to visit former SBRCM club member Gerry Donovan and his wife Jaime, Klamath Falls OR to visit an old family friend, and Fremont CA to visit our daughter Kimberly.

Victoria's Largest Little Airshow is a fundraising event for two local charities (Saanich Peninsula Hospital Foundation and CFA Santa's Anonymous) and is put on by the Victoria RC Modelers Society (VRCMS) at their home field, Michell Air Park, which features a very nice grass runway and ample space to accommodate spectators and vehicle parking. They have been holding this event for 12 years. This year's event raised over \$24,000 for the two charities, and the total raised over the entire time they have been holding the airshow is over \$189,000. There were no entry fees for parking or spectators, but donations were encouraged. They also held a 50/50 raffle and a rather generous merchandise raffle as fund-raisers. All proceeds were donated to the two charities. Also, most of the food and the raffle prizes were donated to the club, so overhead expenses were negligible. Pilots from the western part of Canada, and as far away as Salt Lake City Utah (and of course Goleta!) put on a really first-class show. The event organizers did a masterful job of keeping the show moving along and providing a large variety of flying exhibitions, with an excellent PA announcer to provide color. As a result the spectators were thoroughly entertained throughout the day. Most of the spectators brought folding chairs and were there the entire day. The crowd estimate on Saturday was over 2000. Sunday had a smaller crowd, possibly because there were rain showers in the morning that cleared later in the morning. However, that did not dampen the enthusiasm, as the crowd asked for the airshow to be extended 30 minutes at the end of the day on Sunday; they had not seen enough! As a finale, the organizers put up five war-birds (including my Mosquito) for a series of high speed low passes along the runway and some loose formation flying.

I was invited to participate in the air show by VRCMS member Jack Lowe, whom I met back in 2009 at the Scale Masters Championships in Wenatchee Washington. More recently Jack contacted me regarding the 1/5 scale Mosquito I built, because he is in the process of building one himself. We have spent a lot of time communicating via e-mail and the telephone over the last eighteen months, so it was nice to see him in person once again. He had his nearly finished Mosquito Mk 35 bomber on display and flew his very nice Corsair which featured operating folding wings. I flew the Mosquito a total of seven times over the weekend, which is more than I have ever flown it at any one event. All in all, it was a very enjoyable experience. There was lots of flying without the pressure of competition. As a bonus, fellow SBRCM member Jason Thrupp dropped by the airshow on Saturday. It was good to visit with him. He is temporarily working in the Victoria area.

The VRCMS members showed us unbelievable hospitality while we were there. It seemed that there was some kind of social event planned for every evening, including dinner at the event director's house on Friday, a very nice steak and chicken BBQ at the field on Saturday, and another BBQ at Jack's house on Monday. Debbie and I also spend time exploring downtown Victoria and the surrounding area.

During the airshow, I was introduced to the manager of the Mosquito Mk 35 restoration that is underway at Victoria Air Maintenance, located at the Victoria International Airport. This restoration is in its final stages and they expect to be airborne in the next couple of months. I was invited out to the hanger to take a look at the plane. Jack Lowe took me out early Monday morning, and we were able to spend as much time as we liked looking over the plane, touching it, and taking pictures. We both were able to climb up into the cockpit (separately!). Man, what a small space!



Our hotel in Roseburg OR



Waiting for the ferry at Tswassen Ferry Terminal



Jack Price's F-104 (in work)



Some of the Static Display



Jack Price's big Corsair (folding wings, Moki Radial engine)



Some of the Helicopters that were flown



Ready Line prior to flying demos



Turbine-powered Blanik L-13



Stearman by Scott Davis (Salt Lake City UT)



Scott Davis's Stearman with smoke on



Jack Lowe's Corsair with wings folded (VRCMS)



Mosquito during camera pass



Jack Lowe's Corsair and my Mosquito



Jack Lowe's Mosquito Mk35 and my Mosquito



The real deal! Mosquito Mk35



Climbing into the cockpit

## 2013 Northwest Scale Championships

Our next major stop was Wenatchee, Washington for the 2013 Northwest Scale Championships. The host club, the Wenatchee Red Apple Fliers (WRAF), put on a well-organized meet, which was held at their home field located just east of the local municipal airport. This flying site has to be seen to be believed. It was featured a few years ago in *Model Aviation*, but the article did not do justice to this model airfield. I've been there a total of three times, but I still am amazed by what I see when I arrive. The facility is accessed via an electric security gate with an electronic keypad. As soon as you drive onto the site you see a very large club house that features air conditioning, a full kitchen, large meeting room, full service (flush) bathrooms (men and women), and showers! On one end of the club house there is an observation platform for event announcers etc. There also is a detached storage "shed" that is the size of a large two car garage. The site has 24 RV pads (with water and electricity), and the work tables in the pit area all have electrical outlets. The entire site is surrounded by a chain link fence and there is also a 6 foot chain link fence separating the spectator area from the pit / flying areas. Finally, there are two runways: A paved runway 600 feet long by 36 feet wide, and an adjacent grass runway 40 feet wide by 700 feet long. Oh yeah, the entire pit area and the area around the runways is close-trimmed sod, with a timer-controlled sprinkler system. The most incredible thing is that the facility was put in and paid for by Waste Management Corporation. Waste Management wanted the property that the club's former flying field was located on, so they struck a deal to move the club to the new site and put the site improvements in for them. I'd have to say that the WRAF has probably the nicest flying facility in the country or maybe in the world (it is far better than the AMA site at Muncie).



How was the weather? Fitting for this flying facility, the weather was outstanding. There was very little wind the entire weekend (all day long), and warm temperatures were the order of the day (in the mid to high 80s the entire weekend).

This year 24 contestants showed up to compete in this regional Scalemasters Qualifier, and NW Scale Championships. There were 8 entries in Expert, the class I compete in. While the turn-out was less than might be expected a few years ago, it was respectable for typical qualifiers today. There were several very nice planes, including a PT-23, and an assortment of P-47s, Piper Cubs, etc. There also was a nice DeHavilland Twin Otter, which was electric powered. Unfortunately that plane was destined to crash during the meet.

Static judging and practice flying was held on Friday August 16. During static judging, I was a little nervous about how much attention the outline judge was giving my plane (and the notes she was making on my static score sheets). As it turned out later, I had little to worry about. After static judging, I took a practice flight in excellent flying

Competition flying began on Saturday morning, with three rounds of flying scheduled and two more rounds on Sunday. Three flight lines were in operation, so the air was pretty crowded at times. In Round 1, everyone had the usual case of the first flight jitters, and many of the flight scores reflected it. I was first up in the flight order on my flight line, so I had little time to get nervous. I managed to pull out a flight score of 94.0, which ended up being the highest score for Round 1. The static scores were posted after Round 1, and I got an almost perfect 99.0. My Round 2 flight felt about as good as the first flight, with a take-off right down the runway centerline and a greaser landing. My score for this round was a very nice 94.5. Again, this was the highest flight score for the round. Finally, we flew Round 3 in the early afternoon, and I had another good flight with a score of 94.75. The trend for my flights was in the right direction.

Sunday morning started much like Saturday: A little wind right down the runway, with sunny and warm weather. The flight orders were reversed from Saturday, so I was last up. That was a nice thing, because I was able to fly alone; the other flight lines had finished by the time of my turn. For a change, I didn't have to dodge slow-moving cubs and WW1 types. I again had a good flight, with a score of 97.0. That would be the highest flight score of the contest for anyone. At this point, I had first place in Expert class sewn up, and decided not to fly my final 5<sup>th</sup> Round. The scoring takes the top 3 flights and averages them together, so I had two throw-aways (Round 5 and Round 1).

When the awards were announced, I got awards for First Place in Expert, Top Static Score, and Pilot's Choice for Best of Show.

The next competition for the Mosquito will be the 2013 Scalemasters Championships, which will be held in Woodland/Davis CA, on October 10-13.

More pictures will be posted on the SBRCM web site.

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**Editor's note:** *Congratulations and thanks to Tom Wolf for his special reports on his successful participation in the Largest Little Airplane Airshow in Victoria, BC and the Northwest Scale Championships in Wenatchee, WA.*



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### **Important Dates**

***Thursday, October 3***

Annual Auction/meeting  
Airport Visitor's Ctr

***Sunday, September 22***

T-28 Races, San Lucas  
Ranch

***Friday, Saturday, Sunday,  
October 25, 26, 27***

Float Fly,  
Lake Cachuma

***Saturday, December 14***

Xmas dinner party, Harry's



The air-conditioned club house.



Part of the pit area. No dirt!!



Waiting for static judging



Ward Emigh's PT-23



Static judging line



Russ Armstrong's P-47



A rather large Cub



Ward Emigh's PT-23 about to touch down





Scott Enoch's Nieuport 28



Noon line-up

