



**SANTA BARBARA  
RADIO CONTROL  
MODELERS**

# UPDATE



**Volume 47, Issue 2**

**AMA CHARTER CLUB 797**

**FEB 2015**

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.

## Next Club Meeting

**7:30 pm Thursday, February 5, 2015  
Santa Barbara Airport Visitors Center  
45 Hartley Place, Goleta, CA**

*Help make the monthly meetings as interesting as possible. Contact Fred Wudl at [wudl@chem.ucsb.edu](mailto:wudl@chem.ucsb.edu) 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)**

## 2015 Club Officers

<b>President</b>	<b>Phone</b>	<b>E-mail</b>
Fred Wudl	805-252-3445	<a href="mailto:wudl@chem.ucsb.edu">wudl@chem.ucsb.edu</a>
<b>Vice-President</b>		
Jim Kolanek	805-968-8609	<a href="mailto:j.kolanek@cox.net">j.kolanek@cox.net</a>
<b>Secretary</b>		
Tom Wolf	805-967-3523	<a href="mailto:tomdebwolf@cox.net">tomdebwolf@cox.net</a>
<b>Treasurer</b>		
Lloyd Gibbs	805-688-4855	<a href="mailto:LRGibbs@msn.com">LRGibbs@msn.com</a>
<b>Field Safety Officer</b>		
Dale Byers	805-967-8822	<a href="mailto:tennisrun.runtennis@verizon.net">tennisrun.runtennis@verizon.net</a>
<b>Newsletter Editor</b>		
Tom Wolf	805-967-3523	<a href="mailto:tomdebwolf@cox.net">tomdebwolf@cox.net</a>
<b>Instruction Coordinator</b>		
Milt McIntosh	805-967-0201	<a href="mailto:miltmcintosh@yahoo.com">miltmcintosh@yahoo.com</a>
<b>Website</b>		
Herb Rubinstein	805-683-3402	<a href="mailto:herb.rubinstein@gmail.com">herb.rubinstein@gmail.com</a>

## President's Message



Happy 2015 to everyone! I hope you all had a wonderful Holiday Season. As you all know, due to the calendar we did not have a January meeting and our first meeting of 2015 will be February 5.

Last January 9 – 11 was the AMA Expo in Ontario, CA. I believe that this year the attendance was higher than last. As we did last year, Jim Becker and I had two tables at the swap shop. Unlike last year, I only took two planes, my large, 63" wingspan, B-17 foamy and my 56" wingspan P-51D Mustang foamy, as well as a number of kits that Dale retrieved from the hangar. We sold the kits within the first hour for \$400.00. I had to reduce one of the Mustang kits considerably because it had been worked on, the plans were cut up, etc. All things considered, I believe we did reasonably well for the club.

We arrived a little late on Friday (4:45 PM) and missed the AMA talks. It is clear, though, that the Expo was heavily dominated by multi-copters ("drones"), that may yet influence the government to tighten the noose on our hobby, mostly due to inconsiderate and untrained "pilots". Speaking of which, I received the following email (Jan. 9) from Michael Nelson, the Elings Park Foundation Director:

*"Fred,  
Just a heads up, we have had a number of encounters recently with unauthorized flyers parking on the wrong side of the gate and flying while paragliders are in the*

air, obviously, a huge liability. I have told Park Hosts to call the police, if they are ignored. Not sure what you can do about this, other than reiterate our agreement to your membership.

Mike

Michael Nelson  
Executive Director”

I'm open to suggestions on how to respond. Of course I am sure that none of our members would behave that way.

I am looking forward to seeing you all in a few weeks.

Fred

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## Meeting Minutes

There are no meeting minutes, because there was no meeting in January.

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## AMA Expo!

The AMA Expo was held January 9-11 in the Ontario Convention Center. Several SBRCM members attended over the weekend. For those who made it, the latest in multicopter and mini UAV technology was on display, as well as the more traditional RC vendors and suppliers such as Desert Aircraft, Soaring USA, RAM Systems, etc. Lots of foamie ARF suppliers were there as well. The AMA Expo provides an insight into where the hobby is headed.



TJ Moran and John Fodor attended on Friday



The static display area had some really nice aircraft



The Soaring USA booth featured a lot of high-tech / high performance sailplanes.

## Member Spotlight: Kenny Hill



I moved to Santa Barbara in the winter of 83-84. I attended Santa Barbara High School as well as Santa Barbara City College. After 3 years at SBCC I took one of my many trips to Lake Tahoe and ended up staying 11 years. I took a job in a kitchen at night and snowboarded all day. When you are in your mid 20's, nothing beats it !!

While working in the kitchen I met a guy who was also working for a boat builder in Tahoe City. They were building a boat for BJ's Barge Service, which is a pier building and buoy maintenance operation on the North and West Shores of Lake Tahoe. I had some diving experience, so I picked up a summer job working for them. We worked on the lake diving and replacing chain and floats for buoys, salvage on sunken boats, and building piers using military amphibious "Larks" (same vehicle as the "Land Shark" in Santa Barbara) outfitted with big pontoons for stability, and an extend boom for the pile driver.

As years progressed, my snowboarding took off and I was now receiving sponsorship from several different companies including a local one, BARFOOT Snowboards. I was traveling to places like New Zealand and Alaska in search of the ultimate in helicopter accessed terrain for movies and magazines, as well as competing in a world competition named "King of the Hill", an all Helicopter access competition that lasted 3 days and involved 3 different disciplines of snowboarding. Downhill (speed), Freestyle (tricks), and Extreme (big cliffs, steep terrain).



Eventually, I moved back to Santa Barbara and began working on Sea Urchin boats. Working on several different boats, I was able to work at all of our Islands, as well as surf waves of perfection that you only travel to far places to experience.

About 5 years ago I was watching a friend build a 300 size heli. Later that year I was with a friend who was into R/C Cars, and after a short conversation, we ended up driving out to California Hobbies. I saw Jim fly a Blade MCX around the shop. It was the coolest thing ever and I immediately bought one. My attraction grew and eventually graduated to a Blade 400, and then a 550 size.

About the time of the Blade 400 the "GoPro" was being introduced. I jumped onboard and attached a GoPro to my 400 for fun. I was hooked ! I started looking into mulitrotors because of the stability they offer when carrying a camera in the air. They were also a heck of a lot easier to fly with all the gyro stabilization. I spent a couple years in the multi rotor world, but never left flying helis. After all, the stick inputs are the exact same for multi rotors as heli's, so I was actually gaining proper stick time. I ended up building many quads, and hexacopters, even selling a few, as well as doing aerial photos and videos to fund my heli crashes, which were plentiful.



While attending a Fun Fly I won a 700 size heli in a raffle. After building a 700, I realized I needed some real space to fly and so last March (2014) I joined the SBRCM. Since then I have been continually amazed at the attention to detail on some of the models, I don't know how those guys have the courage to fly after all that time building. Mucho respect to them! The members have been the friendliest group of guys and have helped me out in more ways than one. I couldn't be happier flying at the ranch and I am looking forward to making new friends.



## New Projects Completed



Club President Fred Wudl just recently completed this very nice 3D Hobbyshop Edge 540. It has a wing span of 41 inches, 375 square inch wing area and weighs about 35 ounces. Power is an E-Flite Park 480 motor with a E-Flite 30 amp ESC and a

3S 2200 mAh Lipo battery. Jim Becker recommended the plane to Fred and had one before Fred bought his. Fred reports that in general the construction is relatively easy and the cut-outs for the servos needed some enlarging. The manufactured parts are very well done, especially the covering. However, the canopy does not fit absolutely perfectly but, if you don't look too closely, it's OK. There are two weak points to the design. First, the landing gear, in a VERY hard



landing, will destroy the fuselage. So Fred modified the design (photograph) by making it "springy" and essentially "breakaway". His landing gear is made of an aluminum laminate (created by Fred) and 1/16" steel wire. Another potential problem area is the wing attachment to a weak site on the fuselage. Fred strengthened the sides of the fuselage with 1/16" balsa and 30 min epoxy. Fred reports that "the plane flies great, looks very nice in the air, it tracks well and does all the few stunt maneuvers I know but can do more in Jim's hands."

+++++



James Pepper just completed the assembly of this very nice looking Parkzone Super Sport Cub, with the optional flaps enabled.

James reports that he has seen videos of this model doing basic aerobatics quite well. With the generous

wing area, light weight and the flaps, the takeoff roll is very short. James particularly loves the over-sized tires.

As usual with Parkzone, everything fit together very well and it balanced as built, using a 2200mAh battery (1300 is the default capacity). One surprise was that the plastic panel forming the underside of the fuselage was not glued along one edge, and the foam easily pulled away from the opposite edge during handling.

James was planning to make his first flight the week of January 11, so by the time you read this, his Cub should have had a number of flights on it.



## Maiden Flight!

Frank Clark's new Reactor was successfully flown on Sunday, January 18. Scott Loepkey did the honors for the first flight, and it went off without a hitch. After a short rest to calm his nerves, Frank flew the airplane's second flight. Frank's Reactor is powered by a DLE-55 (55cc gas engine). Frank says the engine is high quality. This is Frank's first gas-burner.



Pre-flight check out and engine run-up was good.



Scott Loepkey flew the Reactor's first flight



Frank Clark enjoyed the Reactor's second flight



A picture perfect landing on the centerline. Good job Frank!

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## Around and About



Jim Kolanek's Spitfire rolling in for a low pass



David Alexander and Jim Kolanek checking out the latest electronic gadget



Ron Roth keeping an eye on Scotty's airplane



Whoops!

*CLASSIFIED* (free listings for club members; submit to the editor for publication)

FOR SALE:

WANTED:



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C/O Tom Wolf  
SBRCM Newsletter Editor  
805-967-3523  
tomdebwolf@cox.net



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### **Next Meeting:**

**Thursday, February 5 at Santa Barbara Airport Visitors Center**

If you have any suggestions for topics, would like to submit pictures or other information, please e-mail them to tomdebwolf@cox.net or mail to Tom Wolf 566 Windsor Ave Goleta, CA 93117. If you have any photos of what you're working on or flying nowadays, please forward them to me and I'll put them in the website's photo gallery.

Flying Field Schedule

San Lucas: Wed, Sat, Sun, holidays: 9AM – 1PM  
Elings: Daily Sunrise – Sunset