



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, March 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 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

2015 Club Officers

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Jim Kolanek	805-968-8609	j.kolanek@cox.net
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President's Message



As this message "goes to press" Linda and I will be on a trip but should be back for the next club meeting.

There are two items that need mention this month. One is another email from Mike Nelson, the Executive Director at Elings Park. It appears that there is a member of the club that seems to know less than he thinks he does ("He who knows not and knows not he knows not, he is a fool—shun him" ascribed to Aristotle). This person's conversation with Park Host Mike Manser, as reported by Mike is as follows:

"I spoke to a man over here in in South Park about the middle of the week, who came over to speak to me about flying RC planes & drones in the park. He said something about just returning from a year in Australia and had just attended a SBRCM club meeting last week where he said that the club had decided that because they have very few members flying their planes over here that it was not worth it to keep paying for liability insurance, and even though they had paid \$1000.00 to have a sign put up last year, they were going to stop using the park.

I mentioned to him that I had not heard anything about this and maybe he could have the president of the club contact you [Mike Nelson]. He said the president of the SBRCM was Fred Wudl and to contact Fred for further info.

Sorry, I did not get his name, and when I told him that drones were not allowed to fly in the park because the neighbors complained about the noise, he did say that he recently accompanied some of the older club members to a RC swap meet to LA and they were all upset that all of the RC stores had closed up because RC drones had taken

over and that maybe the park should contact Sam's Cameras in LA to sponsor drones training in the park as they seem to have taken over the RC business in LA!"

It's pretty obvious that the Aristotle quote fits this person like a glove. I wish that folks would check their facts before they go running off the mouth about the club and its meetings. To quote Tom Wolf in his reply to Mike Nelson:

"There is currently an insurance certificate from AMA covering Elings Park, and the renewal went in to AMA a week ago for next year's certificate. So we and Elings are covered as long as all flyers belong to AMA"

Also, the price for the sign was never made public and was NOT \$ 1000 but a lot less. Finally, I was at the AMA Expo and don't remember anyone saying anything about the hobby shops going out of business.

So in the future, please keep in mind that it is best if liaison with flying site owners or managers is done by club officers or designated members to avoid mis-information that may be damaging to the club's interests.

A second item is the fact that DOT/FAA has, according to the AMA news, started dealing with "drones":

"Sunday, February 15 - The Department of Transportation Secretary Anthony Foxx and FAA Administrator Michael Huerta announced FAA's long-awaited proposed regulation for the operation of commercial small unmanned aircraft in the national airspace. The new rules would not apply to model aircraft. However, model aircraft operators must continue to satisfy all of the criteria specified in Sec. 336 of Public Law 112-95 (Special Rule for Model Aircraft), including the stipulation that they be operated only for hobby or recreational purposes."

Seems to me that we may have temporarily dodged the bullet but unfortunately multicopters have become so inexpensive and available that it is only a matter of time before a bad accident will occur.

Fred

Meeting Minutes

February 5, 2015

The meeting was called to order at 7:30 PM by club President Fred Wudl. A total of 18 members were present. There were no guests. All club officers were present.

Old Business:

- Treasurer's Report: Lloyd Gibbs reported that the club has approximately \$27000.00 in the checking account.

- Elings Park: Fred Wudl led a discussion regarding the e-mail he got recently from Michael Nelson, the Elings Park Director, regarding problems that are being caused by the RC fliers at the Elings Park field. Apparently some of the pilots that are using the field are not following the site rules, in particular regarding not flying when there are parasails or hang gliders airborne. The rules that were negotiated with the park administration and the hang glider school require that the RC flying be suspended whenever the flight school is in active operation. It is unlikely that these individuals are club members. Fred will get in contact with Mike to see if somehow there can be better enforcement of the rules with help from the park staff. The flying site requires AMA membership, membership in SBRCM and the payment of an annual use fee. Perhaps the park can verify that those people using the field meet those requirements, and if not ask those individuals to leave.

- Fred took several kits to the AMA show which were left over from the last auction, and sold them at the swap meet. The club got \$400 for the kits.

New Business:

- Fred indicated that he is planning to hold Board Meetings the week before each monthly general meeting.
- A Float Fly will be held at Lake Casitas on April 18 and 19. The water level is low, but there still is a feasible flying location. Arrive early for the mussel inspection.
- Lloyd Gibbs reported that he is working to arrange having a contractor to fill and seal the cracks in our runway. The approximate cost will be \$1850. He has gotten an estimate, but has been stood up twice for dates to get the work done.
- Refreshments: Rick Huff volunteered to bring the refreshments for the March meeting.

Show and Tell:

- Glenn Dorfman brought in his very nice Great Planes Cirrus. It is powered by an OS .55AX 2 cycle glow engine. If the weather permits, he is planning to test fly it this coming weekend.
- Tom Wolf brought in his new 1/5 scale Ventus C sailplane built from a Graupner kit that former club member James Wilburger gave him. The plane features a fiberglass fuselage and balsa sheeted foam core wings. The horizontal stab and rudder are conventional built-up construction. The balsa surfaces are fiberglassed with 3/4 oz cloth and epoxy resin. Finish is KlassKote epoxy paint. It weighs 8 lbs 2 oz ready to fly. It has not been flown yet.

- Peter Richner brought in his 1/5 scale Blanik sailplane. It currently weighs about 11 pounds. He is building a new, lighter weight, rudder and he expects to save some weight as a result. He also relocated the elevator servos forward to make it easier to balance and save some additional weight. He also brought in the retractable ducted fan unit he bought to use with his Fox sailplane.

Program:

- There was no program for this meeting.

Adjournment: The meeting was adjourned at approximately 8:45 PM.

*Submitted by:
Tom Wolf,
SBRCM Secretary*



Glenn Dorfman brought in this nice Great Planes Cirrus



Peter Richner brought in his Blanik for Show and Tell

Member Spotlight:

Dave Dukart



I was born and raised in Miles City, Montana. Never heard of it? It's okay, read Lonesome Dove again (or watch the movie) or look at the eastern part of the state on I-94. Graduated high school in 1992 where that summer I started working for the Bureau of Land Management (BLM) as a seasonal Wildland Firefighter.

Went to college in North Dakota for football, where I learned the hard way that you are better off going to college on an academic scholarship: I got injured playing and eight surgeries later had my football scholarship revoked because I could no longer play. At that point, I decided I would rather work 3 jobs then continue going to college. After a couple of years, I moved back home and went to the community college where I got an Associate Degree in Building Technology.

In 2000 I was going to spend my last summer fighting fires for the BLM, while I was studying National Building Code (NBC) inspector test (equivalent to lawyers bar or doctors boards). Salt Lake City, UT was hiring hundreds of building inspectors for the upcoming Winter Olympics and the current housing boom. That Spring I was offered a permanent position as an Engine Boss on a Type 6 engine stationed down in Southeastern Montana. A nice side benefit was that I got paid to go to Sturgis Bike Rally every year because that was part of my coverage area and the BLM had campgrounds that needed protection.

In 2009 I accepted a fire fighting position with the National Park Service (still Federal Government employment) in Grants, New Mexico. After taking this new job I had to give up my hobby/winter job of being the USA Hockey - Montana Coach-in-Chief, where I coached, was in charge of player development and the coaching program for Montana, refereed, and operated the Zamboni machine. In addition, I was able to get some playing time in at least once a week. Looking for a new hobby, I got into RC flying.

As a kid (grade school) I helped a friend build a RC airplane kit that his dad had bought him. We took it out for its maiden flight and my friend pushed the stick up (forward) for Up, breaking the prop and firewall. In junior high I got into building the rocket kits and launching them. In the 90s back in Miles City my old physics teacher would build kits and have a friend fly them. I went to the field a couple of times and watched them fly (and saw a couple real cool crashes). I was interested in the hobby but never did more than watch. In September of 2012 after my co-worker had worked on me for 3 years by passing old issues of the AMA and Fly RC magazines, I finally buy my first airplane. I was going to buy a helicopter but after some instructional conversations, he told me to buy a trainer. I ended up buying a Cub foam ARF, which I mistakenly thought was a trainer. I would not actually try to fly until February of 2013, after I bought a true foam trainer, a Super-E Saturn. In Grants we would fly at the airport outside the FBO office every Sunday morning. On Monday holidays we would go to Albuquerque, NM where the RC field was a city park and open to the public 7 days a week.



The remains of my first trainer

Then in September 26, 2013 I accepted a job with the Los Padres National Forest which is the reason I moved to Santa Barbara. After staying a couple of months in government housing at our Casitas Station (across HWY 150 from the Casitas RC Field) I learned that the only flying you can do in California is pretty much join a club and fly at the club field. So in March 2014 I joined the SBRCM which is my first and only RC club. I have not been flying very long and mainly fly foam electric at this time. I want to get into 3D (have been playing around on Real Flight doing stuff) so I am currently putting together a foam EPP and a



My second Saturn trainer

52" ARF from Precision Aerobatics called the Addiction-X (an AMA Expo purchase). I am also into nitro, and have some kits which I got from last auction, along with a couple of ARFs that my friend gave me before I left NM. I am also a little bit into helicopters. I have a Blade 200 SR X that I have flown once at the field but I mainly fly it around the house in the front yard.



My Hiteck Extra

New Projects Completed

There were no submissions for this feature this month. If you have a new project that you would like to be featured in the Newsletter, send the editor a short description of your project along with a few photographs.

Aerotowing at the Ranch!

Over the last few weeks, we have been experimenting with aerotowing gliders. Dale Byers made a dolly for those gliders that do not have landing wheels. The photos below were taken on February 16. Scott Loepkey expertly flew the towplane, which is a Sig Rascal owned by Ron Roth. Tom Wolf's new Ventus C was towed aloft 5-6 times and Dale Byer's RNR Genesis was towed successfully twice. All had a great time and everything worked out well. Look to see more aerotowing at the field in the future, especially as we get into Spring, when the thermals are more plentiful. More photos are on the club's web site, and a nice video shot by Kenny Hill can be found at: <https://vimeo.com/119810616>



Ron Roth poses with his Sig Rascal, our tow plane.



Ron Roth aligns the tow plane with the runway.



The Ventus and the Rascal towplane are climbing out overhead.



Scott Loepkey provided expert tow plane piloting. Tom Wolf's Ventus is touching down in front of Scotty.



Dale Byers is attaching the tow line to his Genesis



Lift-off and climb out. Note the dolly at left.



Dale's Genesis on short final.



Around and About



Scott Loepkey's P-51 makes a pass down the runway



Dale Byer's flying wing cruising by.



Peter Nickel completes another successful flight



Ken Greathouse is a picture of concentration, while Scott Loepkey spots for him.



Some serious discussion here!

Notice:

This will be your last newsletter if you have not paid your 2015 club dues

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

FOR SALE:

WANTED:



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AMA CHARTER CLUB 797

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Next Meeting:

Thursday, March 5 at the 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