



**SANTA BARBARA
RADIO CONTROL
MODELERS**

UPDATE



Volume 47, Issue 5

AMA CHARTER CLUB 797

May 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, May 7, 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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President's Message



This will be a brief, though, unfortunately once again, not pleasant message. First, our hearts go out to Frank Clark's family for their loss. Very unfortunately Frank lost his life as a consequence of a bad fall. This, after he recovered from an unusual heart problem.

I, together with maybe 5 other folks, were at the Ranch for the fun fly event on Sunday 4/12. We, particularly, I believe, Milt were disappointed at the very poor showing. One fact MAY have been the Weasel Fest, maybe unlikely because the Weasel enthusiasts are usually not power flight aficionados. In any event, this weak support for a club event is rather discouraging.

On a much more pleasant note, I finished my "addiction" and will bring it to show and tell.

See you all on Thursday May 7.

Fred

SBRCM Board of Directors Meeting Minutes

There was no Board Meeting this month

Club Meeting Minutes April 2, 2015

The meeting was called to order at 7:35 PM by club Vice-President Jim Kolanek. President Fred Wudl was out of town. A total of 13 members were present. There were no guests. Two new members were introduced and welcomed to the club: Sukru Yemenicioglu and Sven Nebelung. Sukru is an electrical engineering graduate student at UCSB and his primary interest is quad copters. Sven works in television video production and his primary interest is quad copters and aerial photography.

Old Business:

- Treasurer's Report: Lloyd Gibbs reported that the club has \$24915.50 in the checking account.
- Lloyd Gibbs reported on some models and related gear that was offered to the club for \$1500 by a former modeler that is moving out of the area. There were several completed and flight worthy airplanes including a very nice giant scale Gee Bee. After considering the logistics of transporting, storing and trying to re-sell this stuff, Lloyd made the decision to pass on the offer. However, if any members are interested, contact Lloyd Gibbs and he can provide contact information for the seller.
- T-28 Pylon Race: Milt McIntosh gave a short report on the successful pylon race that was held on Sunday March 29, for which Scott Loepkey was the CD. There were 12 contestants at the beginning with several crashes narrowing the field as the event progressed. There was some good racing and all appeared to have a good time, crashes notwithstanding.

New Business:

- Fun Fly: There will be a fun fly on Sunday April 12. Milt McIntosh is the CD. Milt said that the usual tasks will be part of this event (climb and glide, one minute loops, etc) with perhaps some new tasks as well. Any airplane with landing gear may participate.
- Refreshments: Milt McIntosh volunteered to bring the refreshments for the May meeting.

Show and Tell:

- Milt McIntosh brought in his new Jolt high-speed airplane. It has a total of two flights on it using a 3-cell lipo battery and he reported that it was extremely fast; perhaps as much as 150 mph top speed. He said that surprisingly it can be slowed reasonably for landing, although you need to plan ahead because of it's low-drag airframe. Milt now has a 6-cell battery that he intends to try this coming Sunday, for even more speed.



Milt McIntosh showed his new Jolt airplane

Program:

- There was no program for this meeting.

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

*Submitted by:
Tom Wolf,
SBRCM Secretary*

Member Spotlight: Jim Becker



Supper was over, and what remained of the cake rested in front of Mom with seven slices missing. These had just been devoured by me, my three brothers, little sister, and parents. The date was easy to remember, it was October 21, 1969. It was my ninth birthday and I had just opened my one and only gift... but it was extraordinary. Mom was staring at Dad with disapproving eyes while shredded wrapping paper and ribbon were scattered across the kitchen table. "Holy smokes! Look at that!" my brothers yelled in excitement. It was beautiful! There, in all its gleaming glory of chrome, rivets and all, was a replica of a Bell P-63 Kingcobra. It was my first string controlled airplane with a real glow powered engine.



Jim's first airplane, a P-63 Kingcobra

That was not the first time I got excited over an airplane. As a matter of fact I can't remember a time in my life when I wasn't fascinated by aviation. Growing up in Wisconsin in the sixties, Dad took us to a number of air shows. As a young boy I still remember one jet that really stood out. It had extremely short

wings and had what looked like bombs attached to the wing tips. It had a bubble canopy and a very long antenna extending from the nose. It went "supersonic" I was told. I still remember Dad telling us not to touch the wing's leading edge because it may cut you. Looking back, this must have been an F-104 Starfighter. It sure was boss!

My brothers were also interested in airplanes. We built a lot of plastic models back then. My introduction into balsa kits came when my oldest brother began building a number of Guillow kits; Sopwith Camel, DR1 Tri-Plane and a Spitfire MK-1. All were rubber band powered. I spent hours watching him build as we listened to pop songs on the radio. When I hear songs from the late sixties I always think of those times in the basement horsing-around with my brothers and building airplanes.

Dad was an Electrical Engineer at GM and the company transferred him out to Goleta in the early seventies. What is now the Costco Shopping Center was once an open field where we flew every string controlled airplane that Cox produced. The good ol' yellow and blue PT-19 was the most fun to fly, but the Miss America P-51 looked really cool and so was the



Control line flying in the field where Costco is now.

P-40 War Hawk. In that same field we started flying Free Flight models. On one occasion our plane was circling up to altitude pulled by an .049, when suddenly the left wing snapped off. The plane spiraled down and crashed into my younger brother, hitting him in the leg. He was Ok, but we still talk about that incident today over beers. The argument is always the same; "You can't build a strong wing!" versus "You can't run worth beans!"

Sometime in High School I purchased my first radio from a hobby shop in old town Goleta (it was right off of Hollister then). It was a used Kraft, two channel radio that cost me \$80. It came with a great big receiver and two good size servos. To start out in RC, the hobby shop guy recommended an Airtronics Super Questor glider. I never used MonoKote before, and the hobby shop guy was really nice. He was very patient,



Jim and his Air Force in 1975

spending a lot of time teaching me how to cover the glider. It was yellow and white and looked beautiful. I took it out to Ontare Road for its first flight. On the hill I was helped by another RC guy, who I never met before. He showed me how to balance my plane and adjust the control surfaces. When he got the glider airborne I watched with awe as it soared. There's something to be said about building your own plane and seeing it fly. I took the stick a couple of times, but I could see this was going to take some practice. Several months and many crashes later I finally got the hang of RC flying. It was a great feeling!



Jim and his brothers in 1977

In college, I met my beautiful wife, Anita. We married sometime in the mid-eighties. We have two daughters, Jenna and Jessica, who are now finishing collage. I'm a software developer, working for a local company that supports the Hospitality Industry. I'm fortunate that my wife supports my hobby and understands my passion for aviation. When the UPS truck pulls up with a package, we joke that it's either a new plane for me or new shoes for her.

Over the years, I've built many kits, from sailplanes to glow models. These days I still enjoy building planes from plans. Lately, I've been working on a scale F4U-1A Corsair with a 90 inch wingspan. I've been a little slow with this project because my gliders and electric ARF's always seem to grab my attention. On Sunday mornings I fly electrics with friends at Viola Field. And

weekend afternoons I can be found at the Ellwood bluffs flying gliders, which are still a passion of mine. The scenery is fantastic too! Slope soaring is a great way to meditate and relax after a long week at the office.



T-28 Pylon Race San Lucas Ranch

By Scott Loepkey, Event Director



The "before" shot: 12 airplanes (a nice turn out!)

On Sunday March 29th we held the second T-28 Race of the year. It was truly a "foam scattering event"!

See the photos for the "before" and "after". I want to start off by thanking all the guys that came out to help put the event on. You guys are the ones that make this happen. I would also like to thank all of the Gladiators for putting their planes into harms way! We had two guest combatants, Joel Krueger from the Lompoc area and Chuck Barns from Santa Maria.



We had 4 heat races in the 1st round with Perry, John, Jamie and Milt getting victories. Milt got his by default after Joel and Ken tried to mate their planes on takeoff. Joel's plane was quickly repaired and as for Ken's, let me just say that it is a good thing he owns a hobby shop. In round 2, we had 3 heat races with Perry getting a win after Milt was called for a cut. Joel got a victory with his repaired plane as well as Chuck getting a win. In round 3 we had 3 heat races. Perry won his race even after having a mid-air with Chuck. Perry's plane came away, more or less intact, with Chuck needing to visit Ken's Hobby Shop. In the 2nd heat, Ken won using Milt's backup plane while Milt tried to beat Bernie's record of "most distance covered by the fuselage after striking the #2 pylon"! He might of done it! It was too close to call. John won the 3rd heat which was uneventful as far as carnage went.

The final was made up by Perry, Joel, Ken and John. A real close race with Joel getting the victory, Perry getting second, Ken got 3rd after a cut and John got 4th after a record setting 12 cuts in a 15 lap race. He was consistent. Congratulations to Joel and Perry, each received a gift card donated by California Hobbies. See you in May!



Only 9 planes remaining when it was over, but all had a really good time.

Southern California Qualifier 2015 Hemet, California April 11-12



Ben, Bob, Tom, and TJ

TJ Moran (SBRM and Ventura Comets), Tom Wolf (SBRM and Ventura Comets), Bob Root (Ventura Comets), and his grandson Ben traveled to Hemet California to participate in the Southern California Qualifier, which was held at the Hemet Model Master's home flying field. This is an excellent site, featuring a 600 x 75 foot paved runway, a large permanent sun shade in the pit area, and plenty of unobstructed overflight space. They had a total of 22 entries this year, which was down from the 30 or so expected. The breakdown is 8 Expert, 1 Team Scale, 5 Advanced, 6 Pro-AM Pro, and 2 Pro-AM Sport.

Bob Root was entered in two classes. He flew in Expert with his very nice Waco, which started life from a Pica kit. Bob added a bunch of scale detailing to make this a truly first-class scale competition aircraft. Bob's grandson Ben was his able assistant and caller for the entire weekend. Bob was also entered in Team Scale with TJ Moran as his pilot, competing with his very nice AT-6 which is detailed to match an AT-6 that was based at the Santa Paula airport. Tom Wolf competed in Expert Class with his 1/5 scale DH Mosquito, with TJ Moran as his crew chief and caller.

Flying conditions were good to excellent the entire weekend, which was a very nice change from the dismal conditions at the Gunsmoke Qualifier last month. Static judging was conducted Saturday morning, followed by two flight rounds on Saturday afternoon, and two more Sunday morning. Because of an unusually harsh application of point deductions by the outline static judge (who was a first-time judge and was not briefed very well), the static scoring was skewed with outline being a very heavily weighted part of the total score, resulting in a much larger spread in the static scores than usual. As a result, it was not at all obvious how things were going to shake out until all of the flying rounds were completed.

The level of competition was quite high in all classes,

resulting in a very tough event. Bob flew very well, with significant improvement in his flight scores as the event went forward and finished 6th in Expert. It is worth noting that only .84 point separated third and sixth places; Bob was that close to finishing in third. Unfortunately, Bob and TJ's Team Scale entry had a series of mechanical issues that impacted their ability to get all four flight rounds completed. In spite of that, to reward their efforts they went home with a first place in Team Scale.

Summarizing the results:

- 1st Expert: Tom Wolf, DH Mosquito FB VI
- 2nd Expert: Chris Spangenberg, Hawker Typhoon
- 3rd Expert: Brad Osborne, PT-19
- 4th Expert: Randy Warkentin, AT-6 Harvard
- 5th Expert: Ed Becker, Spitfire MkXIV
- 6th Expert: Bob Root, Waco YMF-5
- 1st Team: Bob Root/TJ Moran, AT-6
- 1st Advanced: Doug Medore, Piper L-4
- 2nd Advanced: Michale Radu, Fokker DVII
- 1st Pro-AM Pro: Don Rice, P-47
- 2nd Pro-AM Pro: Frank Migliaccio, FW-190-A8
- 1st Pro-AM Sportsman: Dave Lloyd, Shoestring

Some photos from the competition follow. For more photos, see the club's web site.



Chris Spangenberg assembling his Hawker Typhoon



Bob with his grandson Ben in deep concentration



The Static Judging line with Bob's Waco nearest



Bob's Waco on short final. 6th place Expert Class



Bob Root's AT-6 Team Scale entry; TJ Moran piloting.

Around and About



This outstanding 1/4 scale Fokker DVII was entered in Advance Class by Michael Radu and finished 2nd. It featured incredible detailing and flew very well.



This excellent PT-19 was built and flown by Brad Osborne and finished 3rd in Expert.



Bombs away! Tom Wolf's DH Mosquito



Jamie Fiffles' very large PT-17 flew in Advanced Class



At times there are some real turkeys at the Ranch!



Milt McIntosh's P-51 rolling in for a low pass.



Sukru Yemenicioglu comfortably flying his quad copter



Sukru's scratch-built quad copter

SBRCM Events

5/24	T-28 Race San Lucas Ranch
6/4	Club Meeting, 7:30 PM
6/5-6/7	Float Fly (CANCELLED)
6/7	Fun Fly at San Lucas Ranch
7/2	Club Meeting, 7:30 PM
7/26	T-28 Race San Lucas Ranch
8/6	BBQ / Club Meeting, 6:30 PM
8/21-8/23	Float Fly (CANCELLED)
8/23	Fun Fly at San Lucas Ranch
9/3	Club Meeting, 7:30 PM
9/27	T-28 Race San Lucas Ranch
10/1	Club Meeting / Auction, 7:30 PM
10/23-10/25	Float Fly (CANCELLED)
10/25	Fun Fly at San Lucas Ranch
11/5	Club Meeting, 7:30 PM
11/22	T-28 Race San Lucas Ranch
12/5	Annual Christmas Party, Harry's Plaza

Flying Field Schedule:

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

Note: Elings Park requires a park pass (\$60/yr) for usage of the model airstrip, in addition to SBRCM and AMA membership.

NOTE: If you are receiving this newsletter via USPS and have an e-mail address, please switch to delivery via e-mail by contacting the editor.

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.



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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.