

**SANTA BARBARA
RADIO CONTROL
MODELERS**

UPDATE



Volume 47, Issue 9

AMA CHARTER CLUB 797

September 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

6:30 pm Thursday, September 3, 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

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

President's Message



This message starts with the very sad news that Gene (Gino) Ceriale passed away on August 13. Our deepest sympathies go out to Paul and his family. Gino will be sorely missed by all members of the club.

Big CONGRATULATIONS are in order for Tom Wolf who, not surprisingly, once again won first place and championship in the NW Scale Championships in Victoria. I sincerely hope that he will make a powerpoint presentation of the competition at the September meeting

I'd like to thank Dale and Milt for, once again, providing great eats for the BBQ on the August 6 meeting. We did not carry out any business but enjoyed the food and company

Mike Nelson of Elings Park returned from his vacation and I had a meeting with him last week. He said he was not behind the fee hike and that the amount (\$ 125/y) is fully negotiable and that we should come up with a counter offer. He also said that the Board was OK with a dirt runway but not DG or any other surface

treatment. I believe we should consider all our options regarding Elings Park at the September meeting. Regarding the “no drones policy”, he claims that one of the park visitors reported that a drone had followed her and her dog all the way out of the park. Apparently there were more incidents of this kind. Clearly these were not members of the club. I asked if club members could be allowed since there are only two of us who fly drones and obey all the rules. He said he would bring this up with the board but was not too optimistic. We should definitely discuss all these issues at the September meeting.

I am looking forward to seeing all of you at the meeting on September 3.

Fred

Club Meeting Minutes August 6, 2015

There was no business meeting on August 6; only the BBQ. Therefore, there are no minutes to report.

Member Spotlight: James Pepper



I was introduced to RC flying in 1973 while in the Air Force, stationed near Victorville. A wizened old Tech Sgt. from Tennessee helped me build an extremely simple stick plane with an .049 engine and one

channel. However, every time I launched it, it would travel 20 feet and go out of control. After several attempts (and the same number of repair jobs), we discovered the two AA batteries were almost dead. By then the plane was too damaged to repair.

The Beginner's Choice.....
**INJECTION MOLDED
ALL FOAM GLIDER**

Those who fly the SPIRIT of 76 share an experience which will never be forgotten. For the beginner, you will gain practical experience, and even for the pro, the Spirit of 76 will expand your knowledge and accomplishments. The purpose of the Spirit of 76 is fun—the development is for perfection!

- Injection molded all foam two piece fuselage
- All foam wings
- Full flying all foam stabilizer
- All hardware included
- Precision injected nylon stabilizer joiner and hinge piece
- 2-part foam wing complete with spruce spars
- Complete step by step instruction guide
- Clear vacuum formed canopy and canopy crutch
- Easy to build assembly about 2-4 hours
- Fantastic performance

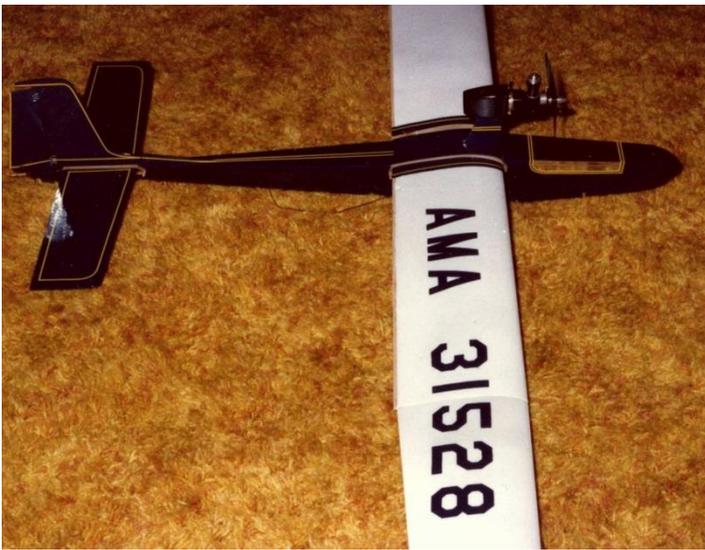
An advertisement for the “Spirit of 76” glider, which James and his brother flew on the slope

It probably was a year or two before I ventured into RC flying again. My brother and I bought “Spirit of ’76,” 2-channel foam gliders. We slope soared along bluffs facing the Pacific between Newport Beach and Huntington Beach. We had many hours of great fun there. However, the narrow “cockpit” section of the fuselage just forward of the wing was a weak spot. Any impact or hard landing resulted in a 2-piece fuselage. I estimate I glued the plane back together at least 30 times. What a blessing to have 5-minute epoxy!

In 1977 I was stationed in Guam and took that same banged-up glider with me. I found a hillside out in the jungle that had perfect lift. However, there were hundreds of dried brown stalks poking four feet up through the tall grass, and these dinged the wing on landing. I’m sure I’m the only person who ever flew an RC airplane on that hill.

While stationed in Tampa, in the late 1970s, I flew a 3-channel, foam plane called “Rubber Bird,” with a .10 engine. It flew great, but what I remember most is that I installed a simple brake on the front wheel, configured so that at minimum throttle the linkage tightened a coil of wire around the wheel hub. It worked perfectly and I always felt a little smug when I applied the brake during rollout, or when I applied the brake and did an engine run-up before taking off.

I guess I stopped flying in 1980 when I was sent to Madrid, Spain, for a 3-year tour of duty. It wasn’t until about 2009 that I took it up again when I joined the Tri-Valley RC club. After two years I didn’t feel welcome



James' Ace High powered glider that he built in 1979

so I dropped out. A couple of years later I met Dale Byers when he came over to buy my aluminum boat. I saw a stack of RC airplanes in his truck and that led to my joining the Santa Barbara club. I have since rejoined the Tri-Valley club and it is much better now.

Slope soaring is my favorite RC activity, but all the perfect hills and bluffs around Santa Maria are off-limits. So I'm trying to get good enough with powered planes to keep them in one piece long enough to get the hang of having the rudder control on the left stick (I'm a two or three-channel guy).



Bultaco jump: 1975 grand prix race near Magic Mountain

My one other passion that has never left me is for my Bultaco motocross motorcycle that I bought new in 1975. As of three years ago, It had been under a tarp for 12 years and hadn't been ridden since 1984. But I finally had it restored better than new, and I take it out to the high desert two or three times a year. It's the most fun I've ever had.



James won this Bear Trophy at an off-road race at Riverside International Raceway in 1976. The race was ten laps of ten miles each. He finished 25th out of 260 in the "Beginner 250cc" class.

Victoria's Largest Little Air Show

By Tom Wolf



Debbie and I traveled to Victoria BC for the third year in a row for a little mini-vacation and to participate in Victoria's Largest Little Air Show. This event is a fundraiser for the Saanich Peninsula Hospital Foundation

and Santa's Anonymous. The air show was held on August 8 and 9 and featured pilots from British Columbia and Alberta, as well as four pilots from the US. Flying is by invitation only, and all pilots are screened for proficiency and safety well ahead of the show. All aspects for RC flying were demonstrated, including jets, turbo-props, 3D, IMAC aerobatics, pattern, helicopters (3D and scale), scale aircraft, combat, and of course such crowd favorites as Snoopy's Dog House, Superman and a flying iron. The show was scripted to ensure that there was always something happening on the flight line, and that no performances dragged on to the point of boredom. Like any air show, there was a top-notch show announcer providing background information on what the audience was seeing.

While the air show was cut short Saturday afternoon due to rain, the weather for the remainder of the show was perfect for flying. Before the rain came in on Saturday, I was surprised by SBRCM club member David Alexander and his wife Sonia who made the trip over to the air show from their summer home on the San Juan Islands. With improved weather on Sunday, approximately 3000 spectators came through the entry gate, many of which arrived an hour before the event to claim a front-row seat. Parking and entry is free, but donations are encouraged, and other fund raisers include a 50-50 raffle, which netted close to \$2000 on both days, a merchandise raffle and a food concession.

This year's air show was the most successful to date: They raised \$28,000 for the charities. This brings the 14 year total to \$241,000. It is amazing that a club of less than 50 members can pull off such a large and successful event.

Some photos of the event follow. More can be found on the SBRCM web site. Follow this link to get to the Facebook page for the air show:

<https://www.facebook.com/VictoriasLargestLittleAirshow>



There was a good crowd on both days of the event, even though there was rain Saturday afternoon.



Jack Price's F-104 was part of a very large static display, which always had a crowd gathered.



A very nice Edey flies by. The air show was well organized, with constant action for the spectators.



A turbo prop powered Tucano on short final.



The airshow included some incredible 3D heli flying by these TRex 650 and 700 helis



© Paul Ellard Photography 2015

Some close formation flying with a 1/5 scale Spitfire was a key part of my flight routine. You have to trust your fellow pilot and communicate clearly!

2015 NW Scale Championship Wenatchee, WA

By Tom Wolf



As a part of our Pacific Northwest road trip, Debbie and I attended the Northwest Scale Championship, which was held on August 13-16. This event was formerly a three day competition, but was expanded to four days this year in anticipation of a larger turnout. The event draws competitors primarily from Oregon, Washington, Idaho, British Columbia and Alberta. I was the sole competitor from California. This year there were 37 entries, broken down by class as follows: Expert (5), Team (1), Advanced (5), Pro-Am Pro (13), Pro-AM Sportsman (13). Thus, 31 out of the 37 were entered in classes that accept ARFs, or planes that were built by someone other than the competitor. This is a trend we are seeing at all of the scale events nationwide (including Top Gun).

The weather this year was quite challenging. It was

blazing hot (105+F) on Thursday for static judging and practice flying. It did cool down quite a bit for the competition flying on Friday, Saturday and Sunday, where the highs were in the mid-80s each day. However, it was quite windy for most of each of those days. Round 1 was flown in winds of 10-15 mph with gusts to 20 or more. That would be challenging enough by itself, but it was also a cross-wind of about 30-45 degrees. I arrived at the field Friday morning fully expecting that they would scrub Round 1 because of the wind, but the contest organizers decided to push ahead. Many pilots opted not to fly. Those of us that did fly were questioning our decision as soon as we were airborne. I was able to get the Mosquito up and back down safely, but it was a very exciting flight to say the least. Round 2 was flown Friday afternoon, with much better flying conditions: The wind dropped to 5-10 mph and the direction shifted to down the runway. The flying conditions on Saturday and Sunday were similar: High winds in the morning, with better conditions in the afternoon. In total, 5 rounds were flown (two Friday, two Saturday, and one Sunday), with good flying conditions for only two of those rounds.

This event saw an inordinate amount of carnage: Five airplanes were completely destroyed. Some of the accidents were due to the flying conditions, but two airplanes literally broke apart in mid-air due to structural failure. Dell Herring's brand new (4th flight) SBD Dauntless, powered by an Evolution radial engine, folded the wing on the backside of a relatively benign loop during a practice flight on Thursday. Besides totaling the airplane, the engine was badly damaged. Mike Brewer's new (only 12 flights) 1/8 scale C47 had a structural failure in the left outboard wing panel during Round 3. It was a total loss.

The Mosquito had somewhat of an advantage at this competition because its weight (58 lb) helped it fly relatively smoothly in the windy conditions. When the dust settled at the end of the competition, I was lucky enough to capture 1st place in Expert (196.75) as well as the NW Scale Champion Trophy. Rob Dover, flying a very nice 1/3 scale Cub, placed a close second in Expert with a score of 196.17. The team of Dan Idorn (builder) and Rob Dover (pilot) finished 1st in Team Scale, Dell Herring finished 1st in Advanced, Rick Stucky finished 1st in Pro-Am Pro, and Doug Stewart finished 1st in Pro-AM Sportsman.

Some pictures from the event follow. More can be found on the club's web site.



Dan Idorn's Cherokee being static judged. Dan is a regular at this event and is from Kamloops, BC. The Cherokee is electric powered. Dan and Rob Dover won Team Scale with this airplane.



Rob Dover's 1/3 scale Cub captured 2nd place in Expert. Rob flew the Cub in a very realistic manner. This airplane also captured the High Static Award.



Gene LaFond captured 3rd in Expert with this very nice Pete



Mike Brewer's magnificent C-47 (140" span)



Mike's C-47 being prepared for static judging



C-47 in Round 3: The left wing panel self-destructed.



Del Herring finished 1st in Advanced with his Ercoupe



Some of the planes at the ready line, waiting their turn to fly.

In Memory: Gene "Gino" Ceriale

Our club has lost yet another of our long-time, key club members. Gino Ceriale passed away on August 12 after a steady decline in his health. Gino was a master builder and was second to none when it came to applying Monokote. He also was a genuinely big-hearted, kind human being. He will be greatly missed by all who knew him. Here are a few photos that capture Gino doing what he thoroughly enjoyed.



Barbara, Gino and Paul at the 2013 Christmas Party



Father and son enjoying quality time together



Gino and Paul at the San Marcos Camp flying field, back in the early 1990s.



Gino, Paul, Pete Peterson, and Scotty at the Ranch



Float flying at Lake Cachuma, when we had water!



Gino liked the bright, unusual colors for his airplanes. Check out the matching airplane cradle.

SBRCM Events

9/3	Club Meeting, 6:30 PM
9/27	T-28 Race San Lucas Ranch
10/1	Club Meeting / Auction, 6:30 PM
10/23-10/25	Float Fly (CANCELLED)
10/25	Fun Fly at San Lucas Ranch
11/5	Club Meeting, 6:30 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 (\$125/yr) for usage of the model airstrip, in addition to SBRCM and AMA membership.



Copyright 2015
 C/O Tom Wolf
 SBRCM Newsletter Editor
 805-967-3523
 tomdebwolf@cox.net



AMA CHARTER 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)

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.