

COACHELLA VALLEY RADIO CONTROL CLUB

PROPWASH

News and Info for Members and Friends

***First Place,
IMAC Freestyle:
Bryant Mack,
Age 20,
PAU Extra 300***



Photo: George Krueger

IMAC Aerobatics Competition Coverage

April 2018

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Club General Info

This newsletter is intended for both members and non-members. For those new to the area or new to the club, here are a few notes about our operation. We welcome visitors. We are proud of our family-friendly and gracious environment. Membership is open to all. Our facilities are described on the following pages. Contact any club officer for more information (See Board of Directors page).

Academy of Model Aeronautics (AMA) Chartered Club

Website: www.CVRCClub.com

AMA Club Status: Gold Leader Club

Seven-Member Board of Directors

Average Membership: 120 Members

Annual Dues \$150.00

AMA Membership: Required (or Canadian MAC)

Guest Flyers (AMA/MAC Members): Yes, 3 times

Training Pilots Available: Yes (hourly fee)

Airfield: 89452 54th Ave., Thermal CA

Field Available: 7 Days/Week, All Year

Allowed Motor Types: All (Gas Turbines w/Waiver)

Float Flying: Lake Hemet, CA (Summertime)

Pets On-Leash OK at Airfield

No Alcohol at Airfield (Desert Parks Rule)

Club Meetings: Last Tuesday of every month

Meeting Location: Sloan's Restaurant, 81539 CA-111, Indio

Coachella Valley Radio Control Club

Board of Directors 2018



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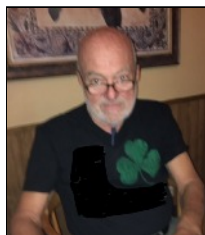
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Airfield and Facility



Runway 865' x 70', Fine-Textured Asphalt

Concrete Apron Areas

Ten Shade Covers

Shaded Spectator Area



Land Owner: US Government
Lease: Desert Recreation District
Sublease/Steward: CVRC Club
Improvements: all by CVRC Club



Field Address:

89452 54th Ave., Thermal CA

From West: Hwy 10E, Hwy 86S:

From East: Hwy 10W, Left on Dillon Rd, Left on 86S, **then:**

Left (east) on Airport Rd,

Left on Pierce,

Right on 54th,

Left at Gate.

President's Message

By Dan Metz



We hosted a International Miniature Aerobatics Club (IMAC) competition event in early March. Our member Darrell Morgan was the primary organizer of the event, and it went well. Nice job Darrell! And special thanks to all our club members who helped.

We were pleased to see the participation of several young people in the IMAC flying, and these young people did well. The youngest competitor, Jamis Malone, age 12, won in the Basic category. Cayden Bruce, age 14, won the Intermediate category and flew an amazing Freestyle demonstration. Bryant Mack, age 20 I believe, won both the Unlimited category and the Freestyle event. Congratulations to these young people and sincere appreciation for their families' support!

I am a bit confused about the philosophy of FAI (Federation Aeronautique Internationale), the designer of these aerial competition figures and their flying demands. In this day of altitude concerns about drones, it was very worrying that some of these IMAC planes were being flown up to 1500' altitude. Yes a NOTAM (Notice to Airmen) was in place for full-scale pilots but they are very often not read, as we witnessed when a NOTAM and a TFR (Temporary Flight Restriction) were both in place when Air Force One landed at Palm Springs during one of our prior Jet Events. That day we saw a Cessna 182 flying overhead and then watched as an F-18 forced him to land at Jackie Cochran. This pilot clearly had not read any NOTAM nor had he paid attention to the well-publicized TFR.

All of that took place when 6 secret service agents and a representative from the FAA were present "at our field." Honestly, NOTAM's are seldom read, and TFR's evidently aren't either.

The AGL (Above Ground Level) limit for our area is 1000 feet. I think it would be prudent for the FAI and IMAC to make the necessary adjustments and lower their altitude requirements. I will be contacting the FAI and voice my concern on this matter. We should never have an incursion into full scale air space,,,,, Never. Our Jet Event was limited to 800 feet and everyone fully complied.

Completion of the IMAC Competition Event brings to a close the five events we planned for the season (Aero Tow, Top Fun, Desert Warbirds, Jet Jam and IMAC). The monies from these events are equal to approx. 50 additional club members. So we extend a sincere thank-you to all our members for their patience, and special thanks to all the members who worked so hard arranging and conducting the events. Jobs well done!

President's Message, Cont.

Over the last few seasons of holding events, our field and facilities have become known as the best around. Besides the five events we regularly have, there have been requests to hold other sanctioned events of a regional or national nature. Getting requests like these is a compliment, really, but we have agreed to nothing. Any addition to our schedule of events will have to be pondered carefully, and likely would need to displace all or part of a current event. Please remember that we do NOT receive any budgeted money from any public entity. The money from these events keeps our field pristine. When we finish the current runway re-slurry we will have over \$275,000 invested in our field, money raised without any dues increase.

Question:

Do you program large Expo settings in your planes? Do you find that you are galloping down the runway when landing? Do you blame on it being nose heavy? Or maybe on the wind?

Think about lowering your expo to no more than 10 to 15 % and you will find that your landing skills will greatly improve. When you have lots of Expo programmed the flying surface will suddenly jump when you pull into the steep portion of the displacement curve, and then you will be flying the plane up a reverse Ski Jump! Not good and not smooth.

Also, try adding motor trim to keep your electric motor and propeller turning at a low idle while flying your approach. Then use your motor kill switch to stop the motor after you have landed. After all, when have you ever seen a full scale plane kill their engine two or three times during landings?

Remember every time you restart your electric motor you induce a non-anticipated rolling moment into your airframe. Keep that motor turning at a low rpm and your approaches will be smoother and more in line with the runway.

Happy Landings

Dan



Basics of IMAC Scale Aerobatic Competition



Scale aerobatics is aerobatic operation of a radio controlled scale model of a full-sized aerobatic competition plane. While other disciplines within the radio control community fly aerobatics, the requirement for scale aerobatic is that the model be replicas of types known to have competed in International Aerobatic Club (IAC) competition. A wide choice of competitive planes is available to today's modeler in both kit and ready-to-fly versions. Some of the most popular competition planes such as the Extra 330 pictured here are available from numerous manufacturers.

The Competition: Groups of pilots come together to fly and compete in organized events operated under established rules. Pilots fly a "sequence" of pre-established maneuvers in front of judges. Starting with a perfect score of 10 for each maneuver, judges will deduct for deviations or errors. Sequences generally consist of 8 – 10 maneuvers.

As with full-scale competition, pilots are separated into classes with each class getting progressively more challenging. Each class has a "known" sequence published every year that is flown at every event held during that calendar year. In the higher classes, a sequence is presented to the pilot at the event that they have not seen before (called an "unknown").

The Five Main Classes of Competition:

Basic – Entry level class with basic aerobatic maneuvers. Pilots in this class may fly ANY plane of any size and it does NOT have to be a scale model of a competition plane. This class flies only a KNOWN sequence. This class provides an easy and relatively less expensive introduction to IMAC.

Sportsman – Maneuvers get just a little more challenging and pilots are now required to use scale model aircraft. In this class, unknowns are introduced.

Intermediate – Maneuvers increase in difficulty as slightly more complex figures are introduced. Unknowns become more challenging.

Advanced – In this class, the pilot should be able to fly most any figure presented. The difficulty here is that sequences get more challenging as more complex figures are added together.

Unlimited – exactly what it sounds like...no limits! Pilots in this class are presented with the most challenging sequences and complex unknowns. A true test of pilot and machine that requires experience and skill developed over time.

In addition to the main competition classes, there are two other classes that may be offered at an event:

Free Style – spectator sport extraordinaire! Aerobatic flying set to music! No predefined figures as anything goes in this class! Pilots are judged on originality, musicality, and general piloting skills. Free Style is not offered at all events but is the most popular part of an event for the non-flying crowd. Free Style competition is open to pilots of ANY class but the pilot must also compete in a main class.

Seniors – Best pilot over 55 as judged across all classes (excluding Basic).

The above information is from the IMAC website, visit their site [here](#).

Coachella Valley Radio Control Club

**International Miniature Aerobatics Club
(I.M.A.C.) Competition Held March 3-4, 2018**



Group photo taken Sunday, March 4, 2018, includes 27 of the 34 registered contestants.



Event managers Darrell Morgan and Jaques Telles

Coachella Valley Radio Control Club

Coachella IMAC 1st Place Winners

For a complete list of standings and scores visit mini-iac.com



Freestyle: Bryant Mack



Unlimited: Bryant Mack



Advanced: David White



Intermediate: Cayden Bruce



Sportsman: Bryan Marquett



Senior: Michael Marcellin



Basic: Jamis Malone

Coachella Valley Radio Control Club
Event Planes and Pilots



Event Planes and Pilots



Coachella Valley Radio Control Club

IMAC Event Planes and Pilots



IMAC Planes and Pilots

Club member/event coordinator Darrell Morgan also was a competitor in the Advanced category. He flew a Carden Extra 300 40% scale airplane with a four-cylinder gasoline engine. Some details are pictured below. The winds became fairly severe on Saturday afternoon and he suffered a broken landing gear. He installed a substitute gear Saturday night, one without wheel pants or fairings. It changed airplane handling but he went on to finish fourth in the category. Nice recovery!

Darrell is third nationwide in the IMAC Advanced category.



Desert Aircraft Photo



Metz

Coachella Valley Radio Control Club
IMAC Freestyle Competiton

Freestyle is what IMAC spectators come to see. These are original routines put together by the pilots, usually flown at very low altitudes and with operating smoke systems for added drama. Frequently they are set to music. They're always exciting. Here are photos from event-winner Bryant Mack's routine. The airplane is an Extra 330 by Performance Aircraft Unlimited. Four cylinder gasoline engine. Bryant is 20 years old.

You can see part of Bryant's routine on two video clips, click [Video1](#) and [Video2](#). You'll be impressed, though I had trouble following such a fast and close routine with my camera! — Ed.



IMAC Freestyle Competiton

Cayden Bruce, age 14, did a very impressive freestyle routine and was our second-place winner. He flew a Precision Aircraft Unlimited Edge 540 with operating smoke system. The photos show part of his very strong routine. Nice show Cayden!



IMAC Event Judges and Scribes

The flying was scored by two judges per pilot. Each judge had a scribe to record scores so he could continue to watch the flying uninterrupted. CVRCC members helped with the scribe duties and learned something about judging in the process.



Coachella Valley Radio Control Club IMAC Competition 2018

Weather conditions were variable and breezy throughout the event. Saturday afternoon saw some severe wind gusts, some say to 50 mph. The wind continued throughout the night. Basic category flying was halted Saturday afternoon and the flight line was changed to East-West at the north end of the field. Winds abated somewhat during the morning Sunday. Challenging conditions!



Coachella Valley Radio Control Club

Pilot Spotlight: Jaque Telles, Event Coordinator

His comments by topic, from my personal interview. – George Krueger



Club Membership: I'm a member of East Valley Aviators Association, Phoenix AZ,

Background in RC; Small foamies 12 years ago. Large gas 8 yrs ago. IMAC 5-6 yrs. Competing in Intermediate class. Tried electric and ducted fan previously. But invariably came back to precision aerobatics.. IMAC keeps my interest and has really improved my skills. I like the structure of IMAC better than AMA aerobatics. I like the sense of community among the participants.

Practicing for IMAC: When jumping into Basic, find a mentor that's in a higher category. That pilot will help you understand what precision and geometry is all about. Once you accomplish a full season of Basic you'll be ready to move into Sportsman. Concentrate on keeping the wings level in the horizontal flight between maneuvers; that's probably the most common problem. Wing-checking causes lots of point losses. The judges are looking for a stable flight line connecting one maneuver to the next. They're looking for wings-level at the beginning and exit of each maneuver. If Basic pilots can keep wings-level, they'll be bringing home those trophies. The judges use a debit system, starting with 10 points, and they debit for each irregularity in geometry and precision as the maneuver is flown. So you can end up with a zero with mis-shapes, misalignment and wing-checking. Even the Advanced guys can blow it. About practicing, I'm still working so I practice 3.4 flights on Saturdays.

Favorite engine, airplane: Recently I've moved to a Carden Pro, 124" wingspan, DLE 222 4-cylinder 200 cc engine, Futaba radios, Futaba servos, and I really feel like this is the plane. I think I'm going to be competitive this year with this setup. I think bigger flies better, but people entering Basic shouldn't feel compelled to invest in this equipment. Fly the smaller airplanes, get used to the cadence and how the contest is run, then make the decision. I've seen guys take trophies home with aircraft much smaller than mine.

Importance of caller: In flying the Unknown portions of our routines, a good caller makes up 90% of how well we do with that sequence. But for the Known sequence, a caller is less important because those are largely memorized.. However having a spotter is very important for safety.

Career: IT professional, currently working a contract position as a project manager at INTEL in Phoenix.

Jaque did well in the competition, placed 3rd in Intermediate.

Pilot Spotlight: Jamis Malone, 12, And His Dad, Troy

Their comments by topic, from my personal interview.
– George Krueger



Troy (left) and Jamis Malone, and your editor

Troy: Jamis is the pilot, I'm the groundcrew. We are from the CA Bay Area, a 7-hour drive to get here. But we're having fun. While we're here, Mom is at home with our two daughters. So this is good father-son time together.

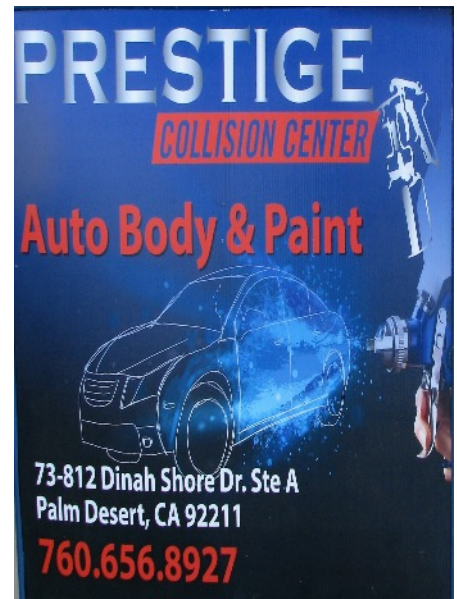
Jamis: I've been flying about 2 years. Having fun. I flew 2 rounds on Saturday, before the wind came up. I flew two rounds this morning and I'll do two more in a few minutes.

Troy: It's beneficial to see how the contest is run and watch the seasoned competitors. A long drive to get here but worth it, a great experience. This is a great club, lots of hospitality and nice clean facilities.

Jamis: The airplane is a PAU Viper. Our equipment is a DX9 transmitter, Spektrum HV receiver and Sabach servos. Engine is a DA 120 two cylinder running on gasoline. It has a smoke system. I'm thinking about entering the freestyle event later in the day. But I'm a little nervous about that. It's a big step!

Jamis Malone won first place in Basic with a score of 71.7%. Amazing for a 12 year old. He was the youngest competitor in the entire event. Jamis did not fly Freestyle, after watching the other 2 competitors. But he watched the routines and will develop one of his own. He's a talented competitor and one to watch!

We Appreciate Our Vendors!



Eddie Castillo offers lightweight custom painting for our RC models. See him for your airplane and auto painting needs. Call 760-485-1263; SoCalRCjets.com



Cornelius McGuinness (Corny) offers a wide range of composite components for RC aircraft and a selection of related products. Call him at Graph Tech, 661-822-4162 or email to support@graphtechrc.com

COACHELLA VALLEY R/C CLUB

THE PLACE TO GO!



Rise Up Hobbytown in Palm Desert is the place to go for equipment, parts, repairs, instruction and service. Please consider them as a first choice for your hobby needs. They are frequent sponsors of our Club events, community actions and charities. We are fortunate to have a viable hobby supplier in our area. Rise Up needs to be commercially successful to keep their doors open. Let's help them do that!

If you're new to the area or to Rise Up Hobbytown, here are info and directions:



77583 El Duna Court, Suite H (next to Desert Polymer Flooring), Palm Desert, CA

Directions: Hwy10, turn North on Washington St., Left at stoplight for Del Webb/Las Montanas Rd., follow street to intersection at Rise Up Hobbytown / Desert Polymer parking lot.

Cooks and Food Sales



Bob Kelly, Dan Metz and Bob Schneck attend to the grill. George Smith badgers the cooks!



Ron Leader serves as cashier

Editor's Memo

By George Krueger



In this issue I've tried to tell a "story" regarding the IMAC event and the people involved. Several of you have commented that you wanted inclusion of people, not just airplanes, so I've attempted to do that. I hope you like the result.

I was pleased to see young people competing in the IMAC contest, and winning! There's a message there for us "seniors." We're going to have to get serious if we're going to match Youth and Skill!

Most of the photos and narrative in this issue are my own. I've noted credits for anything that is not, with appreciation.

Spring and Summer are approaching. Runway repairs are underway. Flying at Lake Hemet is just around the corner. Warmer weather is coming (yes, really!). Our winter residents will be leaving us, hopefully with good experiences from their own flying and our multiple events. Our flying will be changing to "Summer Mode."

Our Spring and Summer newsletters will be less extensive and less frequent. But there are still interesting things to portray and discuss. Some of you have submitted articles that I have not yet published, but they will make nice content for upcoming issues. Thank you for your submittals! If you haven't submitted, don't be bashful! Submit a draft to me at George.Kru@gmail.com anytime.

If you haven't visited the club website recently, take a few minutes and do so [here](#). Rich Wilabee has been updating the site with new content; he'll appreciate a note of thanks.

Our club meetings continue, at Sloan's restaurant in Indio, the 4th Tuesday of every month. Social hour starts at 6pm, meeting at 7pm. Please join us for good conversation and interesting topics, make your opinions known. Everybody's welcome.

Until next time, fly safely. **You most affect everybody's safety when you are the pilot flying**, so grab a spotter and work on your pilot skills. Everyone benefits!

Have fun. See you at the field!

George