

COACHELLA VALLEY RC CLUB

FEBRUARY 2018

PROPWASH



M. Ross Photo

NEWS AND INFO FOR MEMBERS AND FRIENDS

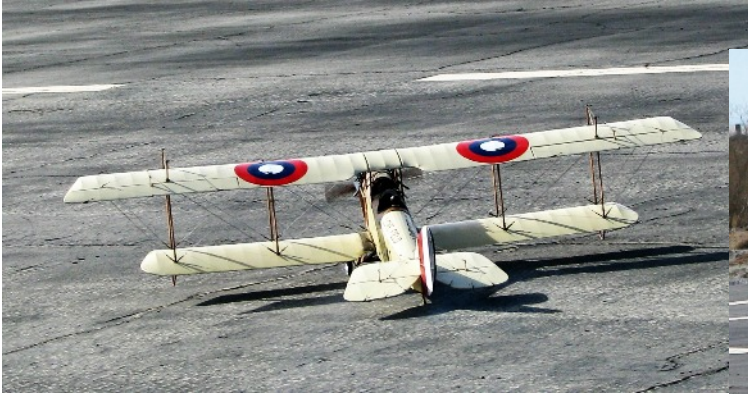
DESERT WARBIRDS EVENT COVERAGE



G. Krueger Photo

Dan Metz' Curtis
Jenny at the Desert
Warbirds Event

On the Cover...



Our cover this issue features Dan Metz' Curtis "Jenny" JN4-D2. I chose it because I believe it represents aeromodeling skills at their best. In these days of molded structural foam construction and Almost Ready to Fly models, it's refreshing to see something skillfully hand-built. And it's a model that flies well!

Some details provided by Dan:

- Built from a Proctor kit. True-scale construction inside and out. Wing ribs are built-up and internally wire-braced. All external flying wires are functional.
- Constructed in 1984. Approximately 600 hrs build time.
- Fuselage-mounted servos drive all controls (including the ailerons) via 40-strand cables running over tiny pulleys. All the cable exits and guides are in the scale locations.
- Before covering, all wood was stained with the correct Oak stain. It was a shame to cover it all and hide it from view!
- The covering is Antique Stits fabric, shrunk and doped in authentic colors and the Love Field scheme.
- The radiators, cowl belts, spark plug wires and many other details are hand-built.
- The spoked wheels are a special item from Proctor and add a great touch.
- The scale engine is an OX-5 V8. Numerous hand-crafted and lathe-turned parts.
- Engine is an Enya .80 cu. in. 4-cycle. The prop is a Rite Pitch 13/8.
- The plane handles well, flies with two speeds: "slow" and "landing!"

Anyone who has built a Proctor kit knows how laborious they are. But if we have the skills, tools and patience, they build into a wonderful model.

— Ed.

Table of Contents, February 2018

On the Cover.....	2
Club General Info.. ..	4
Board of Directors.....	5
Airfield and Facility.....	6
President's Message.....	7
Service Award, John Cunningham.....	8
Desert Warbirds Event Recap.,,.....	9
Desert Warbirds Photos.....	10
Desert Warbirds Awards.....	15
Jet Jam Event Flyer.....	17
IMAC Aerobatics Event Flyer.....	18
Calculating Ballast Weight at Position.....	19
“Why Won’t My Corsair Go Straight?”	20
Editor’s Notes.....	21

Content of this newsletter PROPWASH is at the sole discretion of the Coachella Valley Radio Control Club Board of Directors.

There is no commercial connection between CVRC Club and any person, product, service, business or organization that is referenced, described or featured in PROPWASH.

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: 100 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)

Restroom On-Field

Training and Safety Materials: On Website

Photos and Videos: On Website

Coachella Valley RC Club

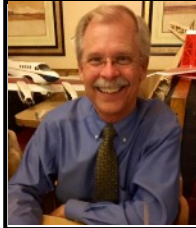
Board of Directors 2018



Dan Metz, President

760-831-6045

jetmandan43@yahoo.com



Alan Williamson, Vice President

760-220-8239

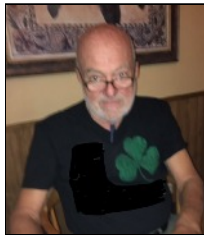
awilliamson@emc.org



Rich Wilabee, Secretary, Webmaster

562-484-8282

richwilabee@gmail.com



Bob Kelly, Treasurer

760-861-0394

kellyvons@yahoo.com



Rob Thomas, Director at Large

760-406-1565

rob@RiseUpHobbytown.com



Joe Scuro, Director at Large

760-345-9168

jscuro2000@yahoo.com



George Krueger, Director, News Editor

928-284-8007

george.kru@gmail.com

Airfield and Facility



Runway 865' x 70', Fine-Textured Asphalt

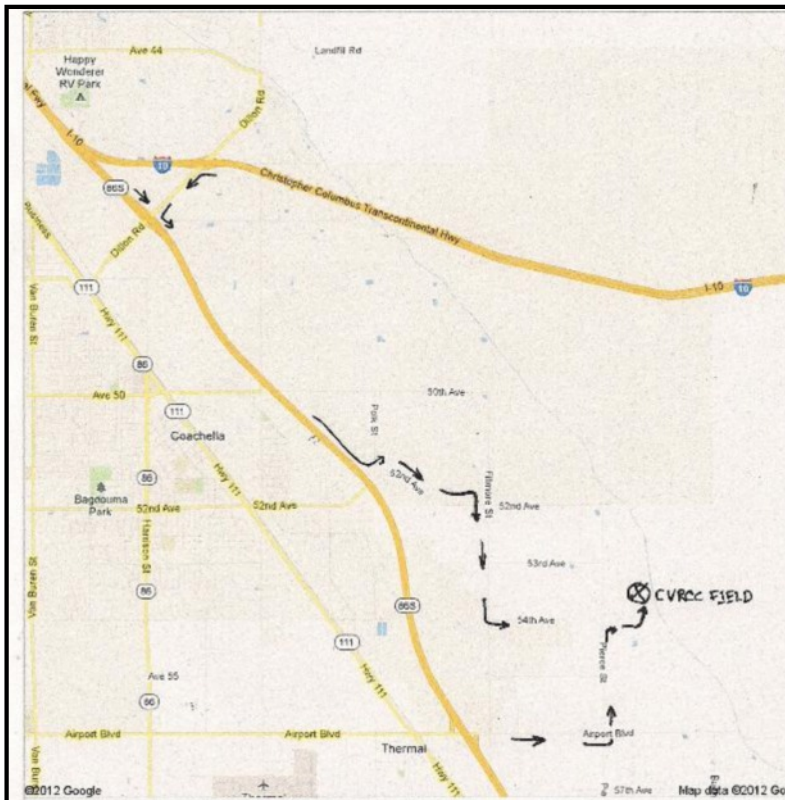
Concrete Apron Areas

Nine Shade Covers

16 Work Stations



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



Field Address:

89452 54th Ave.,

Thermal CA

Directions (from North): Hwy 10E, Hwy 86S, Left on Airport Rd, Left on Pierce, Right on 54th, Left at Gate.

Be alert for large farming equipment moving on local roads.

PRESIDENT'S MESSAGE

An Interview with Dan Metz — Ed.



We are well into the “busy season” part of our flying year. The Desert Warbirds event is complete and the Jet Jam and IMAC events are upcoming. Shortly after those, we are about to do some

of the major maintenance things we have been speaking about, starting with repairing the runway. It’s good to be busy, to a point!

Thank you to Alan Williamson for running a great Warbirds event, this year for a full weekend. We made some money, everyone had fun and there were no accidents.

Our longtime Board member John Cunningham retired, and we will miss him and his good service. See the pictures of the plaque we presented him. We hope to see John returning to RC flying again soon; he will always be welcome.

Our Board member and instructor pilot Rob Thomas will be available again at the field on Wednesdays. He can answer your questions and provide spot help with your flying. Please use Rob as a resource but don’t monopolize his time, since others have questions for him, too. Rob provides this service free on Wednesdays and it is a wonderful gift. If you need more than spot help, discuss it with Rob directly.

Among the reasons we are able to start on runway repairs are the recent significant financial gifts totaling \$6500. This money, in combination with the financial reserves we had already accumulated, provides the money we need. To those who gave, we are deeply indebted to you, and we thank you sincerely!

I attended various meetings at the AMA Expo recently. I spoke about the NTSB getting involved in drone and model aircraft training and asked about plans for that. To date there is no plan by the AMA. I mentioned that we have training and safety materials on our website if they wish to review them. If airspace violations continue to occur, look for the NTSB and FAA to take some sort of action. It would be good if the AMA was “ahead of the game” on this.

Once again we earnestly ask everyone to help at the upcoming Jet Jam event. We are expecting a large turnout. Our combined advertising coverage is 90,000 people, done with nominal-cost methods. If we get the effects we want, and the weather cooperates, we will have a record turnout. This converts to needed revenue for the club without a dues increase. So come out, enjoy the camaraderie of working with your fellow club members and “make a difference.” You’ll feel good about it!

See you at the field!

Service Award to John Cunningham



As part of the ceremonies during the Warbird event on Saturday January 13, president Dan Metz presented a Service Award to longtime Board member John Cunningham. John leaves the Board after more than five years of service. John has volunteered to help at almost every event the club has had during his time in office and contributed much behind-the-scenes effort. Congratulations John, and a sincere “thank you” from the club!

— Ed.

Desert Warbirds Recap

By Alan Williamson, Event Director



Our 2018 event took place on January 13 and 14. We were blessed with great weather! There were 22 pilots registered for the event, down from the 28 last year.

Twelve were from outside clubs. We had a total of 40 aircraft. Five pilots stayed overnight at the field. Again this year, no additional pilots from outside of our club came out on Sunday.

Orman Glibert came out again with his awesome Yak 52 for a great series of low flybys, and David Madore came out Saturday with his FPV racing camera drone to get some really awesome in-flight videos! We had excellent coverage of the event by Kitty Alvarado from KMIR on the Saturday evening news.

On the financial side, we had a very successful event. We received sponsorship donations of \$250 from the Palm Springs Air Museum. Cash receipts from the two-day event totaled nearly \$3000 before expenses. These were from registration, parking, merchandise sales, raffles and food sales.

Many thanks to all who helped with this event. Of special note were these people: Teresa Byrd - registration; Rob Thomas - sponsorship; Dan Metz, Eddie Mann and John Cunningham - setup and PA system; Matt Mitchell and Scott Young - setup, parking fee collection and Scott for the generator for the weekend; Rich Willabee and John Cunningham - air traffic control; Bob Kelly, Ron Leader, Ned Smith, Jim Fritz and Joe Scuro - food and concessions; Dan Metz, Eddie Mann, Josh Mann, George Krueger, John Williamson and others - teardown and cleanup on Sunday.

Warbird Event Photos

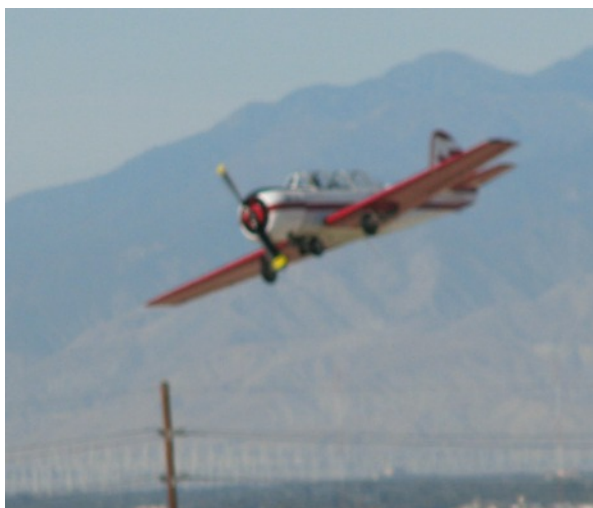


Alan Williamson (right) conducts the pilot briefing on Saturday morning.

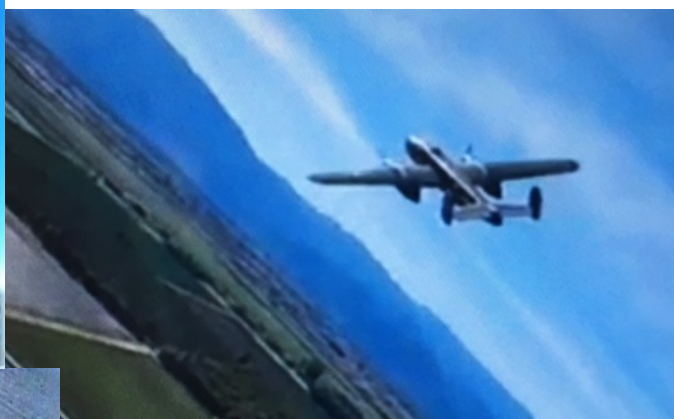


Airboss duties were performed by John Cunningham and Rich Wilabee. A colored-paddle system was used to request takeoff and landing. The system worked well with several pilots spread out along the flightline.

Warbirds Event Photos



Orman Gilbert pleased us with a Saturday mid-day flyby with his full-scale Yak 52. Very impressive! Thank you Orman!



David Madore flew his First Person View (FPV) camera-equipped racing drone on Saturday and took in-flight video of several of the airplanes. A couple of screen-shots are posted above (actual video quality is very good). The full video is on our website. What a gift! Many thanks, David!

Warbird Event Photos



Kitty Alvarado created a nice video portrayal of the event and included it in KMIR's news broadcast Saturday evening. Thank you Kitty. See the broadcast on the club website.



“Cookin’ up the good stuff!” Food sales generated significant revenue. Cooks and helpers included Bob Kelly, Jim Fritz, Ron Leader, Ned Smith and Joe Scuro. Great job, guys, and much appreciated!

Warbird Event Photos



Matt Mitchell almost single handedly took care of admissions and parking. Eddie Mann did raffle ticket sales.



Ready for takeoff, Saturday Heritage Flight.



Wartime classics, together again!

Warbird Event Photos

A sampling of the many photos taken is presented here. See the club website for complete coverage. I have applied credits to any photos which are not my own. — Ed.



Desert Warbirds Awards

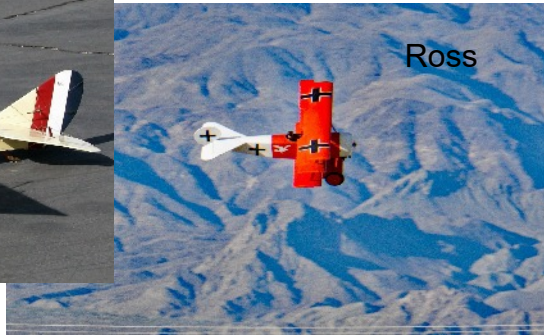


World War I

1st Place - Dan Metz, JN-4 Jenny

2nd Place - Carl Lindou, Fokker DR-1

3rd Place - Robert Binkley, Nieuport 28



World War II

1st Place - Murray Ross, A6M Zero

2nd Place - Robert Husar (Not Pictured), P-47

3rd Place - John Williamson, A6M Zero



Warbird Awards, Cont.



Ross

Post Wars

1st Place - Dan Avilla, F-86 Sabre

2nd Place - Jim Ellis, Eurofighter

3rd Place - Chris Thompson, Fairchild AU-23A



Ross



Ross

People's Choice

Anand Patel,

Blohm and Voss BV-141 Observation Plane



Ross

Coachella Valley RC Club

The Coachella Valley RC Club

Presents

Coachella Jet Jam 2018

Benefiting Our Veterans



February 16, 17 & 18 fly 8am to dusk

Coachella Valley RC Club

Canal Regional Park

89452 54th Ave. Thermal, Ca.

www.cvrclub.com

§ \$40.00 Pilot Fee, Includes Lunch Friday and Saturday

§ Food Vendor
Available

§ Spectators Welcome, and GREAT Photo Opportunities

§ RV/Dry Camping for Pilots
§ Come Early and Stay
Late.

AMA Sanctioned event ~ Current AMA and Turbine waver Required



For Information: CD Dan Metz ~ jetmandan43@yahoo.com

Coachella Valley RC Club

International Miniature Aerobatic Club Competition Event March 3rd and 4th

Coachella Valley-Palm Springs

<http://www.mini-iac.org/Event-Details/PID/471>

**March 3rd and 4th 2018
Registration Friday afternoon
& Saturday morning**

**Coachella Valley Radio Club
(CVRCClub)**

**Basic, Sportsman, Intermediate, Advanced and Unlimited Classes
Pilots Meeting Saturday 6:30am – Wheels up at 7:00am
IMAC registered pilots \$50 – Non Registered pilots \$60**

Overnight Camping and RV Welcome – No Hookups

Saturday lunch – Hotdog Combo \$5

DIRECTIONS (<http://www.cvrclub.com/Directions.html>)

Coordinates Latitude 33 39.579 N Longitude 116 06.450 W

Eastbound on I-10

Turn off 86 S Expressway

Turn left on 52nd Ave., turn right

On Fillmore St., turn left on 54th Ave.,

Go past Pierce St. to field entrance

Westbound on I-10

Exit I-10 at Dillon Rd. left. Proceed to

86 S expressway South. Turn left at

52nd Ave., turn right on Fillmore St.,

**turn left on 54th Ave., go past Pierce
St. to field entrance.**



Contact Darrell Morgan: 760-880-4939 or Jacques (JT) Telles: 602-319-8161



Murray Ross submitted the following method for calculating the weight needed at a given position to put the Center of Gravity at the desired location.

HOW TO CALCULATE AIRPLANE BALLAST WEIGHT

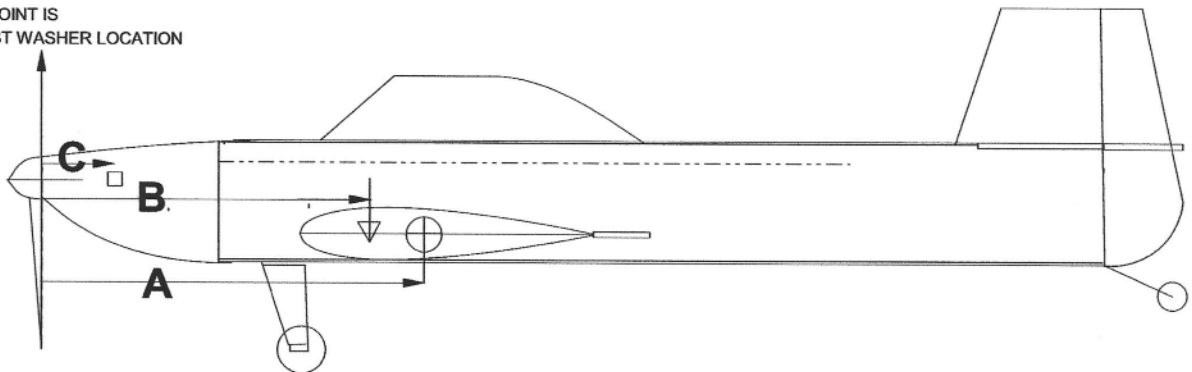
BY M. Ross

DEFINITIONS

W IS THE WEIGHT OF THE PLANE IN OUNCES

- ⊕ IS THE MEASURED LONGITUDINAL BALANCE POINT OR CENTER OF GRAVITY
DISTANCE FROM REFERENCE POINT =A INCHES
- ▽ IS THE DESIRED CENTER OF GRAVITY
DISTANCE FROM REFERENCE POINT =B INCHES
- IS THE CONVENIENT LOCATION OF BALLAST
DISTANCE FROM REFERENCE POINT = C INCHES

REFERENCE POINT IS
ENGINE THRUST WASHER LOCATION



EQUATION TO SOLVE FOR BALLAST WEIGHT OUNCES

$$\text{BALLAST WEIGHT} = W * (A-B) / (A-C)$$

EXAMPLE: W=100 oz, A=18 in., B=17.5 in., C=5 in.

$$\text{Ballast} = 100 * (18 - 17.5) / (18 - 5) = 3.846 \text{ oz.}$$

– Member Murray Ross is a photographer for the Desert Sun. He has a number of large RC models, most gasoline-powered. – Ed.



Why Won't My Corsair Go Straight?

By Rick Bennett

If you have a T-28 in your fleet, you know that it is reasonably easy to keep it going straight on the ground. If you have a Corsair, you know that it is NOT that easy to keep it going straight. The difference is in the fact that the T-28 has tricycle landing gear and the Corsair is a tail-dragger. Just for fun, let's examine that.

Try an experiment. Take a pencil and put it on a flat table. Place your index finger and your thumb on the lead part of the pencil and try to pull it across the table. It is very easy to pull the pencil in any direction. This is because the point of rotation is at the tip of the pencil which is also way ahead of the pencil's center of gravity.

Now, put your index finger on the eraser of the pencil and try to push it across the table. You will see that it is very hard to keep the pencil going straight for any distance at all. In this case, the point of rotation is at the back of the pencil which is also way behind the pencil's center of gravity.

In your airplane, the horizontal point of rotation is called the Yaw Axis. By necessity, the center of gravity in a tail-dragger is behind the main landing gear so the plane will sit on its tail wheel. This also puts the center of gravity behind the yaw axis of the plane. The undesired effect is that the tail is always trying to "catch up" with the nose. Tail-draggers will always have a tendency to go off one way or other---just like the pencil when pushed from behind.

If a tail-dragger gets too wild and its center of gravity reaches a point that is "outside" of the main landing gear, the plane will experience an uncontrollable groundloop. Again, think of a similar movement with the pencil. Learn to use the rudder, and now that you know why, good luck in maintaining directional control with your tail-draggers.

– Member Rick Bennett is a retired TWA 767 Captain and a full-scale multi-engine flight instructor. – Ed.

Editor's Notes

By George Krueger



As this newsletter goes to press we have completed the Desert Warbirds event. Much work went on behind the scenes and I'm sure not everyone's name got mentioned. A big "thank you" to all of you! We look forward to a big cadre of helpers for the upcoming Jet Jam and IMAC events.

Realizing that this newsletter gets circulated among people who don't know our club, I'll be including what some might say is superfluous descriptive material about the club, our facilities and our operations. Also the answers to some FAQ's (frequently asked questions). They will be in the early part of each newsletter.

Our webmaster Rich Wilabee has been making improvements to the club website. We now have training and safety materials there. We also have an expanded photo and video section. Our prior newsletters are included on the website too. So please use the website for expanded coverage of some of the topics we present in the newsletters.

Thank you to Murray Ross and Rick Bennett for contributing articles for this newsletter issue. We invite articles from all our members. Preview your articles with me by sending to george.kru@gmail.com in any common format. Attach any pictures or diagrams you want included (don't embed them in the text). Attach a passport-type photo of yourself as well.

I also extend a note of appreciation to Jim Burk and Murray Ross for their photos. They help make the newsletter sparkle!