

COACHELLA VALLEY RC CLUB

January 2018

PROPWASH

NEWSLETTER

Rob Thomas' BAe Hawk lifts off during the Top Fun event. Gas turbine power. Takeoff weight 50 lbs. Max speed 200+ mph.

Jim Burk photo.



SPECIAL EVENTS ISSUE

Table of Contents, January 2018

Board of Directors.....	3
Airfield and Facility.....	4
President's Message.....	5
Special Events.....	6
Desert Warbirds Event ,,,,,,,,,,,,,,	7
Jet Jam Event.....	9
IMAC Aerobatics Event.....	11
Aero Tow 2017.....	13
Badge Day 2017.....	16
Cooks and Helpers.....	17
Recent Visitors.....	18
Safety.....	19
I Learned About Flying From That.....	20
Sailplanes.....	21
Matching Gifts Program.....	22
Call for Papers.....	23
Rise Up Hobbytown.....	24
Editor's Notes.....	25

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Coachella Valley RC Club

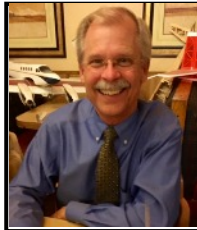
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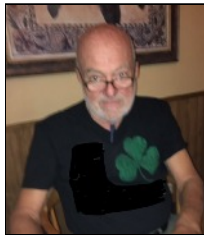
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Airfield and Facility



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



"A New Year with a New Board"

Here we are about to plunge into the heart of our season. So

lets hear it for those who volunteer and step up to help our club.

Be they from the North Country or here in our valley we could not raise the money we do with out you. Please help!

Starting with the 6th Annual War Bird event Alan and our club is really becoming well known for putting on a great event. Alan had some sobering news that he reported at our last meeting, the fact is that Southern California is losing Flying fields and that is a real trend for the future that cannot be turned around. As Gilman Springs, Palomar, and others are being threatened our flying site is becoming a venue that is highly prized.

Please help your club and our new board by contacting Alan and volunteering for the War Bird event.

"Focus on Safety"

I know that all of you have heard of a few safety incursions at the field. I want to take a negative and make it into a positive.

A NTSB report has just been finalized concerning a DJI drone that hit an Army helicopter off of Fire Island back east. In that report they published a line that I think is indicative of their thinking about model planes. "There are no training or certification requirements for model aircraft pilots".

It does not take a rocket scientist to know what is coming next. The AMA needs to get ahead of this and quick. So one of the best things about having a new board is, we get to start down a new path. George Krueger wrote a comprehensive "Intro to RC Flying" manual. Couple that with Rich Wilabee finding some great You Tube videos on Apprentice flying and you have a very good safety step forward. Both the videos and the Intro manual are going to be made available as a New Member package for our Newbies.

Do not forget that model airplane and drone registration with the FAA is MANDATORY once again. If you have registered in the past you do not have to register again. Here's the link:

www.federaldroneetistration.com

Again, please help out at our upcoming events. Many thanks!!

Happy Landings! —Dan Metz

Special Events

This issue spotlights three of the major invitational events of our flying season: Desert Warbirds, Jet Jam and IMAC Aerobatics. These events attract pilots from all over the western United States and are growing more popular. Our events are truly Top Class and a source of pride. They are multi-beneficial. Our guest pilots and spectators get a fine event, and our club receives needed revenue from pilot fees, sponsors, gate receipts and food sales. And our veterans' charities get much-appreciated donations from event profits.

The Desert Warbird event is January 13 and 14th. We are anticipating 30 pilots, some with multiple airplanes. Thanks to Alan Williamson for organizing this event and for designing the event flyer. See Alan (760-773-4864, awilliamson@emc.org) to volunteer to help.

The Jet Jam on Feb 16, 17 and 18th is typically our biggest event of the year. We anticipate 40 pilots and their airplanes. Some pilots will bring two jets. We hope to have demonstrations by a professional jet team also. Food service will be by a commercial vendor. John Cunningham designed the event flyer

you see on the following pages. See Dan Metz (760-831-6045, jetmandan43@yahoo.com) for specific details and to volunteer to help.

Coming up on March 3rd and 4th is what is becoming our annual International Miniature Aerobatic Club competition. It is an IMAC-organization sanctioned event with very specific rules for conduct and judging. You can learn a lot by simply being a scribe and seeing the maneuvers and hearing what the judges are saying. We expect 35 entrants. Contact Darrell Morgan (760-343-4119, darrellmorgan79@yahoo.com) for details and to volunteer to help. The IMAC event flyer is included in the following pages.

For all events, work parties will precede the event on dates to be announced. At the events, tasks include entry-gate staffing, parking, registration, airbosses, tour guides, cooking, sound system setup, announcing, raffle ticket sales, and many others. Lend a hand, there is something everyone can do.

– Ed.

The 6th Annual Desert Warbirds



January 13-14, 2018

9:00 AM - 3:00 PM

Benefiting our Wounded Veterans

**Open to all World War I, World War II and Later Military Aircraft,
ARFs to Giant Scale, including Turbines (with Jet Waiver)**

**Coachella Valley RC Club
Canal Regional Park
89452 54th Ave., Thermal, CA**

**Pilot Fee - \$30 (Includes Lunches) - Must show current AMA card
Food, Prizes, Full-Scale Fly-bys! RV Parking - No Hook-ups**



CD - Alan Williamson For more info: awilliamson@emc.org or WWW.CVRCClub.com

Desert Warbirds preview...

This event will feature military airplanes from all eras and theaters, from World War 1 and onward. There are some fantastic authentically-scale models around and we hope to see many. Here are a few photos to tantalize you. Alan Williamson and his team have worked very hard again this year to organize this fine event. A portion of event proceeds will go to help wounded veterans. Join us to see some fine scale models! -Ed.

Burk



Moe



Burk



Burk



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.cvrccclub.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

Jet Jam preview,,,

One of the demonstration pilots we anticipate being at our Jet Jam event is Jeffrey Tolomeo, who is a team pilot for Pacific RC Jets. Jeffrey and some of his family and friends visited us on December 30. He flew his new Skymaster 1/5 scale F-16 fighter, powered by a KingTech 310 gas turbine. I've included some photos. We look forward to Jeffrey being among the many pilots participating in Jet Jam 2018!

-Ed.



International Miniature Aerobatic Club Competition Event

Coachella Valley-Palm Springs

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



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>)

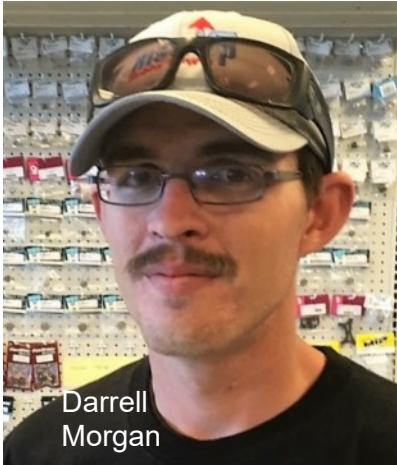
Coordinates Latitude 33 39.579 N Longitude 116 06.450 W

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.

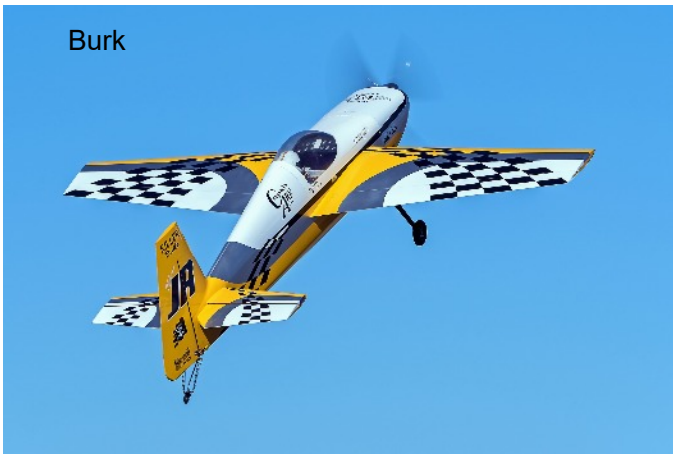
Questions? Contact Darrell Morgan: 760-880-4939 or Jacques (JT) Telles: 602-319-8161

IMAC Competition preview...



Darrell Morgan

The International Miniature Aerobatics Club hosts numerous competitions world-wide. Our member Darrell Morgan is currently ranked 3rd in the US and 15th world-wide in the Advanced category, a very significant achievement. He has organized our event on March 3rd and 4th. All flying must be very precise. I have included the judging criteria for one of the simplest maneuvers as an example. Join us as we watch Darrell and other very accomplished pilots display their skills in this IMAC-Sanctioned competition event! —Ed.



Burk



Reverse Shark's Tooth

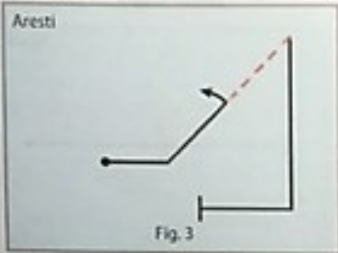
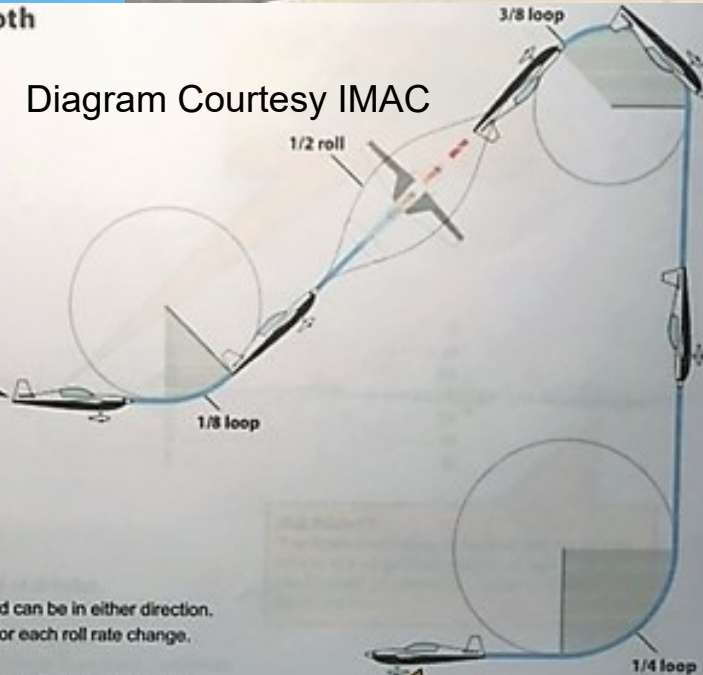


Diagram Courtesy IMAC



6.2 SCA-17
Judging begins once a horizontal flight path of one fuselage length is established following the exit of the previous figure.

Judging Criteria:

- Part loop radii do not have to be equal.
- All lines and part loops must be wind corrected.
- Entry and exit altitudes may be different.
- 1/2 Roll on 45 degree up-line must be centered and can be in either direction. The roll rate must be constant. 1 point deduction for each roll rate change.
- Must have a line before and after half roll.
- 1/2 Point deduction per 5 degrees deviation from wings-level, track, vertical up-line, 45 degree down-line, horizontal entry & horizontal exit.
- Must be a distinct horizontal line between figures 3 and 4. 1 point deduction from each figure for omitted line.

6.2 SCA-17
The figure is complete at the moment the aircraft returns to a wings-level, horizontal flight path of one fuselage plane length. Judging for next figure begins.

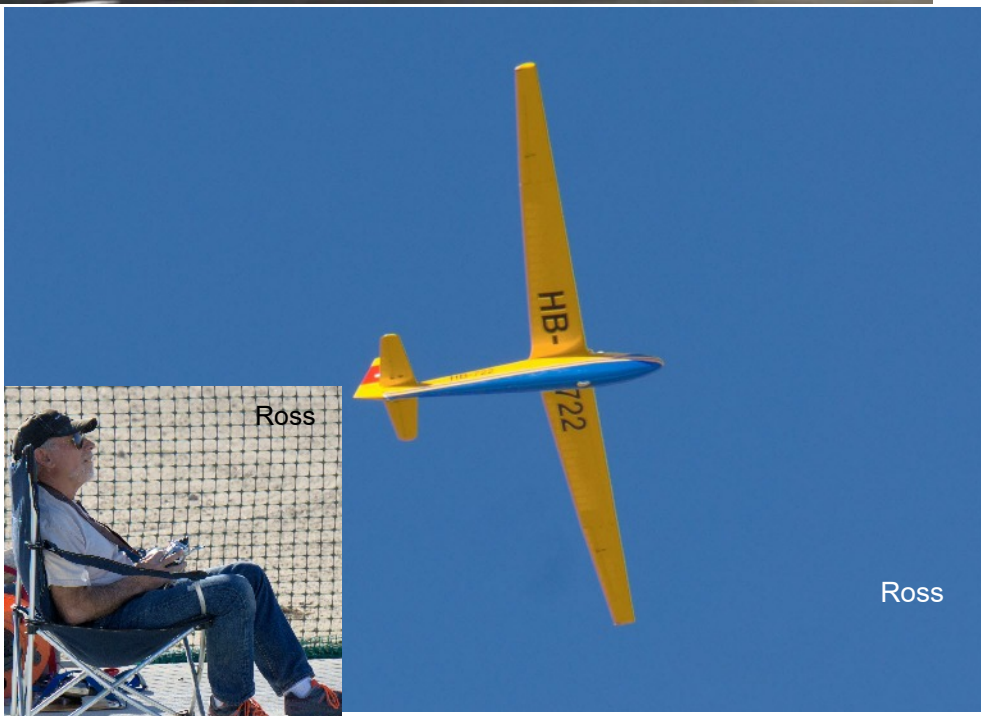
Aero Tow - - Dec 2, 2017

At this event we got to see some very large sailplanes being towed aloft by powerful tow planes. These beautiful sailplanes look truly magnificent in the air. The pictures portray some of the action.



Aero Tow - - Dec 2, 2017

The tow plane pilots got a workout. Thank you, gentlemen!



Aero Tow - - Dec 2, 2017

A perfect day, great desert and mountain views and beautiful sailplanes!



Badge Day, Dec 3

Dues Renewal, Badge Update, Toys for Tots



Carrier Landing



Paintball Shoot



Cooks and Helpers

These guys work while the rest of us fly. Serving up a tasty lunch is a lot more than just cooking. Work starts early with buying food, drinks and supplies and hauling it all to the field, then setting up grills and tables. After the cooking and serving, the clean-up and haul-away begins. Thanks guys, you've done it all! — Ed.



Ross

Robert Schneck

Ron Leader

Bob Kelly

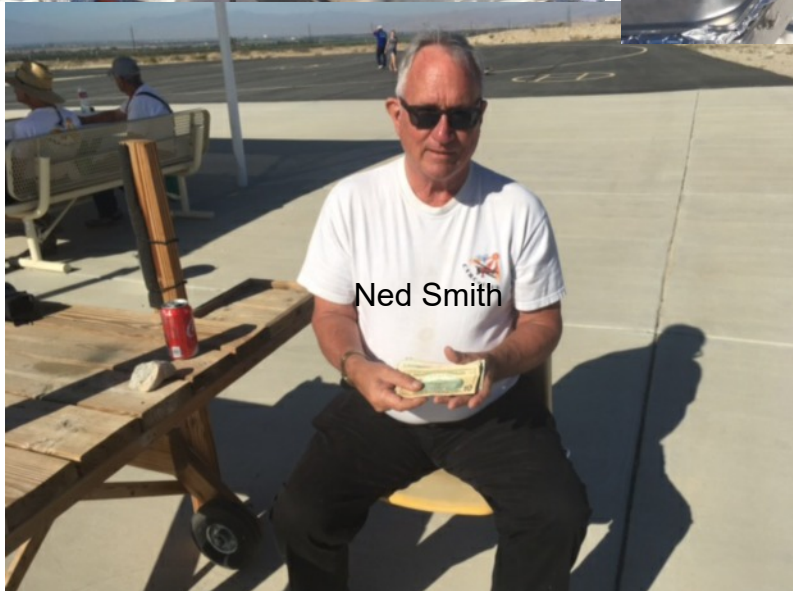
Aero Tow Dec 2



Bob Kelly



Court Moe



Ned Smith

Badge Day Dec 3

Recent Visitors

Joyce Copeland (center) and family visited us on November 25th. She and husband Wayne are frequent volunteers. A warm welcome to all!



SAFETY

The following article is reprinted from the Dec.25, 2017 issue of AvWeb Flash, a full-scale aviation newswire. The acronym TFR denotes a Temporary Flight Restriction, creating protected airspace for manned aircraft. — Ed.

NTSB Blames Drone Operator In Collision

By MARY GRADY

The operator of a drone that collided with a U.S. Army Black Hawk helicopter in September didn't see the aircraft because he was flying the drone beyond visual range, the NTSB said on Thursday. The operator also lacked adequate knowledge of the regulations and safe operating practices for drone flying, the safety board said. The incident occurred in New York, at an altitude of about 300 feet. The helicopter crew landed safely. Parts of the drone were lodged in the helicopter's engine-oil cooler fan, and a 1.5-inch dent was found on the leading edge of one of the four main rotor blades. The drone operator was flying for fun, the NTSB said, and was unaware of the TFR in place at the time. He did not hold an FAA remote pilot certificate. Also this week, the FAA's rule requiring owners to register small drones was reinstated.

The rule, which had required drone operators to register online, display a registration number on their drone and pay a \$5 fee, was tossed out by a D.C. court in May. The new rule was attached to a defense policy bill that was signed into law this week. Also this week, Embry-Riddle Aeronautical University said it will offer a free, two-week online course for drone operators. The course, "Small Unmanned Aircraft Systems: Key Concepts for New Users," will run from Jan. 22 to Feb. 4. Participants will learn about equipment, airspace, legal requirements and flight planning, as well as how to become commercial drone operators.

I Learned About Flying From That!

How to Reduce the Number of “Oopses” by Court Moe



Recently I was flying my silver Newport biplane and half of the lower wing tore off, resulting in the plane being totaled.

It had been a gift from Bill Hughes when he stopped flying. The only thing I did was put in a bigger motor, fix the battery compartment, and add enough nose weights to get the CG correct. Once it got in the air (no small task – even after Dan showed me the takeoff trick) it flew great, was fun to fly and easy to land.

If I had checked everything out before take off and if I had paid attention to the obvious flexing of lower wing – the fabric wrinkled and tightened as I wiggled the lower wing – I would have known I was asking for trouble if I flew it. But I did not want to cut the fabric to look, and it survived

flying the week before, so what the heck. But now I am short another fun airplane.

Now that its gone, I really kick myself. That plane was built from scratch – Bill did that – and it had a number of custom parts that he concocted that would not be replaceable, even if there is a kit somewhere.

So do a good visual check before flight – and stand down till you are sure everything is right!



— Member Court Moe is active in Desert Hot Springs civic affairs and a regular flyer on Wednesdays. – Ed

SAILPLANES

By Rick Bennett



Did you ever notice a couple of pilots flying their gliders from the upper parking lot at the club airport? It was probably either Ned

or Rick. There might have been others there, too. Some of us fly our sailplanes from the upper parking lot because our planes are slow, and we don't want to get in the way of the normal traffic. Dan and Rich appreciate the idea that we will be well clear of their high-performance jets.

For new or inexperienced members, a sailplane is an easy way to start. There are many choices available. The E-Flite Radian is very popular. It is inexpensive (about 200 bucks). It is also easy to fly and keep in view. The carbon-fiber, high-performance gliders fly with great precision. They are very expensive and not intended for beginners.

For experienced pilots, the ultimate goal in soaring is to remain aloft in powerless flight. This is done by acquiring the skill of "reading" the invisible air. The author of this article has flown a

5:30 flight in a full-scale sailplane. An 8-hour flight is the highest designated level in the League of Silent Flight. That is well beyond the capability or the desire of most pilots, but there are four other lesser levels of achievement.

You might have noticed a prompt on the home page of the club web site that says "Let's Kick Up a Little Dust". The Dust Club is an inactive arm of the CVRCC. It was started many years ago by Dick Knapp, but it became inactive due to a lack of participation. If enough members become interested in sailplanes, it would be easy to reactivate the Dust Club, and it could be fun. Please give Dan or any of the Board members your thoughts on this, if you are interested.

Note: An interesting comparison of the popular Radian and two other RC sailplanes can be found here:

www.youtube.com/watch?v=7WbX4NvF1bs

– Member Rick Bennett is a retired 767 captain and a full-scale sailplane instructor. –Ed

Matching Gifts Program

To accomplish major maintenance on our runway, shade covers and work tables we need to build up our reserve fund. A dedicated member has generously offered to match any monetary gifts up to a total of \$5000.00 thru March 2018. We're underway with two gifts totaling \$200.00.

The matching program **doubles** the impact of your gift. If you are able, please consider adding to our reserves. These gifts are best done by check, and they are tax-deductible with a receipt from the club. See Bob Kelly, Treasurer, 760-861-0394, kellyvons@yahoo.com.



Call for Papers

As we all know, these newsletters don't write themselves. It will be interesting and helpful if our members will each pick an RC-related topic and write a few paragraphs about it for the newsletter. If it's interesting or useful to you, it will be interesting to others!

I use the term RC-related purposely. There are many topics from our careers, professions and personal experience that have a direct connection to our modeling and flying. The range is endless. Some of you could explain how the electronic speed controller for our motors works, with motors spinning at 40,000 RPM in our ducted-fan electric jets. Or why our vision is fading with age and what can be done about it. Or the legal and insurance ramifications of our flight operations. Or a confession of "I learned about flying from that!" You get the idea!

Think about your article from the view of the person reading it, who probably doesn't share

your background or special knowledge. Keep the terms simple and the explanations straightforward. "Blue-pencil" your article several times to be sure your writing is compact and efficient; no wandering, no extra words. You can then submit it to me simply as an email. Our publishing software will take it from there.

An 8 x 10 page of 16-point type is about maximum. Include a passport-type JPEG photo of yourself with your submittal. If you're short on time or writing skill, have a friend interview you, take notes, and draft the article for you. You can then put it in final form rather easily. I will do a final edit and talk over any changes with you.

The CVRCC Board of Directors retains the final say as to what's published. If any doubts, preview your topic with me.

We look forward to your submittals!

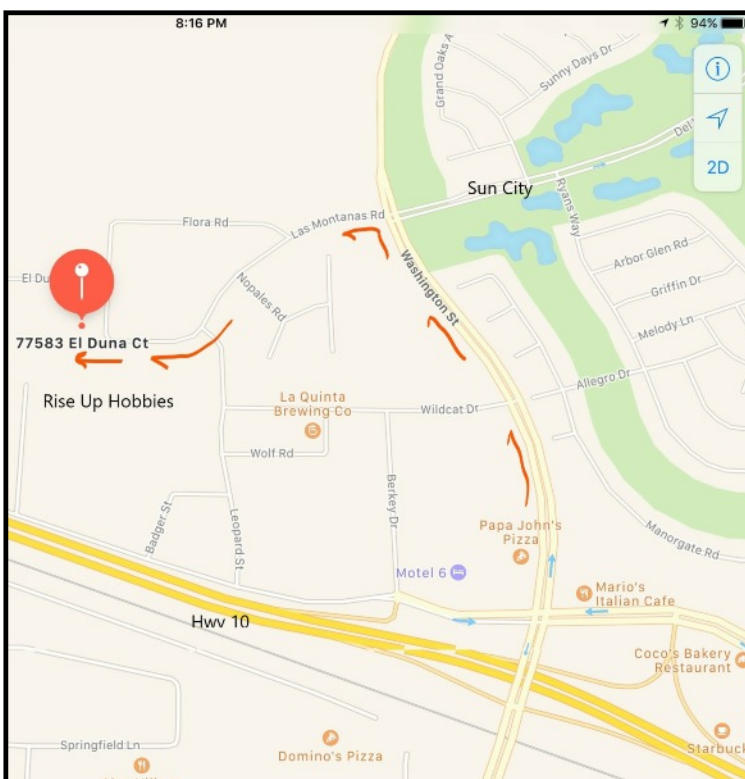
– *George Krueger. Editor*
george.kru@gmail.com

Rise Up Hobbytown Now Open!



We are pleased to once again have a full-service hobby shop in Palm Desert.

Please check it out! They will appreciate your business and we will appreciate the local convenience.



Address and Directions

**77583 El Duna Ct., Suite H
Palm Desert, CA**

Directions: Hwy 10, turn North on Washington St. (Via Varner Rd.), Left at stoplight for Del Webb/Las Montanas Rd., Follow Las Montanas to intersection at Rise Up Hobbytown parking lot.

Coachella Valley RC Club

Editor's Notes



Our newsletter cover this issue is a very crisp photo by Jim Burk. I've chosen it because of its bright colors and to highlight our upcoming Jet Jam event, our chief

revenue-producer of the year. Future covers will feature good photos of all kinds of airplanes, maybe yours!

This newsletter depends greatly on a supply of pictures. In recent times photos have been provided by Jim Burk, Murray Ross, George Muir and Dan Metz. Thank you gentlemen, your photos are an important contribution. I have applied name-credits to all photos which are not my own.

Thanks also to our members Rick Bennett, Court Moe, Alan Williamson, Matt Mitchell and Darrell Morgan who each contributed to articles in this newsletter. Your input is much appreciated. I'm pleased to report that other members have already provided two more articles for future issues!

This new year marks a continuing strong focus on safety and I hope I've reflected that in the choice of articles. The loss of flying sites in San Diego, Los Angeles and Riverside counties is alarming. One quick way to lose a flying site is to involve the property owner in litigation from an injury-accident. Not the only reason of course, but a very powerful one. Insurance carriers may pay injury claims but they don't eliminate suffering and they don't restore lost flying fields. So we continue to take assertive steps to avoid even the threat of an accident. We want everyone to enjoy a truly safe

environment, have fun and leave each flying session with a smile!

Much of "accident prevention" is deeply rooted in our piloting skills. The president's message mentions the online training guides on our website. Please review those, regardless of your skill level. All of us can take a turn at helping the new pilots, and many of us have long-forgotten the learning struggle. The training guides will refresh your memory of the basic things the students are wrestling with and make your help more effective.

A new aspect of training has emerged with the advent of the gyro-stabilized beginner airplanes. But the necessity to graduate away from gyro-dependence is emphasized in both of the Apprentice-flying videos referenced. A truly-safe stand-alone pilot is one who can execute quick and positive control without dependence on pilot-assist systems. Become one of those pilots, everyone benefits!

Our hobby is evolving rapidly. At the beginner-end we have gyro-stabilized trainers that move slowly about the sky, making wide, lazy turns. At the other end we have high-performance jet models that weigh 50 lbs, burn kerosene and can fly at 200+ mph. We can have up to 5 airplanes in the air at once, but mixing these two types of airplanes together is asking for trouble. As discussed at our recent club meetings, let's be conscious of our airplane types and fly them with similar airplanes. The jets are still few in number. Their owners will wait for a lull in the action to fly. Piloting one of the jets is tough enough without having to dodge other airplanes.

— George Krueger, Editor

Pg. 25, Jan 2018