

Coachella Valley Radio Control Club

PROPWASH

News Magazine

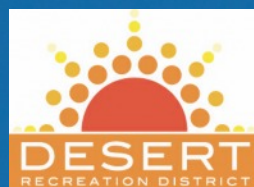
News and Info for Members and Friends



Alan Williamson's Super-Scale B-25

Photo by Murray Ross

First Quarter 2019



The Airplane on the Cover....

The North American Aviation B-25 "Mitchell" has been a favorite model subject for many years. This one, by our VP Alan Williamson, is almost museum-scale but equipped for flight, and he has flown it many times. The scale details include hundreds of rivet heads, accurate panel lines, retractable landing gear, working bomb-drop mechanism and numerous cockpit details. It's a years' long effort. We always stop to watch when Alan flies this one!



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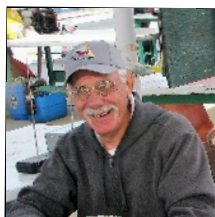
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Club General Info

This magazine 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: 150 Members

Annual Dues \$150.00

AMA Membership: Required (or Canadian MAAC)

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)

Club Meetings: Last Tuesday, Sep - May

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

The content of 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 organization, advertiser, manufacturer, merchant or individual that is mentioned, featured, depicted or described in Propwash.

All photos in Propwash are by the Editor unless otherwise noted.

Airfield and Facility



Runway 865' x 70', Fine-Textured Asphalt

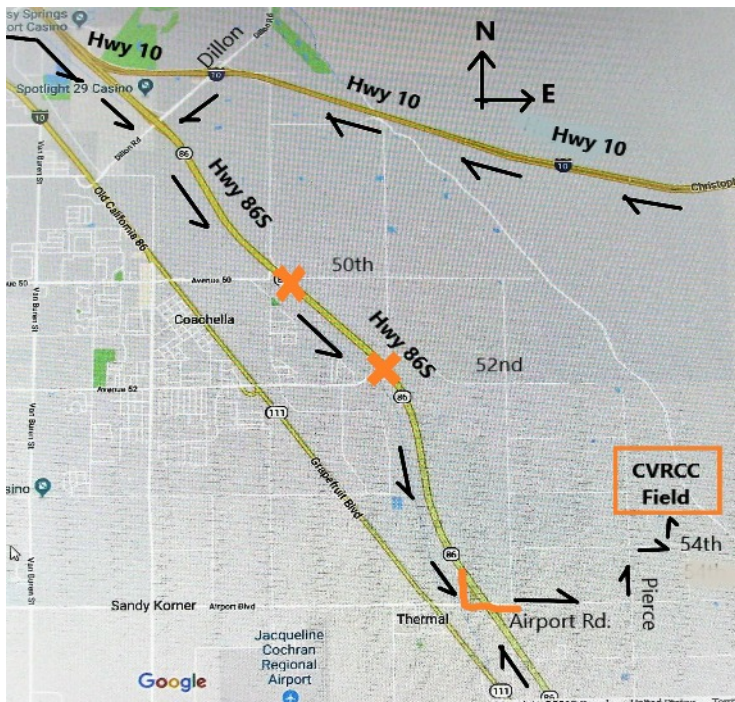
Concrete Apron Areas

Ten Shade Covers

Shaded Spectator Area



Land Owner: US Government
Lease: Bureau of Reclamation
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.

From the Editor...

By George Krueger, Club Officer,
Treasurer and Magazine Editor



With this issue we continue with a quarterly system for our news magazine. That will ensure a variety of topics to cover with our various “seasons” of flying.

We have completed a successful and profitable season of events, as Dan mentions in his President’s Message. Part of the proceeds each year are donated to veteran’s charities. Our contribution this year will be \$1000 to Wounded Warriors and \$500 to Rebuilding America’s Warriors, as decided by your Board of Directors. These match the amounts we gave last year. Community support in various ways has always been a club goal, and it is a requirement of our tax code status as a Charitable Organization.

Other proceeds from our event revenues continue to build in our savings account. Our target is \$60,000 of available funds to cover pavement maintenance and progressive maintenance and replacement of our 10 shade covers, support structures, 20 worktables and related equipment. We’re halfway to our savings goal but it is achievable over the next few years.

The most significant reason for the money in savings is that we are self-insuring against natural disasters, including storm damage, earthquake and potential flooding from a rupture in the nearby canal. We already have a facility investment of over \$300,000, and that was at yesterday prices. After a damaging event, the club will need ready cash to institute repairs. Without an operational airfield, all of our elaborate model aircraft will sit idle.

As your Treasurer, I have a view of Club cash flows. Each flying season these are helped significantly by donations, sponsorships, discounted merchandise and annual gifts by our members, event entrants, vendors, local merchants, friends and benefactors. It is heartwarming to see. These people want no publicity, only to “pay it forward” in their own ways. To those people we say a hearty “thank you!” You are a part of the solid financial footing the club has achieved and is continuously improving, something matched by very, very few other model aircraft clubs.

If you would like to be part of the aforementioned family of donors, see any Club officer.

From the Editor....

With warmer weather upcoming, our thoughts turn to water-flying at Lake Hemet. Starting around early June, a group goes to the lake each week on Thursday. Flying is from 7am - 10am, followed by lunch at the Paradise Cafe. Water-flying adds another dimension to RC flying that you will enjoy. And it is a day in the mountains away from the heat. Talk to any of our club members who already go to get details. Lake entry fees are \$25/car/day or \$125 for an annual pass. It's a 1-hour drive from Hwy 74 at El Paseo. We usually fly from Camp 7 (leftmost on the map).



This news-magazine revolves around photos. We are indebted to the hard work of Murray Ross, Jim Burk and George Muir for their photography and extensive photo- and video-editing. Without it you would be left with the snapshots I take! Please speak a word of thanks to these gentlemen when you see them.



Murray Ross



Jim Burk

There are many photos and several written segments in these news magazines. I have attempted to label them and credit them properly...please forgive any errors. Unless otherwise noted, the photos and articles are my own. I hope you enjoy the magazine!

Coachella Valley Radio Control Club

From the Editor....

We tend to take our usually-good year-'round flying weather for granted. We look at green farm fields, distant mountains and blue skies and complain if it's too cold, too windy or too hot. It's easy to forget that half the country and most of Canada is locked away in Winter for 3 or 4 months of the year. Clubs in those areas aren't so lucky:

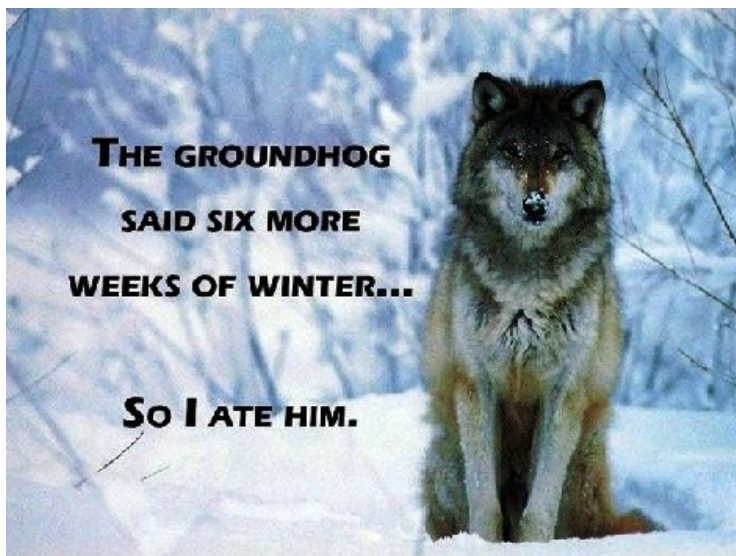


Baron's Club flying field, Spokane WA, Winter 2018-2019, photo relayed by our member Tom Freeborn.



Vernon, British Columbia club flying field, Winter 2018-2019, photo relayed by our member Jim Fritz.

And so what do the not-so-lucky RC fliers who can't leave those real-Winter areas do about it? They send out the dogs!



President's Message

By Dan Metz



The Year in Review.

We have had a terrific year of flying, with lots of fine comments from all of our event visitors. Some were as far away as Alaska, Albuquerque, and the west coast region in general. One fellow from Lodi called our runway a "Field of Dreams", he said that we have a world class field.

Last year we hosted a welcome back Top Fun event, the Scale Masters for the first time, an Aero Tow, A wonderful WarBird weekend and the now famous Jet Jam. All of them financially successful, Netting over \$5,500.00 for the year. Our cash flow and savings could not be more carefully managed. Hats off to all members of our very capable Board. Now all we have to do is make out our check to those wounded Vets to be sure our wounded veterans get their fair share too. This year we can now take your dues payments and entry fees at the field, using our new cell phone based payment system. That alone was a great move, taking the hassle of chasing down members, and securing their checks.

We now have member George Smith as our field maintenance contact between the Rec District and ourselves. He graciously accepted a thankless task and is stepping up to the job. Eddie Mann is now our Safety Officer, a position asked for by the AMA. Thank you both for stepping up and saying yes to those jobs.

One of our most difficult jobs going forward will be helping the new ARF (Almost Ready to Fly) hobbyists, you know the ones that do not have traditional building skills and perhaps only limited flying experience. We have to educate and corral these folks while welcoming them into our club. So if you see someone new, PLEASE welcome them with a smile and a hand shake. After all if they have made the effort to find us and our location we need to be cordial, pleasantly explain our field procedures and welcome them to our club and flight operations.

Please remember that any FPV (First Person View) flight operations are limited to the line-of-sight of a MANDATORY spotter and no flying beyond our flying site boundaries.

Don't forget that you should have your registration number somewhere on the outside of your plane, you can use blue painter's tape and write on it if you think your finish may get damaged. No, the club is NOT going to inspect your plane for that FAA number. We are not their policemen.

One of my past years goals was to established a new relationship with the local EAA chapter at Jackie Cochran Airport. I look forward to being their point of contact and helping them with any future fly-ins and events that they may have. With the absence of any onsite JCA management this new outreach could have very positive results for us. They may help thwart any bad publicity that may arise.

President's Message....

I only hope that the FAA looks upon us, "a community based organization." as part of the solution and not the problem. As that type of organization we are allowed to fly at a club-deemed safe altitude, and at speeds that are endorsed by the AMA. So please fly safely.

A new analysis released by the Academy of Model Aeronautics (AMA) reviews the 1,270 new unmanned aircraft systems (UAS) sightings reported by the Federal Aviation Administration (FAA) earlier this year. AMA's analysis finds that the vast majority of these sightings are just that – sightings. Importantly, when releasing the latest data, the FAA specifically stated that no collision between civilian aircraft and a civilian drone operator has been confirmed.

"In comparison to the growing number of drone sales and operators, the total number of UAS reports in the FAA's data is just a small fraction," said Rich Hanson, President of AMA. "Safety has always been our number one priority. That's why we're encouraged to see that most of the reports are mere drone sightings and do not appear to pose serious safety risks."

Like the previous data sets, the February 2017 data contains reports of several objects other than drones, including balloons, birds, a parasail, a "blob" and a "silver box." The term drone continues to be used as a "catch-all" for any object spotted in the sky.

While the FAA has expressed its intent to punish careless and reckless operators, law enforcement notifications continue to decline. In the August 2015 data, nearly 20 percent of reports were not referred to local law enforcement or law enforcement notification was unknown. To compare, in the March 2016 data that number was 29 percent, and in the February 2017 data that number is 30 percent. Maybe the drone scare will wear off. Time will tell.

One last point of interest, I was contacted by CalTech/JPL March 1st, they were looking for a model plane runway that was remote and offered privacy, they are working on a new type of air ambulance, web site here. CAST: www.cast.caltech.edu. They came out and had a very fruitful afternoon testing a model-scale prototype. I called my son and found out that he knows two of the engineers. The new vehicle is a concept at this time and in full-scale will be about the size of a Prius automobile. It was very interesting to say the least. So if you happen to be there when they are you will be very intrigued. They said that we could publish pictures eventually but privacy must rule the day for now as social media could spoil their efforts.

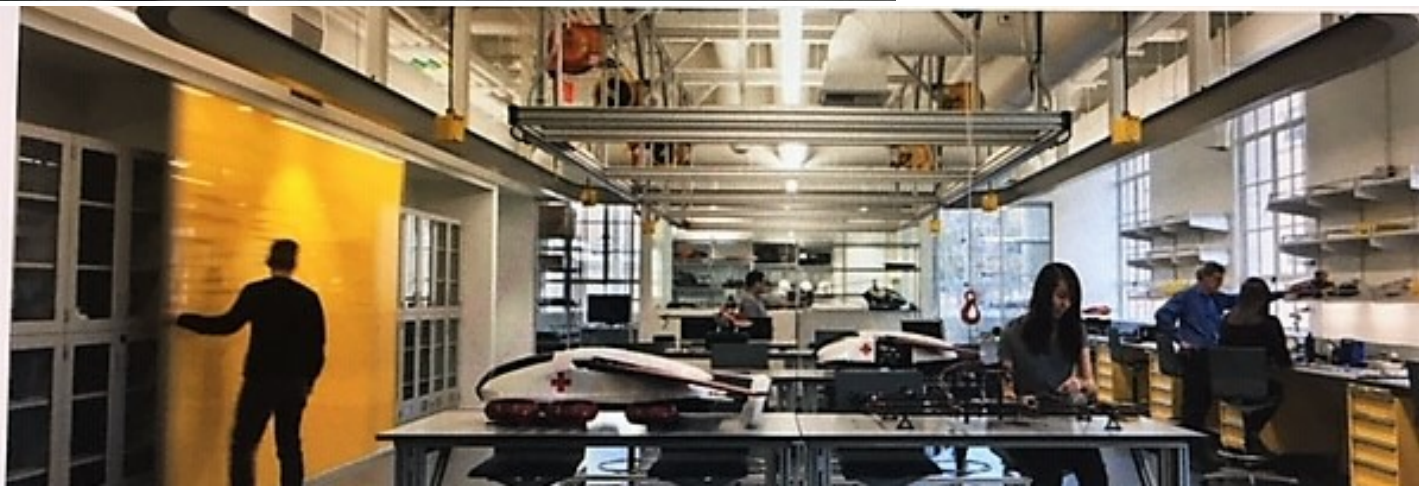
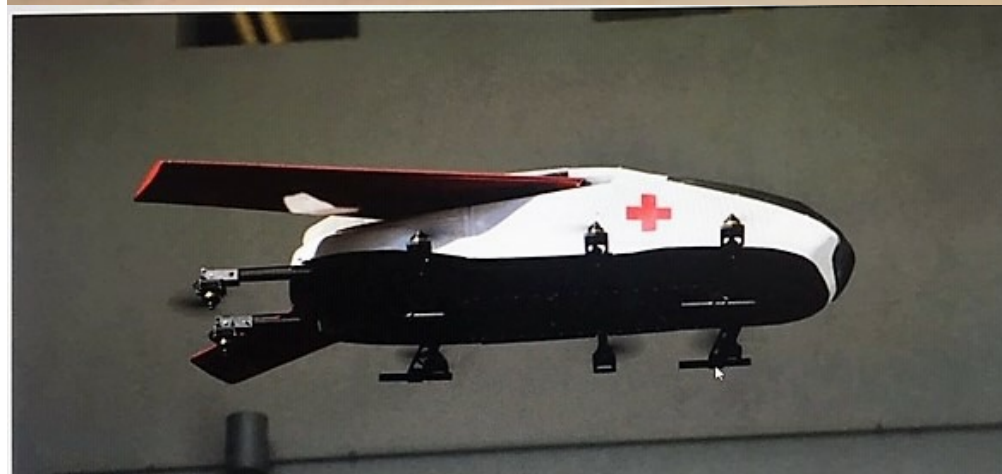
Sad but hobby shops are closing all around the country. But we are very lucky to have Rob and his new Hobby Shop! Do what you can to support him even if you have to pay a little more for a product. You know the outcome if you don't.

See you at the field.

Dan

Coachella Valley Radio Control Club

Preview of the Caltech/JPL CAST Rescue Vehicle concept, from their website...



Experimental Aircraft Association Pilot's Meeting

As part of establishing a positive relationship with the full-scale pilots who are based at nearby Jackie Cochran Airport, on January 19, Dan Metz and George Krueger participated in their monthly EAA chapter meeting. Dan displayed a large jet model and explained the history and the operating policies at our club field. Almost all of the pilots had seen our flying site from their airplanes, and several had visited it. EAA member Orman Gilbert is also a CVRC Club member. We have never had any conflict with airplanes operating around JCA and don't anticipate any. The EAA pilots were quite interested in our model airplane operations and we anticipate more visits from them. Along with the Ninety Nines women pilots group, they helped us secure a nice display spot at the Bermuda Dunes Airport Day on January 27, described elsewhere in this issue. We anticipate further dialog with the EAA pilots and other pilot groups at Jackie Cochran.



Coachella Valley Radio Control Club

Bermuda Dunes Airport Day January 27, 2019



Board Member George Krueger served as Coordinator for this event. With local airport management stretched so thin, the club officers think it is beneficial to establish a relationship directly with local full-scale pilots and the organizations to which they belong. We neighbor with Jackie Cochran airport and all the pilots there. We have no conflicts but we know the rules for airspace usage are changing, especially with the advent of drones. One day we may need the full-scale pilots to advocate for us and help us keep our field and our flying privileges there. Hence we accepted an invitation to display our club activities and airplanes during Airport Day and the full-scale fly-in at Bermuda Dunes. Dan Metz, Rich Wilabee and George put airplanes on display. It was a very worthwhile day and we made numerous acquaintances.

We thank the staff at Bermuda Dunes airport, the local Experimental Aircraft Association chapter, the 99's Women Pilots Group and our own member Orman Gilbert, who owns and flies a Yak 52 he bases at Jackie Cochran. They were all helpful with our participation. The 99's even held their monthly meeting at our club field during our Jet Event. Those friendships are wonderful.

A poster for the Coachella Valley Fly-in 2019. The background is orange. At the top, it says "The Bermuda Dunes Airport is proud to host the". Below that, "COACHELLA VALLEY" is written in large, bold, yellow letters with a black outline. Underneath, "FLY-IN 2019!" is written in a similar style. A stylized black and white illustration of a pilot in a suit is shown flying. The date and time are "Saturday, January 26, 2019 11:00 AM—2:00 PM". Below that, it says "Come out for FOOD, FUN, and FLYING to support youth aviation in the valley." and "There will be activities for kids, a swap meet, booths and fellow aviators." At the bottom, it says "Fly-in customers receive 50 cents off a gallon for fuel!" and "Landing fees waived with fuel purchase!"

The Bermuda Dunes Airport
is proud to host the
COACHELLA VALLEY
FLY-IN 2019!

Saturday, January 26, 2019
11:00 AM—2:00 PM

Come out for FOOD, FUN, and FLYING to support youth
aviation in the valley.

There will be activities for kids, a swap meet, booths
and fellow aviators.

Fly-in customers receive 50 cents off a gallon for fuel!
Landing fees waived with fuel purchase!

Airport Day....



Airport Day.....



Airport Day....A Few Full Scale Airplane Photos



Desert Warbirds 2019...January 12 & 13

Vice President Alan Williamson was the Contest Director for our Seventh Annual Desert Warbird event. The event was very successful and drew entrants from well outside our area. We had 24 pilots from as far away as San Diego, Quartzite, and Albuquerque. More than 50 airplanes were entered. Many fine compliments were received about the event, our hospitality and our field and facilities.



We thank Joe Scoro for handling the entry gate, and Bob Kelly and Court Moe for the cooking chores.

The Event grossed \$1436 from entry fees, lunch sales, raffle tickets and entry gate donations. Alan graciously covers numerous event expenses himself, so the club netted \$1264.

We extend a big "thank you" to Alan and all the club members who supported the event..

A sampling of photos is presented here. See many more on the club website, click here www.cvrclub.com > Videos/Photos > Photo Albums.



Desert Warbirds....

Ross



Ross



Ross



Ross



Ross



Ross



Coachella Valley Radio Control Club

Desert Warbirds...

Ross



Ross



Ross



Ross



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Ross



Coachella Valley Radio Control Club

Desert Warbirds...Judging for the Peoples Choice Awards



Coachella Valley Radio Control Club

Desert Warbirds...



Joe Scoro handled the entry donations at the gate



Al Richmond collected vouchers and money for the lunches

Bob Kelly and Court Moe took care of the cooking and serving chores.



Jet Jam 2019, February 15, 16 & 17



Club President Dan Metz once again served as Contest Director for our annual Jet Jam Event. Thirty one pilots registered, with nearly 50 jet aircraft. Pilots came from all over our western states, and one entrant came from China! The weather was blustery but much flying was done. You just can't keep those kerosene-burners down! Everyone had a great time, and many said they wished we would have another jet event within this calendar year (we won't).. Nice to hear all the compliments!

As a further compliment, the national RC Jet Pilot magazine included the group picture of all our entrants in their latest issue.

The 3-day event grossed \$6866 and created a net profit of \$2994 for the club. We owe many thanks to Dan and to our own members who supported the event so well. And we are indebted to several entrants and members who came forward and covered selected expenses or made outright donations. We are truly grateful. Special thanks to our members Bob Kelly, Jim Fritz and Ron Leader for manning the entry gate and parking.

It was a fine event involving very gracious and generous people....a great thing!



Coachella Valley Radio Control Club

Jet Jam 2019....

Several photos are shown here. For more, click www.cvrclub.com > Videos/Photos > Photo Albums.



Jet Jam 2019....

Ross



Coachella Valley Radio Control Club

Jet Jam 2019...



Jet Jam 2019...



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Jet Jam 2019.....

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RC Flying Display at Golf Resort

The operators of a major local golf country club contacted our club president Dan Metz with their desire to have an RC airshow on their property the morning of April 5th. This would kick-off their weekend golf tournament. They were willing to pay \$500 to the club for the performance. We obliged with a flying display of formation aerobatics with three large Cessna 150 models towing streamers, and several minutes of flying a gas-turbine powered helicopter.. Dan, Eddie Mann and George Krueger flew their C150's, and Rob Thomas flew his jet-powered helicopter. The flying took place on the driving range of the golf course, with about 150 people watching.

Fortunately the morning was bright with almost no wind. The airshow went well and received lots of applause and positive feedback. No formal photography was allowed but we did snap some hurried cell-phone photographs. They are shown below.

It was an interesting but tiring day. There are lots of unseen and unappreciated planning, logistical and setup issues involved when performing at a remote location. It all looks easy when it's done well, but that masks a lot of behind-the-scenes work.



Dan Metz describes model aircraft and helicopter operations at the airshow.

A portion of the large group of spectators for our aerobatics and helicopter demonstrations.



Coachella Valley Radio Control Club

Flying Display at Golf Resort...

Thomas



George, Dan and Eddie fly formation aerobatics with Cessna 150's towing streamers.

Thoma



Rob flies his jet-powered helicopter demonstration. Eddie serves as spotter.



Coachella Valley Radio Control Club

Safety and Training: Multi Engine Airplanes

As the capability and reliability of radio control equipment evolves and improves, modelers are taking on more and more ambitious projects. Some of these involve multi-engine airplanes. These are often large, impressive models which are wonderful to see and hear. Sometimes fidelity to scale says that the control surfaces, particularly the rudder(s), are too small to be effective in model scale. And since we are not riding in the airplanes as pilots, situations like a failure of one engine and the resulting asymmetric thrust aren't detected soon enough to effectively correct, even if the control surfaces could cope.

A one-engine-failed situation is depicted in the attempted go-around of the beautiful German Junkers transport airplane shown in the photo sequence below. The aircraft is low, slow and pitching when the pilot applies max power, at which point the right engine stumbles and completely fails. It is unclear if the pilot recognizes the situation to apply left rudder and left aileron...everything happens in seconds. The airplane rolls and veers heavily to the right and crashes completely out of control into the parked cars.

In the photo sequence we can see the stopped propeller on the right engine. The only salvation in model-scale is to reduce power on all engines and maintain straight-ahead flight. Photo credit: YouTube.



Coachella Valley Radio Control Club

Safety and Training: Safety Rules

An AMA Chartered Club requirement is that club safety rules be periodically reviewed, and at least once annually. Here they are. **Read them!**

CVRC CLUB SAFETY RULES

1. A SPOTTER MUST be used
2. You must SCREAM OUT A WARNING LIKE "HEADS UP" if your plane is out of control.
3. AMA rules always apply
4. Always give way to full size aircraft. They have the right of way.
5. It is STRONGLY recommended that you are not the only one at the field for your safety.
6. Any flying that creates a hazard to other pilots or spectators is not allowed.
7. Range test all your aircraft prior to flying and double check the radio and control surfaces are set up the correct way.
8. When starting planes, they MUST be restrained in some manner. If on the tables use the wing hold-backs at the ends of the tables and/or make sure someone has a firm grip on the plane. Make use of the starting tables that are available to the North or South of the pit area if you feel it would be safer in your situation.
9. Carry your plane to and from the pit area to the flight line if the engine is running. Larger aircraft must be restrained by the tail while moving to and from the flight line. On return no taxiing past the pilot tations or the yellow lines on the taxi ways. It is suggested you kill your engine at that point. If your engine is still running hold the airplane by the tail and physically move it to where you plan to shut it down.
10. Traffic direction will be determined by the windsock. Takeoffs and landings are into the wind.
11. Pilots and spotters must be in the pilot box when flying.
12. Always check that the runway is clear and announce in a clear loud voice when taking off and landing.
13. Dead stick landings take precedence over takeoffs. If dead stick yell out to let other pilots know you need the runway.
14. A person or persons on the runway suspends all traffic except a dead stick landing. Call out loud and clear when entering the runway and when the runway is clear.
15. Helicopter and Quad flights are allowed on the Heli Pad area only, unless being flown for demonstration.
16. If other pilots are flying no hovering over the runway and keep your aerobatics for the ends of the runway.
17. Gliders should try to stay out of the Northwest Sky.
18. First Person View (FPV) is only allowed with a spotter. The aircraft must remain in visible view. FAA rules apply, as we are on Federal land.
19. If you are going to do a Maiden Flight or you feel you need to do some testing with no other planes in the air, announce your intentions. All pilots are required to stand down for 5 or 10 minutes while you do your test flight.
20. It is suggested that you set up your transmitter the same as those who you will be asking for help.
21. Electric planes should have a switch set up for throttle cut.
22. If you are not qualified to be a spotter who can take control of the airplane at least be ready to yell out if there is a problem.
23. Alcohol is forbidden, and no smoking in the pit area.
24. Children are not permitted beyond the spectator area unless under direct supervision of an adult or flight instructor.
25. Every member is a Safety Officer and has the right to ground an unsafe airplane or member who is flying in an unsafe manner. This action will be reported to a Board Member.
26. When in doubt of any rule, please ask!

Training and Safety: Transmitter Switch Setup

Our club safety rules suggest we all use a similar setup for transmitter switches and controls, in the event another pilot has to assist in flying or recovering our airplane. The recommended setup is shown below. The “in flight” switches are grouped on the left, so your right hand doesn’t have to leave the primary control (right hand) stick. A Futaba transmitter is shown, but other transmitters are similar....you get the idea.

Switch positions should be “all forward and down” when the transmitter is angled in front of you, ready to taxi for takeoff. This is an easy safety check on configuration. As an operational note, it should be obvious that you should memorize all your switch locations so you can operate switches in flight WITHOUT looking at the transmitter. Taking your eyes off your airplane in flight is a VERY UNSAFE practice...don’t do it!

See additional safety procedures on the club website.



When holding the radio at about a 45 degree angle every switch should be up or away from you before flying. Throttle Cut when not ready to fly should be down or towards you. Spektrum Radios should basically be set up the same way.

Coachella Valley Radio Control Club

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.

