Coachella Valley Radio Control Club

PROPWASH

News Magazine

News and Info for Members and Friends

Dan Metz' Aeromacci Schneider Cup Racer Flies at Lake Hemet

Photo by GR Krueger

Third and Fourth Quarter 2019

The Airplane on the Cover….

The Italian Aeromacci series of airplanes competed in the Schneider Cup races in the 1930's. This airplane had two Fiat 12 cylinder engines driving counter-rotating props on a single bearing via hollow concentric driveshafts. Engine water-cooling was accomplished by numerous radiators on the airplane's surfaces, indicated in gold on the model. Speeds neared 400 mph, significant for the day.

This model is by Seb-Art. It is powered by a 5-cell LiPo battery and a 100-amp speed controller. Radio is a Futaba 18MZ. On-water handling is good, even tho no water rudder is installed - prop blast on the large rudder is sufficient for steering. The airplane is quite aerobatic in the air.

The airplane's graceful lines and bright red color make a pretty sight against the water, mountains and sky at Lake Hemet.

—- Ed

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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

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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

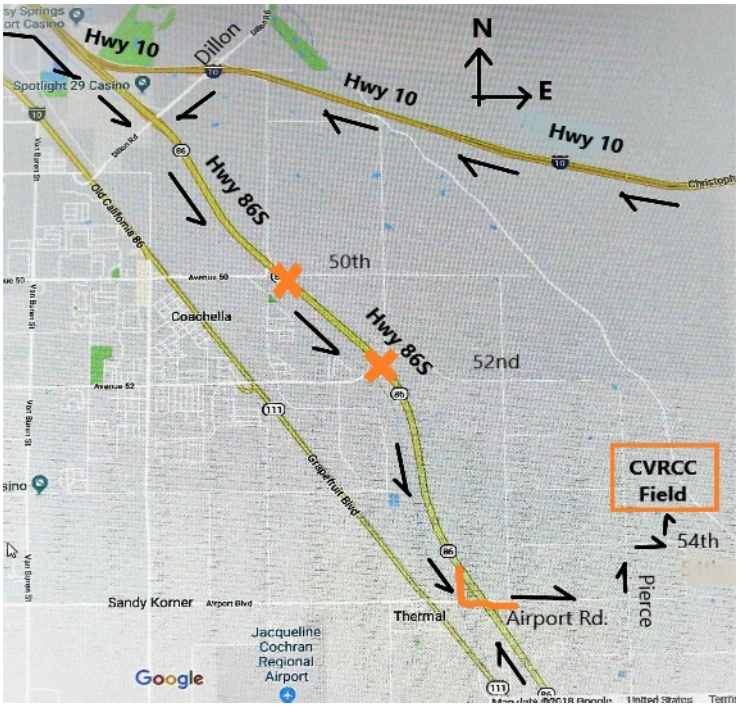
Shaded Spectator Area

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

Our Fall and Winter seasons are upon us. Welcome back to our members who spend their Summer in cooler climates! It's good to see the increased activity at the flying field.

Many of you are aware of the struggle the FAA is having trying to efficiently introduce commercial drones into the National Airspace System. As part of that the FAA Air Traffic Organization (ATO) is trying to impose a 400' ceiling on model aircraft and recreational drones operating in Controlled Airspace (which surrounds our field). However during this period of rulemaking flux the altitude limits are not being enforced and we can fly to AMA and our Club rules. See Dan Metz' President's Message for more details. We're planning to routinely have our Warbird and Jet events in January and February, and selected other events throughout the year.

As our models get bigger, faster and heavier they truly become small aircraft in their own right. As such they deserve a level of maintenance befitting a full scale airplane, and safety procedures that would suit a manned aircraft. Pilot philosophies take on a larger scope too. See my related article, "Attributes of a Good RC Pilot" in this issue.

For those of us who reside locally all year, the weekly flying at Lake Hemet provided a welcome break from the heat. The lake is at 4000' elevation, always significantly cooler than the desert floor. If you haven't tried flying off the water, consider getting an airplane ready for next season…You'll really enjoy it!

We will meet with the Desert Recreation District Board of Directors in December to present our Annual Report. We will express our appreciation for their help with field cleanup and trash hauling. We will request continuing help with shade cover replacements. We will remind them that via their support of us, they are part of our contributions our charities, to STEM education for local kids, and to inspiring young people into piloting via model flying. We anticipate conducting several Learning Camps to build planes and rockets with DRD kids and counselors next year.

Since I also serve as your Treasurer, let me note that we are very fortunate to have several club members who wish to "Pay It Forward" with anonymous financial gifts to the club. Examples are cash gifts, doubling-up on their submitted club dues, paying for event expenses or presenting checks for the larger monetary donations. CVRCC is a 501.C.3 organization so your gift may be tax deductible. It's heartwarming to receive these gifts, and let my words here be a hearty "Thank You" to the donors, from our Board and from all our Members!

President's Message

By Dan Metz

"While We Wait…"

I attended the AMA Expo in early November. During the annual membership meeting I got up and spoke about the financial impact to our club if we do not receive any relief to the FAA-proposed 400' altitude limit at our field. As our members know, the FAA has proposed this limit nationwide on all club airfields that lie within controlled airspace. Our field lies within the controlled airspace that surrounds Jackie Cochran Regional Airport.

I first complimented AMA's Tyler Dobbs and Chad Budreau about all of the hard work that they had performed on our behalf. While that has been fruitless so far we have to remain positive about them in general.

I told them about all of the events that we would have to cancel this season if the 400' lid over our field was imposed. I asked, "who would be policing the airspace above our runway?" I mentioned Federal Air Regulation 91.119(b) which prohibits manned aircraft flying over an outdoor gathering of persons. It prohibits flight below 1000' above the highest objects within a 2000' foot radius, which are the 200' power line towers at our field, ie a 1200' altitude limit.

The AMA did not know who would be doing the altitude policing, if anyone.

I reminded AMA President Rich Hanson that he was in attendance at our Jet event 2015/16 when the POTUS was within the 30 mile radius, he said he remembered it and that we had been given 1000' altitude and 2500' radius around the field. He asked if we had signed a Letter of Agreement (LOA) with the FAA: I said we had not, since the FAA offered only 400'.

He later suggested that because we had not signed an LOA that it was OK for us to fly according to the AMA rules. Which are See and Avoid manned aircraft at any altitude. So until we get an LOA that we all agree to, continue to fly as we always have: Safely.

I also was asked later by Rich Hanson for a summary of potential monetary losses over the next 10 years if we canceled our normal series of events. Those amount to over $66,000 of total revenue. This is money that would go to club operations, facility maintenance, our supported charities, and support of STEM education for Valley kids

We did find out that Congressman Dr. Raul Ruiz and Senator Diane Feinstein made inquires into the FAA as to why we cannot be given a higher altitude limit above our field.

The government does not see the big picture when it comes to needless regulations. IMO.

So the Aero Tow is back on, Dec 14th. Those guys will be bringing more toys to augment our regular Toys for Tots / Badge Day event Dec 7th.

As always, follow all Club and AMA rules, do not let your airplane's flight threaten any persons, and HEAR, SEE, and AVOID all full scale aircraft.

____ *Dan*

Lake Hemet Flying, Thursday Mornings, May-Sep

Coachella Valley Radio Control Club

Palm Springs Air Museum Family Days

CVRC Club donated models, materials and construction and flying assistance to families who visited the Museum on July 6th. Lots of fun!

Astro Camp Rockets - July

Each year Astro Camp brings kids to Idyllwild for a retreat and to work on their rocket projects. CVRC Club provides a safe place to launch and recover their rockets. Two groups of kids came this year and launched a variety of rockets. The counselors and kids had a great time, in spite of our July heat. As appreciation, Astro Camp made gifts to us of hats, sweatshirts and cash. It was good to see them having fun in a safe environment! We'll see them again next year.

July 11, Astro Camp counselors and younger kids, ready for rocket launches.

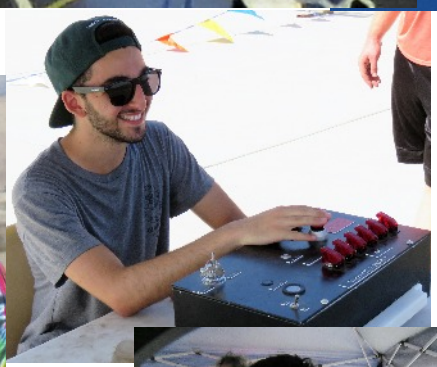
Model rockets are part of STEM education for these kids.

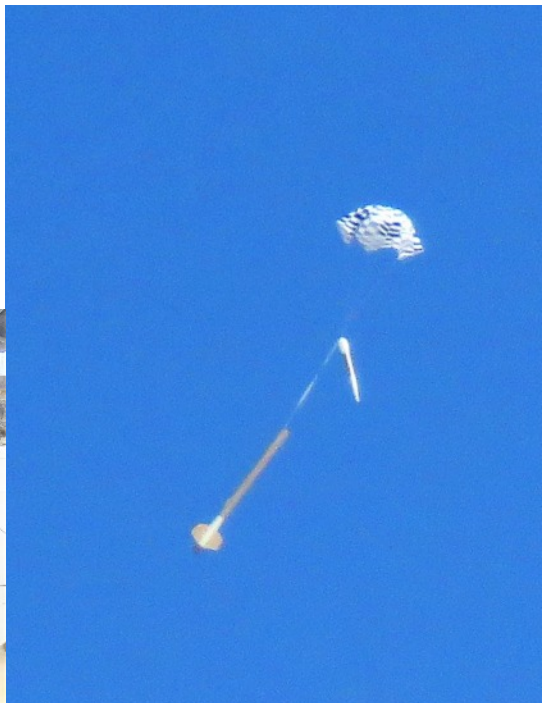
Counselors and older kids with their rockets July 25.

The rockets have electric ignition for remote start and parachutes for recovery.

Water bottles and hats were among the gifts of appreciation provided by Astro Camp counselors.

Astro Camp Rockets…



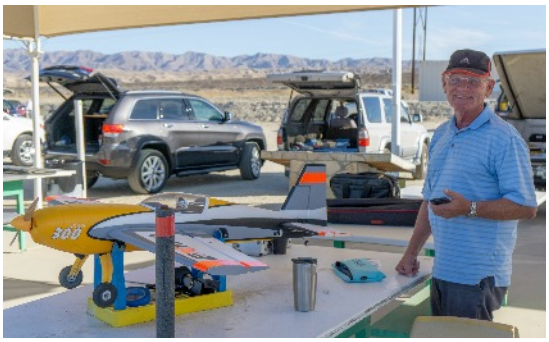


Top Fun Event, November 9

Pilots Gather for the Event Briefing. Rob Thomas, Event Director

Our Fall and Winter event season kicked-off with the Top Fun Event, with a variety of flying activities for pilots of all skill levels. These included a carrier landing contest, paintball shoot, turbine jet and turbine helicopter demos, aerobatics demos, dual-control flight instruction and plenty of prop and electric-jet models of all types. Besides our members, about 70 spectators attended. Entry gate donations, food sales and event entry fees generated several hundred dollars for the day. We're grateful to the event organizers, entry gate attendants, food handlers and field crew. Well done, a great start to our event season!

Photos this page by Murray Ross. See more of Murray's photos at CVRCclub.com.

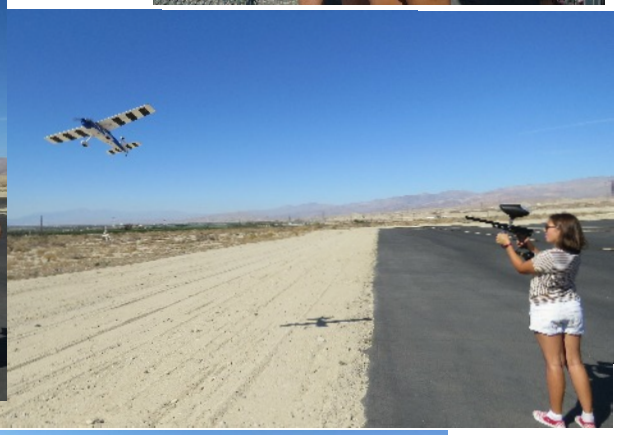


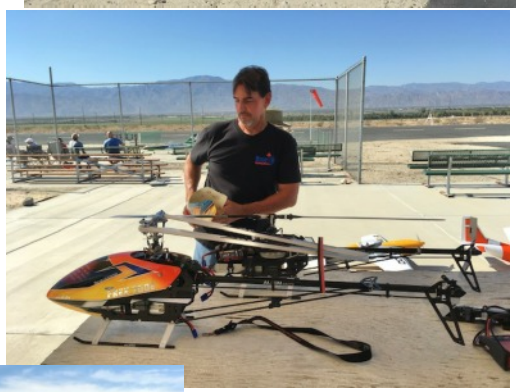
Top Fun….

Photos this page by George Krueger. Doug Dean won the Carrier Landing Event (upper left photo). Various Photos show dual-control training, paintball shoot, helicopter ops and our food-prep crew.





Top Fun….

Alan Williamson's normally well-behaved B-25 got sideways on takeoff, making for an exciting departure!

Video and screenshots by George Krueger

Top Fun….

Event Director Rob Thomas made some early flights with his gas-turbine powered Leonardo jet. It's impressive both in the air and on the ground!

Night Fly and Potluck, Oct 12 and Nov 16

The Club provided Kentucky Fried Chicken, the members provided the side dishes and desserts. About 20 participants, Several wives attended. Lots of fun and a novel flying experience!

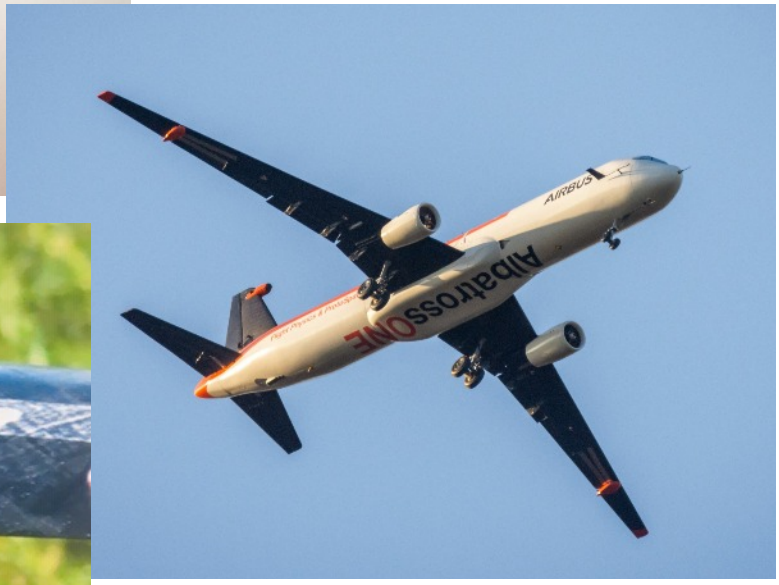
Related Interest: RC Models in Engineering

The sophistication of radio control equipment, composite structures, electric power and miniaturized telemetry is making outdoor subscale testing of new aircraft concepts possible. The factory-sponsored projects go beyond the scale of our recreational models. One current example is the flex-wing concept being tested by Airbus Industrie in France, depicted here.

The concept being studied is the advantage of variable wing shape, displayed by soaring birds like the Albatross. These birds invoke various wing shapes to suit their mode of flight and the airloads they encounter. They can achieve long flight endurance with minimum energy expenditure. Their body and wing structure weight is very light for its size. Perhaps some controlled elasticity in an airliner's wing could yield similar benefits.

Airbus is exploring this concept via a large twin-fanjet electric RC model patterned after the A321 airliner. It incorporates an elastic hinge for the outer third of each wing. Instrumentation records various parameters to evaluate inflight structural loads, aerodynamic parameters and aircraft performance. The pictures below give a view of the model and of this very interesting project. Photos courtesy of Airbus Industrie.

RC Models in Engineering…



Attributes of a Good RC Pilot

By George Krueger, Editor

A recent article in the full-scale aviation publication Aircraft Owners and Pilots Association magazine *AOPA Pilot* caught my eye. It was by Richard McSpadden, Executive Director of the AOPA Air Safety Institute. Its title: Nine Traits Good Pilots Share. With appreciation I will repeat his nine traits here but give each some relevance to our RC piloting.

1. **They think for themselves.** They have the self-confidence to make their own decisions. They respectfully listen to the opinions and advice of others but the final decisions on what, where and when to fly are their own. The choices may involve weather conditions, equipment problems, field conditions, risk elements or even their own health. But the final decision is theirs alone.

2. **They know a lot about the airplanes they fly.** Not just the airframe and engines, but the electronics and the electro-mechanical, the fuel and smoke systems, the retractable landing gear, the gyros, the radio transmitter programming, If something unusual happens, they have an extra bit of knowledge to help them out of a jam. Somehow their airplanes seem to be more reliable than most.

3. **They take calculated risks.** For full-scale piloting this largely means go or no-go decisions based on weather and other variable hazards. For RC piloting let's reword this as "**They maintain safety margins.**" Good RC pilots know that their actions (or inactions) affect the safety of everyone nearby. They fly at safe distances from spectators, pits and the flight line. They fly at safe altitudes. They don't allow their airplanes in flight to be pointed at people. They maintain enough fuel or battery margin to make an extra go-around while someone else lands. They are practiced at dead-stick landings.

4. **They don't mind your reasonable questions.** These can be about any aspect of RC flying or related activity. They answer in simple terms that anyone can understand. They treat each question with respect; there are no "dumb" questions. They offer supplemental information they think might be useful.

5. **They're hard on themselves.** These pilots are their own severe critics and they use their observations to make themselves better. This in spite of compliments on their flying by others, which they pleasantly accept.

6. **They're knowledgeable about (model) aviation.** They stay "up to speed" in their area of interest and in related areas. This includes everything from regulations to medical factors to insurance, and goes well beyond the specific skills of building and flying their favorite types of models.

Attributes, cont.

7. **They've got good stick-and-rudder skills.** These RC pilots continuously try to make their skills better. They can confidently handle winds, gusts and variable weather. They can execute a crosswind landing almost as easily as an into-wind one. When operating at a new field they immediately set up landmarks to gauge their traffic pattern and maneuver-display 'box.' All of their flying looks deliberate, precise and safe.

8. **They're calm under pressure.** Unusual circumstances do not faze these pilots. They may make a dead-stick landing that looks as normal as a powered one. They keep flying in spite of a lost canopy or stuck landing gear. If they have to make an off-field landing they maintain control of their airplane all the way to the ground and do their best to avoid spectators, the pit area and the flight line.

9. **They routinely access safety information.** For RC pilots let's change this to **They keep safety paramount in their mind.** At the beginning of each flight there are two thoughts in their mind: avoid any manned aircraft in the area, and do not allow the airplane to threaten the flight line, the pits or the spectators.

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!

RiseUp Hobbytown, Our Local Hobby Shop

Erin and Rob Thomas spend much time, effort and money supporting our flying events and activities. Rob has almost single-handedly taken over all training. And he is the constant source of information for us all. They deserve our business in return. They stock many of the parts we need or can get them faster than we can. Some of our regular flyers have never been seen in this shop. Without our business the shop won't exist, and we will have lost an important resource. Please make them your first stop for hobby needs!

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

Directions: Hwy 10, N on Washington St., L at stoplight for Las Montanas, follow to end into parking lot for Desert Polymer and RiseUp Hobby.