



PROPWASH

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The Presidents Message

Does the Right Hand know what the Left Hand is doing?

By Dan Metz

Over the past couple of weeks there's been evidence that some of our pilots do not know what the left hand on the rudder stick is supposed to be used for.

The next time you are out at the field, walk down to the southern most shade structure and you will see a new hole in the shade cloth. A pilot not knowing how to control his plane with the rudder caused that hole.

At our open house, an E-Flight Apprentice came through the pits almost hitting four people. The rudder on the plane was out of trim before its attempted flight. Check your Rudder trim, check all of your trim settings, especially if you do not have a computer radio, as older radios get their trim levers bumped all of the time.

Take some time to familiarize yourself on the use of your rudder. One of the simplest methods that you can use, is to take the wing off of the plane and then drive it around on the runway. Without the wing you will not inadvertently take off if you add too much power. When in flight, the rudder can and will make your approach to the runway centerline easier. While in flight take some time to slew your rudder back and forth to get the feel for in-air rudder turns. Did you know that you can make an approach and landing with only your rudder? Take the time to learn the use of your left rudder stick and you will be able to better control both take-offs and landings.

The past few weeks have shown our club at it's finest. Starting with the Jackie Cochran Air Show where we really wowed the crowd. Lots of applause, lots of good flying. Thank you Chris Ritter, Manny Torres, Gene Valley, Rod Seto, and Tom Chant for their great flying abilities. Some of the full scale pilots were standing behind Chris Ritter and the 40% Yak, and they were overheard giving each other some good ribbing saying " Hey can you do that with your plane?". They were really impressed. Thanks to all of our great pilots.

Our open house was a big hit; we had a full pit area all day. Last weekend we hosted an Aero Tow, Big Gliders in Big Air. Three of the pilots told me that they had their spoilers out for over 45 minutes. They said, " We had Scary Lift". Hope you got out to see those big gliders, if not you will have another chance in February. Check out RC-Groups web site under Sailplane Events to see the comments and the great pictures taken by Dick Knapp.

General Meeting, Tuesday November 30, 2010, 7 pm at Sloan's

Resurgence of Interest in Pylon Racing

By Dick Knapp and Murray Ross

Recently, we have seen a resurgence of interest in pylon racing among the club members. For a long time, only three or four people would show up for a race, but now the interest has doubled, and some newcomers and also-rans are showing some improved skills. With this in mind, the club members have discussed and ironed out the rules to overcome safety and fairness issues.

Everyone should be aware that hard hats are mandatory. If you are racing, you need two; one for yourself and one for your spotter. If you need some, you can obtain them at Home Depot or Lowe's for about \$7.

We will fly no more than four planes per heat and pilots will stand in the pilot stations while their spotters hold the planes along the east edge of the runway. All starts will be towards the NORTH pylon, which must be rounded before heading for the SOUTH pylon, and then turning towards the starting line to start lap number one. All flying must be to the WEST of the runway. If a plane dies on takeoff, it will be left on the runway until after the race is completed. No one will cross the runway during the race for any reason.

We will attempt to handicap the start by placing the former winners at the South end of the pilot stations and then work up to the newer pilots at the north end. No one except the pilot's spotter may talk to the pilot during the race.

If this is your first pylon race, you must fly a "qualification" flight to demonstrate both you and your planes readiness for the rigors of racing. Under no circumstances can anyone fly a "first flight" of a repaired or new model during a race.

All props must be 10 x 6 Master Airscrew Scimitar props. Race fuel will be provided by the club.

CVRC Club Pylon Racing Rules

Sonic 500/Viper class racer rules/procedures:

1. Dry weight shall be at least 3 lbs 14 ozs.
2. Approved engines are Magnum, Thunder Tiger, and Evolution 40's.
3. Plane shall be assembled using only kit parts (all parts shall be used including canopy). A smaller fuel tank may be substituted.
4. The plane and engines shall not be modified except for the addition of trim material or paint to make the plane distinctive (planes should be trimmed or painted to better permit identification in the air). Trim material may cover control surface slots to reduce flutter.
5. Props shall be provided by the club on race day. The provided props will be Master Airscrew Scimitar 10X6's. If prop is nicked in practice or in a heat it shall be replaced by another club provided prop. The club provided props are \$4 each.
6. 10% fuel will be provided on race day.
7. All participants will be required to wear a hard hat. Home Depot and Lowes have them for \$7.
8. Entrants without a win or two seconds will race first in a novice class. Entrants with known experience may be placed immediately in the expert class at the discretion of the contest director. The pilot placing first by overall points in the novice event will then race in the expert class. Number of heats and planes in each heat and class will be determined on race day, based on the turnout.

November 6, 2010, Jacqueline Cochran Airshow

By Murray Ross

CVRCC was out in force for the fifth year at the Jacqueline Cochran Air Show on November 6, 2010. We had a handsomely decorated booth and a bunch of eager skilled RC pilots to thrill and entertain the air show attendees.

During the early hours, we watched the wing walkers, a C-17 landing and formation fly-bys, followed by Pitts and Edge 540 scary aerobatics. As lunch time approached, our club RC models were readied and positioned for the model demo.

The model demo began with Dan's big video heli and Tom Chant's EP Super Decathlon. This was followed by a thrilling 3-D demo by Chris Ritter flying a big Yak-54. Dan and Gene Valley also formation-flew their Super Saber electric ducted fan models. Rod Seto and Manny Torres elicited many oohs and aahs from the crowd with their amazing heli flights. The demos concluded with a demonstration of Aero-towing. Dan used his "Rascal" to tow up Tom Chant's scale Swiss sailplane.

More pictures of the air show are on the next page.



Daredevil wing walker fly-by.



T-34 formation Fly-by.



C-17 on downwind landing approach.



Pitts biplane aerobatics.

COACHELLA VALLEY R/C CLUB

November 2010

November 6, 2010, Jacqueline Cochran Airshow



Joe Scuro's GS Ercoupe next to the real thing.



Dan getting RC planes ready for demo.



Dan's big heli takes video of the crowd.



Chris hovers the 40% YAK 54



Rod and Manny's helis.



Dan and Gene take-off Saber EDF's.

Open House November 7, 2010

By Murray Ross

On Sunday, November 7, 2010, CVRCC held it's annual "Open House/Demo Day". This was the first of two club events where toy and money donations were collected for "Toy for Tots". All proceeds from food and raffle sales were also to be donated. The Aero tow event, occurring on the weekend of November 13 and 14, concludes the "Toys for Tots" campaign.

The day's activities included demo flights, buddy box training and pylon racing resulting in a good introduction to our club and the RC airplane hobby.



Ken Merenda commanding his P-40.



Duane starts his big WACO biplane.



WACO on final approach.



Pit area draws a crowd.

UNCLE DON'S
hobbies

We want to welcome all returning fliers for the 2010-2011 season and of course all of you that stay in the heat. Please come in and visit Uncle Don's Hobbies newly expanded store. We have 2x the space and some really cool new items.

Aero-Tow November 12,13,14, 2010

By Murray Ross

The Aero-Tow event is becoming a traditional activity of the CVRC club. For the second time this year there was an excellent turnout of scale sail-plane pilots with an exquisite array of fine gliders. Another get-together is scheduled for February 2011.

One of the highlights for the weekend was a mass launch of Radian motor gliders. This event permitted a 20 second motor run. The winning time was about 20 minutes. Another highlight was the strong thermal activity on Saturday afternoon during which some flight achieved more than 2000 ft. altitude. The thermals were so strong, that even with full spoiler deployment the planes were still climbing.



Pilatus tow-plane of Scott Marno



Dennis Brandt's Salso with pilot figure.



Mike Vance tends to his K6A



Participants in the Radian mass launch, left to right, Randy Martin, Dick Knapp, Clay Seddon, Ken Merenda, Dennis Brandt, Dan Metz and Larry Jolly.

CVRC Club General Meeting Minutes for September 28, 2010

Recorded by Murray Ross

President Dan Metz called the meeting to order at 7:00 PM; 20 members were present. He welcomed everyone to the first meeting of the 2010 Winter flying season.

In the absence of Treasurer Dick Knapp, Dan gave the club bank balance as \$4134. This is based on the club's account as of June 2010, since there has been little or no change in club finances over the summer.

OLD BUSINESS

Dan skimmed over the club meeting minutes of June 2010 to help recall the club priorities just prior to the summer hiatus. The key item of business was the planning for hosting the Scale Masters Championship in the fall of 2011. During the June board meeting, assignments were made to club officers and board members to gather information on what is involved in this endeavor and in particular what would be the club financial liability. Mike Pick, the Scale Masters West Coast VP, had sent Dan a list of requirements for the event. The club board then convened an emergency dinner meeting in August to review the data and make a decision about Scale Masters. The CVRCC board's decision is to not host the Scale Masters.

After the board's Scale Masters ruling, Dan contacted the folks that ran the Western Scale Invitational this past February and told them of our decision. They said that another scale model event at our field would be great. What we and they have in mind is a combination scale fun-fly and training workshop. This event is tentatively scheduled for January 14,15 and 16, 2011 (weekend after the AMA convention).

Other future events mentioned at the general meeting included:

Pylon Race 1 on Sunday October 3, 2010.

Jacqueline Cochran November 6, 2010

Open House November 7, 2010 (Possible Nitro Models visit also invite Uncle Don's (Kevin))

Aero tow November 11-13, 2010

Pylon Race 2 on Sunday November 21, 2010

Pylon Race 3 on Sunday December 19, 2010

AMA Convention January 7-9, 2011

Scale Fun-fly/ Workshop January 14-16, 2011

Murray Ross reminded field users to always leave the field lock closed and looped through the steel chain.

The raffle included donations by Craig Waters, Clay Seddon, Tom Chant, Kevin Koch and Murray Ross. The raffle raised \$40. The meeting was adjourned at 7:58 pm.

CVRC Club General Meeting Minutes October 26, 2010

By Dick Knapp

President Dan Metz called the meeting to order at 7:00 PM. There were 24 members and 5 guests present.

Dick Knapp gave the treasurer's report. We have \$4312.60 in our account with our snowbirds renewals starting to come in now.

Dan asked if there were any additions or corrections to the previous minutes for both the board meeting and the September meeting. There being none, they were approved as previously published.

OLD BUSINESS:

Dan announced that we were having a "Clean up Day" at the field on Saturday, October 30th. We expect to start by 8:00 AM and should be done by 9:00 so members can fly. Please bring rakes, blowers, weed whackers, brooms and soap and water for cleaning up the tables, so we will be ready to launch the Fall Flying Season.

October 2010 General Meeting (Continued)

The Jacqueline Cochran Air Show will be held on Saturday, November 6th and we will again have a booth there, plus we will be flying about a half hour demo around lunch time. It's all free so come on out and enjoy the day.

Our annual Demo Day and Toys for Tots will be held on Sunday, November 7th starting about 9:00. We will have lots of demonstrations including a pylon race. After the demo, we will again offer buddy box flying for any interested spectators; so bring out your trainers and buddy boxes.

Dan announced that we already have four big tow planes coming to our AERO TOW EVENT on November 12-14. We will be serving hot dogs, chips and drinks, plus we will have a raffle for some really nice stuff. This will also be one of our "Toys for Tots" events, so if you can bring a \$10, unwrapped toy, or contribute some cash, please do so. Joe Scuro has volunteered to head up the food concession. If you want to help out, contact him at (760) 469-6759.

Murray Ross then discussed the new Southern California RC events calendar. This calendar shows most of the upcoming events for our club and four others. You can find the calendar at www.google.com/calendar. You need to log in as : cvrclub@yahoo.com and the pass word is: cvrcc1941.

Murray also wanted to remind everyone that you can contact him at mrossnew@dc.rr.com and he will post any items you want to sell on our web site. It's even FREE.

NEW BUSINESS:

Dan announced that our club has been asked to host a "Delta Dart model building contest" at the Palm Springs Air Museum on Saturday, November 20th starting about 11:30 AM and running until 2 PM. The last time we did one of these, we had about 20 kids and their parents show up, a fun day for all. plus, you get FREE entry to the museum.

Dan then started a spirited discussion on our pylon racing format. First, he reminded everyone that hard hats are Mandatory. If you are racing, you need two, one for yourself and one for your helper. If you don't already have any, you can obtain them at Home Depot or Lowe's for about \$7.

After a lot of discussion, it was decided that we would fly no more than four planes per heat and that the pilots would stand in the pilot stations while their helpers held the planes along the east edge of the runway. All starts will now be towards the NORTH pylon which must be rounded before heading for the SOUTH pylon and then turning towards the starting line to start lap number one. All flying must be to the WEST of the runway. If a plane dies on takeoff, it will be left on the runway until after the race is completed. No one will cross the runway during the race for any reason.

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If this is your first pylon race, you must fly a "qualification" flight to demonstrate both you and your planes readiness for the rigors of racing. Under no circumstances can anyone fly a "first flight" of a repaired or new model during a race. Our next race is planned for Nov. 21st, get your planes ready!

The full pylon racing rules are included in the article on page 2 of the "Propwash". All props must be 10 x 6 Master Airscrew Scimitar props. All race fuel will be provided by the club.

Dan announced that there will be a "Scale" practice event held at our field January first to help us train pilots and scorers.

The raffle raised \$50. The meeting adjourned at 8:10 PM