



PROP WASH

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President's Message

Transition to a Better Event

By Dan Metz

The CVRCC Board of Directors has decided that the club will no longer host the Best in the West Jet Rally for safety reasons. The Board feels that the revenue generated from the event is not worth the potential loss of our field and over \$150,000 already invested in our facility. The mitigating factors leading to this decision include the unexplained crashes, the close proximity of the extreme speed jets to the pit and spectator area, and the fire hazard of too much jet fuel in one confined area.

The club has another event all lined up that we think will provide a better and safer venue and let our members fly in it too. The jets are a great attraction so we can also invite jets to this event but they must comply with the safe scale flying rules of The Western Scale Invitational. With an Invitational format we have more control over who comes and how these planes are flown. We also have an opportunity to inspect these planes for safety before they compete. So let's all work together and help The Western Scale Invitational grow and become the event that it deserves to be.

This is Dan's own personal safety story:

Do not and I mean DO NOT EVER charge a LiPo battery in your vehicle without a LiPo Sack. I did so and nearly paid for it with the loss of my van. I had inadvertently discharged a small 860 Mah LiPo battery flat. I had discovered a way of restoring these batteries to life and had done so twice with this battery. I had placed this now damaged battery on charge on the mattress "Not in a LiPo Sack either" in the back of my van while driving to my next job. You can imagine my surprise when I looked in the rear view mirror and saw a 2.5 ft. flame consuming my Beaver airplane sitting just above this battery. There is nothing like the panic of a high-speed stop and foot dash to the rear of your van to deal with a situation like this. Good thing I always have a fire extinguisher in my vehicle; I had two of them and used them both to put out the mattress fire and then the remains of the airplane. So remember, fire extinguisher and LiPo Sack, and As Carl Malden used to say, "Never leave home without it". Did I say, fire extinguisher and LiPo Sack yet?

Western Scale Invitational Event Hosted at the CVRCC Field on February 7 and 8, 2009

By Andreas Blaser

Editors Note: Andreas, the CD of WSI, did such a nice job of writing up the event that I decided to use it in our newsletter. The pictures are from various photographers.

Our first WSI Event ...

What a great start for a new event! -

The first WSI event on February 7/8 at the facility of the Coachella Valley RC Club (CVRCC) was a great success and it seems almost certain that there will be many such events to follow. Saturday early morning started out with a few remaining rain clouds and some light drizzle which was part of a huge weather system that brought a lot of rain to Southern California. The conditions improved, however, very quickly and when we started registering pilots for the event the drizzle had stopped. Volunteers of the CVRCC swept all the water puddles from the runway and by the time the first test flights were made the runway was mostly dry.

Most of Saturday morning was used for static judging the models and for putting in some preparation flights. Participants new to scale modeling were able to get a lot of useful tips and tricks not only from fellow modelers but also from the static and flight judges. There were two pilot stations with two flight- and one assistant flight judge each. Because only two rounds were flown per day the atmosphere was very relaxed. The weather conditions could not have been better during the flying portion of the event. There was practically no wind on Saturday and only a light wind down the runway on Sunday. The result was some great flying with not a single crash; the biggest snafu was a pulled-out landing gear that resulted from a runway overshoot. We are also pleased to report that there were no radio problems at all, even when there were multiple airplanes in the air and when using JR 2.4 GHz radios. It appears that the problems with these radios that were reported during the Best In the

West Jet event two weeks earlier are not related to either the field setup nor the environment of the CVRCC field.

The idea of having an entry level scale class with less stringent rules and the availability of qualified and seasoned scale modelers to provide advice for the static and flying portion of the event was well received by both the participants and people helping out. This low key approach to the event and the welcoming atmosphere of the CVRCC contributed significantly to the success of this event. It was simply great to see everybody working together. There were the ever friendly members of the CVRCC who not only allowed us to use their facilities but also prepared lunch for everybody and chipped in wherever work was needed. The WSI group provided staff for running the actual event and although this was Version 1.0 of this new event it seemed as if everybody had worked together many times before.

The great reception of this new type of Scale event and the fact that participants came all the way from Arizona, despite a poor weather forecast, seems to validate the idea of a combined entry- to expert-level Scale RC event. We are currently discussing additional events of a similar scope here in Southern California and will post any results on our web site: <http://www.wrcscale.org> .



Craig clearing the runway.

More WSI Pictures



Soldering Clinic

From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota

By Vincent P. Lipton

The following guidelines will help you achieve good, reliable solder joints, and will hopefully encourage you to be more adventurous with your model's on-board control systems.

Rule One: Use a small soldering iron for small jobs (small wires and connectors) and a large iron for large jobs (landing gear wire, tinfoil, music wire, etc.). In a pinch, you can wrap a piece of thick copper wire tightly around the tip of your "blunderbuss," extending the copper wire tip about ½ inch beyond the tip of the oversize soldering iron or gun, thereby creating a small iron. Be sure to run the solder around the contact region between the big tip and the coil of wire, to make a good thermal contact.

Rule Two: A good solder joint is usually made from the standard 60/40 blend of lead and tin. If this alloy is allowed to oxidize by being overheated, or heated for too long, the binding properties of the solder degrade seriously. Don't use solder that has been sitting molten on the iron tip for more than five seconds. Wipe it all off. Discarded solder blobs are useless; don't save them. Always use fresh solder.

Rule Three: Keep a piece of dampened (not soaked) sponge nearby to clean oxidized solder off the iron tip. This must be a natural sponge, not one made from foam or plastic (which melts). You'll find the green Scotch-Brite kitchen pads ideal. Clean off your soldering iron tip on this just before you make any solder joint. The tip of your iron should look bright and shiny just before you apply it. Oxidized solder looks dull and grainy. Get rid of it! I find that I discard 70% of my solder by cleaning it off and replenishing it with fresh, but it's well worth it.

Rule Four: Always use resin-cored solder. You should never need liquid or paste acid-flux if you prepare your work correctly. The resin core melts when you apply solder to the job and acts as a cleaning and flow agent so the solder will bind properly.

Rule Five: Use only enough solder to bind the two objects together. Extra solder does nothing to increase strength, but only adds weight.

Rule Six: Always tin both parts before joining together. Tinning means heating the areas to be joined, applying solder to the junction of the hot tip and the part, and ensuring that the part is evenly coated with a good, shiny film of solder.

Joining Electrical Wires

1. Strip off 3/32- to 1/8-inch of insulation.
2. Tin the wire so it looks uniform and shiny.
3. If the solder "drags" and looks dull and grainy, apply the iron again, apply more solder, and clean off the excess.
4. Slide a piece of heat shrink tubing approximately double the wire diameter and about 3/8-inch long over one of the wires.
5. Lay the two tinned ends side by side.
6. Heat briefly with the iron so they flow together.
7. Slide the heat shrink tubing over the joint and heat with your heat gun or the barrel of your soldering iron. Once it cools, pull on the wires to make sure the joint holds.

Joining Steel Wire

1. Prepare the joining surfaces by thoroughly sanding them with sandpaper. This provides a good surface for the solder to stick. Treating each piece separately, heat the contact area with the iron and apply solder. Rub the tip all over the contact area, while applying fresh solder and flicking off oxidized solder, until the contact area is shiny and well tinned. While the steel wire is still hot and the

General Meeting Minutes February 24, 2009

By Dick Knapp

President, Dan Metz, called the meeting to order at 7:00 PM. There were 22 members present and two wives. Since there were a number of new faces in the group, Dan asked everyone to introduce him or herself and tell how long they had been flying models. A number of our members have been flying since the 1940's! Dick Knapp has been flying RC since 1951!

OLD BUSINESS:

Dan then thanked George Muir for his fantastic work on documenting our events and first flights and getting them on RC Universe and our web site.

Dick Knapp gave our Treasurer's report and we now have \$7,486.33 but still have to get a top coating on our new U-control circle and repair some spots on the runway.

Dick asked for any additions or corrections to our January Board and Meeting Minutes, they're being none; the minutes were approved as published. We also mailed out copies of our January newsletter to all members who do not have an e-mail address.

Dan then thanked all the members who jumped in to help push the rain water off the runway on Saturday morning, especially Duane Vander Molen who drove back to his shop and brought more brooms out to the field.

Even without any coverage by the Desert Sun for our Western Scale Invitational, we made almost \$400 selling hot dogs and drinks.

Dan stated that everyone, including himself learned a lot about flying in a scale event and above all, it was fun! We expect to hold another Western Scale Invitational in November and will probably have a club scale event before June, so get your documentation ready, even if your plane is an ARF.

Dan then stated that we would have a work party in the next week or so to get the pylons back up and do general repair and cleanup. If you are interested in pylon racing, our next race for the 2009 season will be on April 19th. Both Sonic 500's and the new Viper 500 will be eligible. You can order a Viper from Uncle Don's for \$110, so get your order in soon. Engines, propeller (10x6 scimitar) and fuel (10%) are the same as in the past.

Dan thanked George Phillips and Craig Waters for doing all the driving at our cross-country event. We had four pilots attempt the 25 mile round trip, but only Dan made it back to the field. Still a lot of fun!

NEW BUSINESS:

Joe Scuro reported that a future control line event is still pending and that he and George Phillips are coordinating it.

Joe also reported that with the State of California budget crisis, a team from the Superintendent of Schools will be at Cathedral City next week to review all extra-curricular pro-

grams like the RC club to determine if they continue. Joe will be there.

Murray Ross then discussed the potential Sundowner Pylon Racing event. The last event was held at El Mirage lake bed and involved a two-pylon layout with 1/8 mile (660 feet vs. our 500 ft.) between pylons. The Sundowner group is also reviewing new engines, which could push speeds to about 135 mph.

Dan then stated that we have not heard anything new on the JR 2.4 Ghz issues, except that we didn't have any problems whatever at the scale meet except two off runway landings due to running out of fuel. Arch Montgomery, part of the DARPA Internet team, also conducted a very interesting brief lesson at the field on Sunday on 2.4 Ghz and potential problems. We learned that it is VERY important that your antenna be pointed straight up, not horizontal when you are flying. There is about a 100-db difference in the two orientations! Several of the jet pilots were flying with their antenna's horizontal. The bigger difference is in the way the different radio systems handle their data transmissions to the receiver, with Futaba leading the way.

Dan also commented that he had been reviewing the pictures and coverage from the recent Phoenix Jet Rally and noted that their runway was a lot further away from the pit area than ours is. Dan said that the Board would have to discuss whether or not our club hosts next years Best in the West Jet Rally. One of the leading issues is who from our club will coordinate the event, which is a lot of work!

Dan then pulled out the charred remains of his electric powered De Haveland Beaver. It seemed that Dan was driving along charging his small Lipo battery when it burst into flame! Fortunately, Dan had a fire extinguisher in the van and was able to put out the fire, not easily done with a Lithium battery, since it bursts into flame when exposed to air!

The raffle raised \$73. The meeting was adjourned at 8:15 PM.

Soldering from page 4

surface solder is still molten, quickly wipe off the solder with a dry cloth. You'll notice a different color between the rest of the steel wire and the tinned surface indicating that solder has penetrated the wire surface and has prepared the contact area for binding.

2. Place the two tinned areas together and wrap with fine copper wire. Strands taken from multi strand heavy electrical cable is ideal, but have the strands ready for use before you start. After wrapping tightly, twist the ends of the binding wire together (so they don't unwrap). Heat the whole joint with the iron and apply fresh solder. Because you pretinned the steel wires, you'll find that solder will readily flow into the joint and adhere properly to the surfaces. Any time you see convex blobs of solder you can bet the joint has not soldered properly. Apply more heat, flick off the old solder, and apply fresh.→

CVRCC Board Meeting Minutes March 15,2009

By Dick Knapp

President Dan Metz called the meeting to order at 10:05 AM. Also present were, Dick Knapp, Murray Ross, Gene Poe, George Muir, Serge Puis, Joe Scuro and Ken Merenda.

Dan raised the issue of our continued hosting of the Best in the West Jet Rally. He expressed a concern that we were endangering our long-term use of our field for a relatively small financial gain. Part of the problem is the JR radio system failures and the "hotdog" style of flying. We are sure that we had at least one plane that was flying well over 200 mph close to the ground, if anything goes wrong with the radio or plane, we could have a very bad crash, with the potential of people being injured.

Dick pointed out that the event has generated over \$10,000 profit to the club over the past four years and that our club expenses have exceeded our income every year. We currently do not have any cash reserve for the replacement of our shade structure or maintaining the blacktop areas. If we drop the BITW event, we will have to find another source for additional funds.

After quite a bit of additional discussion, the Board voted unanimously to drop the BITW event. Murray Ross agreed to notify the jet community so they could find another flying site for next year's event.

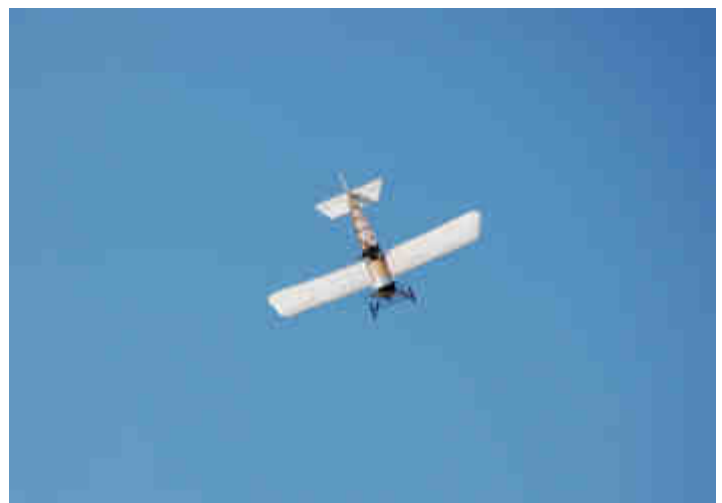
It was also suggested that we expand our involvement with the Scale community and invite several jet scale pilots to that event so we could control the type of pilot and aircraft that we have here. Dan pointed out that we also need to attend one or more of the scale events that are hosted in our area. The next one will be the Scale Masters Qualifier to be held April 17-19 at the Hemet Airpark, Hemet, CA. www.hemetmodelmasters.org.

Joe Scuro announced that the Cathedral City HS Aviation Club would like to come to our field on Saturday, 28 March to fly some of our trainers and see our club field. If you have the time, come on out and support Joe and his group of kids.

Joe also said that he and George Phillips are still trying to bring a U-control event to our field. They expect to head over to LA in the near future to fly with the U-control folks over there and extend an invitation.

Dick then brought up the idea that has been discussed in the past of adding some artificial grass on the north end of our runway to provide a softer surface for sailplane landings. It was agreed to get additional information on potential costs for doing this. Ken will also get with Chris Ritter to see if they can find an installer who might have some surplus product that we could get CHEAP!

Reminder: CVRCC March General Meeting 7 PM at Sloan's Restaurant in Indio



More pictures from The Western Scale Invitational