



PROPWASH

Dan Metz - President 760-469-8302

Craig Waters- Vice Pres. 760 345-6588

Dick Knapp - Sec'y Treas. 760-836-3848

Propwash Ed – Murray Ross 760-340-0836

Editorial Consultant – Shirley Brenon

President's Message

Pilot Spotter Duties

By Dan Metz

Now that the season is upon us, our field will, at times, be very busy and we need to use pilot spotters. Do you know what the responsibilities of a pilot spotter are? The pilot spotter, or just spotter, is a safety person for the pilot. The pilot and spotter should be a team working together for the safety of the pilot, the spotter, the aircraft, and everyone at or near the field. While the pilot has the responsibility of flying the aircraft in a safe manner, the spotter has many other responsibilities, which include:

- Relay messages from the flight line to the pilot about landing aircraft, aircraft emergencies, or dead-stick landings by other aircraft on the field. The pilot may be concentrating on his aircraft and may not hear or pay attention to background messages on the field.
- Relay messages from the pilot to the flight line about the pilot's intentions including landing, landing direction, touch and go's, dead stick etc. The spotter must speak loudly to be heard at all pilot stations.
- Be the eyes of the pilot away from the aircraft. Watch the flight line and inform your pilot of aircraft taxiing in front of the pilot, people on the runway and obstacles on the ground.
- Watch the other aircraft in flight and inform your pilot of any that may cross or come close to his flight path. Pay attention to changes in wind direction in preparation for landing.
- Keep the pilot advised of the type of aircraft that are being started for flight. Your pilot may be flying an aerobatic pattern and want to know if a 3-D plane is readied for take-off. He might then want to change altitude, flight space and orientation.
- Minimize the distractions to the pilot in flight. The spotter is the eyes and ears for the pilot. Anything that could distract the attention of the pilot should be explained so that the pilot can keep his/her eyes on the aircraft and not look at the distraction.
- A pilot spotter may also assist the pilot at contests, such as our pylon contest, by providing information to the pilot about the laps completed so far.

This is not a complete list of responsibilities. Some pilots will have specific instructions for their spotters as to what to do, what to watch for, and what to explain. Each pilot and spotter should discuss these responsibilities before each flight.

Continued on Page 5

CVRCC Wins Judges Trophy at Palm Desert Golf Cart Parade

By Dick Knapp

On Sunday, October 25, 2009 the Palm Desert, California Chamber of Commerce held their 45th annual Golf Cart Parade. This year's theme was "Personalities in the Desert". The Coachella Valley RC Club (#2458) decided to enter a float again this year after winning the Judges Trophy last year.

After some discussion, our Board of Directors selected Jacqueline Cochran as our desert personality. Jacqueline Cochran and her husband retired in Indio. They purchased a large ranch and it was here that President Dwight D. Eisenhower wrote his memoirs.

After some research and considering the parades float limitations of 30 ft. long, 16 ft. wide and 14 ft high, the group selected the F-104 Starfighter, which Jackie had flown to a women's speed record of 1,429 mph in 1953. Our project engineer was Dick Knapp, a retired aerospace engineer/executive who is also our club's Secretary/ Treasurer. The construction team consisted of Dan Metz, club president, Chris Ritter, lead carpenter, Craig Waters, construction, Clay Seddon, signs and decals, Joe Scuro, fabrication and Perry Hemmer, painter. Dick spent almost a month researching the F-104 and Jacqueline Cochran. He found a full size plan for a 1/16 scale F-104 and this served as a basis for our 1/2 scale model.

Dick photographed all the fuselage formers and used an optical projector to scale up the formers on to the 4 x 8 sheets of 10 mil. coroplast material for the formers. The formers that would attach to the golf cart bumper mounts and cart top supports were fabricated from 3/8 inch plywood. A central keel was fabricated from two 14 ft. 2 x 4's bolted together. The plywood formers were attached to the keel and then bolted to the golf cart frame. (photo 1, photos appear on page 3) The wing mounting supports were then attached using 2 x 4's and 1 x 2 stringers were added at the top, bottom and sides of the formers. (photo 2) The wings, vertical fin and horizontal stabilizer were then constructed from 2 x 4 and 1 x 2 materials. The entire model was then covered using 4 x 8 sheets of 4 mil. coroplast material. (photo 3) We have found that the only adhesive that works on the coroplast material is "Shoe Goo" or "Goop", so the skin was attached using screws and "Goop" to hold it in place. This provided a very stable structure that would stand up to being driven around on the local roads for the parade. We then constructed a "cloud" from plywood and chicken wire that we covered in nylon batting, from some large pillows, to obscure the

golf cart itself. (photo 4) Wind tunnel tests using a lawn blower revealed that our cloud would withstand almost 90 mph winds without damage. Total construction time was three weeks in Dick's garage.

During our research into Jacqueline Cochran we became aware of the major impact she had on obtaining equal status for women with men in the field of aviation. First, by entering and eventually winning many cross-country races against men. Her greatest accomplishment may well have been her convincing General "Hap" Arnold, Commanding General Army Air Forces during WW II, that women could perform a valuable service by ferrying aircraft from the aircraft plants to the training bases all over the United States. This then freed male pilots for combat duty. She eventually established and directed the Women's Air Force Service Pilots (WASP) that trained 1074 women to fly the Army Air Corp way. These pilots then delivered over 12,650 aircraft and flew over 60 million miles with a better safety record than their male counterparts. Thirty-eight WASP's gave their lives in the service of their country. Their service was almost forgotten until 1971, when Senator Barry Goldwater from Arizona lead the fight in Congress to finally recognize the dedication and service of the WASP's to this country during WWII.

We then used 3 x 5 ft. signs on either side of our float to acknowledge these accomplishments. These signs were hinged at the top to provide access for the driver and "Jacqueline Cochran" to enter the float. The driver had a 4 inch diameter hole bored in the formers leading into the engine inlet to provide his only view of the road. All other driving instructions came from "Jacqueline Cochran" who had a port to stand up in so she could wave to the crowd. (photo 5).

Our float also had two 50 # cylinders of CO2 which we could blast out of a 10 ft. long, 3 in. diameter tube. This provided a nice roar and white cloud behind the airplane. This was accompanied by the sound of a real F-104 climbing out with full afterburner, followed by the Air Force anthem. Behind the float we had two women dressed as WASP's carrying a WASP banner and followed by three more women WASP's towing 1/4 scale models of a P-40, P-51 and B-25. This year's entry again won our club the Judges Trophy for "Most Unusual float", and was clearly the crowd favorite.

Golf Cart Construction Photos



Photo 1, Truss frame and formers on cart.



Photo 2, Stringers in place.



Photo 3, Coroform planking and carved foam.



Photo 4, Chicken wire supported "cloud".



Photo 5, Fran Knapp, impersonating Jackie Cochran, holding trophy and voice navigating the float on the parade route.

Fun in the Sun Fly-in at Jacqueline Cochran Airport October 24, 2009

By Murray Ross

On Saturday, October 24, 2009, CVRCC participated in the “Fun in the Sun Fly-in” at Jacqueline Cochran Airport. The purpose of the event was to promote interest in civil aviation in our community. CVRCC took the opportunity to advertise our club and its activities. We had a static display of our models, answered questions and handed out literature to interested visitors. Pictures of the models on display are presented below.

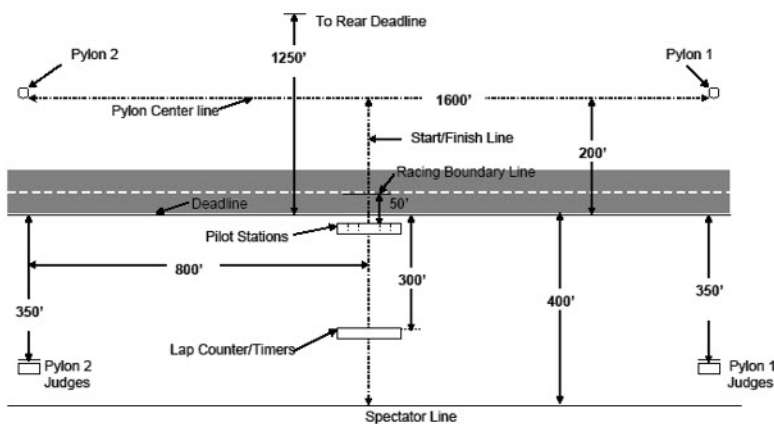


USRA Giant Scale Racing Championship Rabbit Dry Lake, October 15-18, 2009

By Murray Ross

“Go fast and turn left” is what pylon racing is all about, and the USRA championship demonstrated four action-packed days of racing fun. I was invited to attend by Holly Hollingsworth and worked for two days as a pylon judge. As a judge, I really got into the competition and rooted for my assigned pilot and airplane. I was one of five judges plus a pylon captain at pylon two (left end of course, see layout below which can be viewed at 150%). There were another six guys at pylon one and, of course, seven or eight judges and a race director at the start/finish line. So that adds up to over 20 pairs of eyes required to conduct each heat. The planes fall into classes: Unlimited Class, Formula 1, Formula 1 GT, AT-6 and Sundowner. The unlimiteds are the most exotic and fast (Over 200 mph) and the Sundowners are for entry level racers.

Giant Scale Racing Diagram (not to scale)



Another reason for my attendance was to evaluate whether our club could host a “Sundowner” racing event. Even though our field is large, it is not big enough to accommodate the vast distances required between pylons, deadlines and judge stations. Secondary discouraging factors are the complications and expense required to set up electronic race timing and the need for scads of well trained judges.

I think we should support and participate in these exciting events. I plan on going to the next west coast race and perhaps even fly in the entry level Sundowner event.

If you want more information about Giant Scale Racing, visit www.usrainfo.org.

Jacqueline Cochran Air Show November 7, 2009

By Murray Ross

The annual air show had great weather and a huge crowd of airplane enthusiasts. CVRCC was there in force, with a double booth, model displays, literature, a raffle and of course an exciting demonstration of R/C airplane and helicopter aerobatics.

The full scale airplanes on display included some really rare restored birds. Two in particular were the Japanese Zero and the P-38 lightning which was dug and boiled out of the Greenland ice. Both of these did some impressive flybys. The Air Force was well represented with noisy F-16, a huge C-17 and numerous others.

The CVRCC R/C demonstration went well and was very popular with the audience.



CVRCC double booth at Jacqueline Cochran Air Show was staffed mainly by Dick Knapp. Dick handed out club and AMA literature and sold raffle tickets all day.

This authentically restored and entirely airworthy rare Japanese Zero was on display. It did flybys with beautifully restored P-38 Lightning.

More air show photos on page 6

President's Message continued from page 1

The ultimate purpose of a pilot spotter is to increase safety for all. So be a good spotter and help keep our field, and your pilot making great landings.

Flash, this just in. We will have an aero tow event toward the end of February, the guys are coming out from LA to fly their big sailplanes. This event will take place on a Saturday to minimize impact to the members. The aero tow coupled with the Scale Event of February 6-7 will again put us on the map, as the place to be during the California winter flying season.

Be aware that the AMA has a new Safety Code in their next magazine issue. Please read it and use it.

Thanks to everyone who has made the start of the flying season terrific by cleaning up of the field and helping with the Air Show, Open House and Toy's for Tots. You know who you are.

Airshow Photos continued



CVRCC Pilots waiting for beginning of demonstrations.



Serge Puis readies his P-51 model for demonstration flight.

**REMEMBER: CLUB GENERAL MEETING IS ON TUESDAY NOVEMBER 24, 2009, 7 PM
AT SLOAN'S RESTAURANT, HIGHWAY 111 AT DR. CARREON IN INDIO.**

Annual Open House and Toys for Tots on November 15, 2009

By Murray Ross

CVRCC held its annual open house event on November 15, 2009. This year it was combined with our Toys for Tots campaign. All of the contributed toys and substantial proceeds of the raffle and entry fee went to the US MC charity.

The weather for the event was great except for some mid-morning gustiness which eventually subsided. The club member turnout for the event was great, but the spectator response was somewhat disappointing, probably because the newspaper failed to put it in the "calendar". Nevertheless, we had a great day with pylon racing and combat and just plain sport flying.



Crew getting food ready for lunch



Tom Chant's patriotic Buccaneer fly-by.



Planes off the tables during gusty winds.



George Phillips checks prop on U-control plane.

Chris Ritter flying John Rogers' YAK-54 inverted with smoke on. Unfortunately, soon after this shot plane crashed due to smoke system malfunction.



October 27,2009 Board Meeting Minutes

By Dick Knapp

President Dan Metz called the meeting to order at 6 PM. Also present were Dick Knapp, Craig Waters, Chris Ritter, Joe Scuro and Murray Ross.(Ken Merenda arrived later.)

Dick reported that the Treasury now stands at \$8,808.01.

Dan then thanked Craig and Dick for their leadership roles in the Jacqueline Cochran fly-in on Saturday, Oct. 24th and the Palm Desert Golf Cart Parade on the 25th. Dan reported that the Fly-in event was poorly attended and probably not worth supporting in the future.

Dan then asked Murray for a brief review of his two day attendance at the Pylon Racing Assoc. event at Rabbit Lake, near Big Bear. Murray stated that it was a great event but that they fly around pylons that are 1,600 feet apart which would make it impossible to hold such an event at our field. Murray pointed out that the organizers were quick to put him to work as a pylon judge. These are very quick airplanes with speeds approaching 230 mph for the unlimited class. No crashes with the big boys, but several mid-air with the novice Sundowner class. Murray commented that the logistics involved in putting on this event were tremendous. For example, it takes more than 20 judges per event, flying 5 planes per heat.

Dan checked the Channel 3 news coverage of the parade but our float didn't make it.

Dan then asked the board about having a cleanup day on Sunday, November 8th to get ready for our Demo Day/ Toys for Tots event on the 15th. We need to clean off tables and pull weeds, etc.

Dick will prepare an announcement of our Demo Day to post at Uncle Don's and for use at the air show.

It was suggested that we consider giving flight training as one of the prizes at our raffle or even an annual membership. We will also add some items that are not strictly RC related, like a cooler or tools.

Joe Scuro asked about flying U-control as part of the demo day event and was told that he and Mike should both plan on flying, and also fly at the JC Air Show to add more variety.

It was also decided that Dick should order more Tee shirts, hopefully with a longer length to cover more of our taller members.

The meeting ended at 6:45 PM.

October 27,2009 General Meeting Minutes

By Dick Knapp

President Dan Metz called the meeting to order at 7 PM. There were 33 members and guests present.

Dan asked if there were any additions or corrections to the September minutes. There being none, they were adopted as previously published.

Dick Knapp gave the Treasurer's report of \$8,808.01.

OLD BUSINESS:

Dan then thanked Craig Waters and Dick Knapp for their efforts on the Airport Fly-in and the Palm Desert Golf Cart parade. Dan reported that there were only about 400 people attending the fly-in and there wasn't much interest in our models.

General meeting minutes continued

Dan then asked Murray Ross to report on the Giant RC Pylon Race he attended at Rabbit Lake, near Big Bear. First, Murray said that there wasn't any way for us to host an event like this one. The safety distances are too great and the pylons are set at 1,600 feet instead of the 500 feet that we use. It also takes more than 20 helpers to run each heat, so the manpower required is very high. Murray said that if we wanted to get involved with this race next year, our assistance would be greatly appreciated. The 1.8 size Sundowner class was very popular and resulted in a number of mid-air. The top of the line unlimited class racers, with souped up engines, would do about 230 mph and were flown by very experienced pilots, like Chip Hyde.

Dan reminded everyone that Saturday, November 7th was the annual Jacqueline Cochran Air Show and that we would again have a flying team there. Flying time is not yet established. Dick will arrange for AMA insurance for our fliers at this event.

Dan then announced that there would be a "Clean-up Party" at our field on Sunday, November 8th to get ready for our annual Demo-Day/Toys for Tots event on Sunday, November 15th. Dan asked Chacho Gomez if he could arrange to drag our entrance road to take out some of the ruts. Chacho will take care of it. Dan reminded everyone that entrance to this event is \$10 or an unwrapped toy. Last year our club donated over \$1,100 to the US MC Reserve effort.

Dan talked with Curtis Kitteringham about a scale event for Jan./Feb. next year at our field. Curtis will try and get a firm commitment this coming weekend. Dan also said that our invitational jet fly was still a "go" program, either as part of a scale event or even on a stand-alone event.

NEW BUSINESS:

Dan reported that he has talked with Anthony Moreno at the La Quinta Tennis Gardens and that there could well be a "traditional" glider event there on a Saturday in Jan. or Feb. Dan will ask the Tennis Garden group for a date that doesn't conflict with things like the Bob Hope Desert Classic parking. We will also need AMA insurance coverage for this event. The event would probably be called "The George Ritter/Rex Powell Memorial Fun Fly". No prizes, no rules, just FUN!!! Ken Merenda was at a similar event a couple of weeks ago and had a great time.

Craig Waters announced that there would be a pylon race the first Sunday of the next two months to complete our four race series.

Dan also discussed the idea of a monthly "workshop" and it was decided to hold one on Sunday, November 22nd, which will focus on transmitter programming among other items.

The club will also host a "Swap Meet" at the field early next year.

Due to the large number of models that have been donated to the club over the summer, Dan lead a discussion on how we should handle the sale of these models. It was agreed that the club would be better off by letting members bid on them rather than just raffling them off. The club raised \$555 during the resulting auction/raffle. Plan on attending next month's meeting as we still have a stack of planes to get rid of.

The meeting adjourned at 8:15 PM



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