



PROP WASH

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Presidents Message

Get CAWTT Up In Safety

By Dan Metz

I have a checklist called CAWTT to go through before every takeoff. If you get in a habit like that, you can head off problems on the takeoff/flight.

Controls: Check control direction and all switch positions. With computer radios, you could have the wrong airplane or inadvertently changed something while adjusting a mix or throw between flights. Check for high and low rates, mix switches, and trim positions.

Antenna: I don't like to work on, start, or tune the engine with the antenna out, so I keep it collapsed until I am ready to enter the runway and I am safely behind the airplane and spinning propeller. Make sure the antenna is completely pulled out and base screwed in tightly.

Wind: Check the wind direction so that you take off into the wind. If there is no wind, adapt the same pattern other pilots in the air are using.

Timer: Remember to start your timer or check your watch so that you will know when to land.

Traffic: Loudly announce your intention to enter the runway and then wait until all pilots at flight stations or their spotters clear you. So many times I hear people yell "coming out" then they add power and run out on the runway. Not only might that startle other pilots, distracting their attention from their own airplane but also, perhaps your airplane will die or flip over on the runway creating a hazard for others who might be preparing to land. After the others clear you, quickly take the runway and get in the air. They didn't clear you to sit in the middle of the runway and do more checks. That is why I recommend going through the checklist before you take the runway.

If you get in the habit of doing this checklist before every single takeoff, not just the first one of the day, you will be safer. When teaching a new student, recommend this checklist to make them safer too.

There are 1,000 things that can cause a model airplane crash. Just make sure that every time you have or see an accident, do a post mortem to isolate the problem so it won't attack another airplane in the future.

Note to 2.4 Gz. Owners: Be careful to orient receiver antennas correctly (90 deg apart).

Flag Pole Funded

The Coachella Valley Recreation and Parks District informed Dan that they have approved funding for us to purchase a 30 foot flagpole for the field.

Shed Break-in and Burglary

For the second time in a brief period, the steel shed has been burglarized. The thieves sheared the main gate lock and drove a truck up to the "CONEX" and then broke the lock on the sliding door panel. The main items stolen were two generators, the table saw, some gardening tools and the new ice chests. The club board is now considering some new measures to thwart further break-ins and reduce our future losses.

Marathon Race

The marathon race was postponed until either March 29 or 30. Tentatively, three teams will be entered. If you are interested in participating, call Bob Taylor 347-5725 or Ernie Chapin 342-8518 for details.

Gate Locking Procedure

By Murray Ross

I arrived first at the field last week and found the gate combination lock lying in the dirt. This is totally unacceptable because the lock is easily ruined beyond repair by doing this. The correct procedure is to lock the club combination lock and the water district lock on either ends of the chain. If the club lock is hanging down, make sure that it is not lying in the dirt. That is, insert the lock in a chain link well above the ground.

Best in the West 2009

By Murray Ross

The AMA sanction for the Best in the West Jet Rally for January 16-18 2009 has been applied for. This will be the twentieth anniversary of the event and we expect an excellent turnout. To accommodate a larger response we are soliciting sponsorship from jet/hobby vendors. Sponsor contributions will be used for award plaques, logo tee-shirts and merchandise for raffles. Sponsors may also have booths at the event.

Redlands fly-in May 10, 2008

Five R/C clubs including CVRCC will be participating in the Redlands Fly-in on May 10th. This exciting event will include a full-scale air show and lots of R/C flying. This is the first time the local clubs are banding together to demonstrate and promote the hobby. Please put this date on your calendar and bring out a plane to fly. The host club is MARKS and the location is Redlands Airport.

**Please attend the CVRCC
General Meeting on Tuesday
March 25, 2008, 7:00 pm, at
Sloans Restaurant at the corner of Dr. Carreon and Hwy.
111. Come early for supper.**

Apology from the editor:

America On-line subscribers cannot receive this newsletter by email. They should read the copy on the club web site www.cvrccclub.com .

CVRCC Board Meeting Minutes February 26, 2008

By Murray Ross

President Dan Metz opened the meeting at 5:35 PM. Board members present were Murray Ross, Craig Waters, Joe Scuro and George Muir.

Dan started the agenda by describing the great response of the Recreation and Parks District board to our annual report on February 14th. They love what we are doing with the park and offered us a 35 ft. flagpole, a large steel water tank and the use of 250-seat bleachers for our next jet rally. The flagpole will include a flag (from Congress woman Mary Bono's office) that has been flown over the U.S. Capitol. We will probably need the assistance of club member John Rogers' Crane Service to move the water tank.

The improvements to the U-control/heli/park-fly area are underway. The shade structure has been ordered for \$6105 and we have accepted a bid of \$4700 for the concrete pit area.

Craig Waters gave a status report on repairing the sweeper. He said that the starter solenoid needed replacement and he had ordered a new one.

Craig also reviewed a conversation he had with the Coachella Fire Department. When there are no emergency situations the CFD can be present and serve a useful safety purpose at local events. There is a good likelihood that CFD will be at our next Jet Rally.

Dan continued with his agenda and said that the club was purchasing two water backpacks for fire suppression and ordering an amendment to our "PSP" frequency board for handling park flyer and ham frequencies.

Murray Ross then spoke about the great financial significance of sponsors for "Best in the West 2009". If we are able to enlist some generous sponsors, we can hope to have the award plaques paid for, have BITW T-shirts to give to the pilots and for sale. The sale of T-shirts alone can yield a lot of money for the club. Murray's sponsor campaign will start in March.

Dan introduced the idea of a reduced price CVRCC membership to correspond to the new AMA "Park Flyer" membership. After a very favorable discussion, the board agreed to offer a CVRCC membership for \$50/year or \$25/half year for "Park Flyer" AMA members flying electric planes weighing up to two lbs. flown off the "Park Fly" pad. An additional suggestion was made to permit active fire and police personnel to fly for free at the field. The argument that a police presence at the field might inhibit further burglary was appealing and the board unanimously agreed to the suggestion.

The meeting was concluded at about 6:15 PM.

CVRCC General Meeting Minutes February 28, 2008

By Murray Ross

Dan Metz called the meeting of about 27 members to order at 7:00 PM and received an approval of the published minutes for the January meeting.

Under advisement of the club treasurer, Dan disclosed the club bank balance is \$16,348. Of that amount, \$6,105 and \$4,700 are committed respectively for the shade and concrete of the multi-use pad. We anticipate that loans to the club (\$3000) will be paid off before Christmas.

Old Business

Dan reported the results of the Board meeting held just prior to the general meeting. (The board meeting minutes have already been sent out to the membership). In addition he mentioned that the water tank might require a concrete pad and, if so, should be installed at the same time as the multi-use pad pit area. The water tank will be located in the raised parking area to increase pressure for washing tables, etc.

Dan reminded the membership that our next meeting with the kids at Recreation and Parks would be Saturday; March 1st, look for an email for details.

Dan said that he had met Mike Moran at the Recreation and Parks Board meeting. Mr. Moran has access to the sources of government grant money that might be applicable to our not-for-profit club. The classes and programs for disadvantaged teens run by Joe Scuro and Ron Vincent might be eligible for government grants. We will explore this possibility.

David Eason inquired about the result of the chemical soil stabilizer application. Dan replied that after the recent heavy rain we had little erosion and the \$4000 cost to stabilize the run-offs was not justified. We will, however, continue to use "Earthcrete" patches as required to inhibit hydrolysis.

Cross Country Event

Bob Taylor described the Cross Country event route and rules and tentatively scheduled it for March 16th. So far, we only know of one convertible vehicle (George Phillips has one) required for this event. If you have a convertible let us know. If you have a Kadet Senior or Seniorita with a glow engine you can easily enter this event. The rules will be published on our web site.

Other Events

Two other pending events are "Aero towing", first Friday in April and Car Club outing still open.

New Business

Dan is concerned that the runway surface is exhibiting cracking in some areas and may need sealing repair. The park flyer membership and free police and fireman privileges was well received by the general membership.

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General Meeting Minutes continued

Safety

Joe Scuro reminded the general membership that our rules for impounding transmitters have not been rescinded and should be followed to the letter. The rule is: Your transmitter stays in the rack until you fly or finish doing a radio check and then you must return it to the rack.

Bill Heersema expressed concern that new members are not fully aware of our rules. He suggested that each new member receive a rule book that he must sign as a condition of membership.

Dan reminded everyone that on busy flying days, spotters are required. Dwayne Vandermolen expressed concern that a spotter's concerns and duties had not been spelled out. Murray Ross volunteered to document the spotter's duties and functions

Murray Ross asked for contributions to the March newsletter. He set the deadline for submittals at the 2nd week in March.

Spotter Function

By Murray Ross

Spotters are essential during flying sessions when field traffic is heavy (3 or more pilots at a time).

The main function of the spotter is be a second set of eyes and ears for the pilot. While the pilot is concentrating on his plane, his perception of what is happening on the field is quite limited. That is why the spotter's attention should be focused on the field happenings and where his pilot's plane is in relationship to what is going on.

Below is an outline of spotter do's and don'ts relative to which phase of flight his pilot is in.

Engine tuned and running

Assist pilot in hands-on taxi or carry of the plane to the field entry adjacent to a vacant pilot station. When the pilot says he is ready for takeoff, position yourself so that you are behind the downwind shoulder of the pilot so as not to restrict his vision of the plane.

Taxi-out and take-off

Observe the field for planes landing from either direction and listen for announcements by other pilots regarding take-offs and landings. Advise the pilot on when it is safe to taxi out and take off.

Normal Flight

Use "center vision" to keep track of where the plane is and use your peripheral senses to be cognizant of the entire area around the plane as well as on the field. Remember that you are a spotter and not a flight instructor. Do not offer any critique or advise to the pilot other than about proximity to other planes, or announcements on the field. If in doubt, it is much better to be quiet than to carry on a conversation. Of course, if you are also helping the pilot as a 'caller' you will need to tell him maneuver sequences, etc.

Normal Landing

When the pilot tells you he is ready to land, then the spotter must assess the situation. When it is safe, check with the pilot to see if he is comfortable and ready, and then announce the landing and give the direction (left or right), even if it is obvious. Advise on runway alignment during approach may be welcomed by the pilot. If the approach alignment is unsafe, calmly give helpful directions to the pilot or suggest he make a second pass at the landing. If a second pass is made, announce that he is "Going Around" and then announce landing intention and direction again. Assist the pilot when the plane approaches the yellow safety line to assure that the engine is off and plane is under control.

Dead Stick Landing

In dead stick landings the pilot's discretion is paramount. All that the spotter can do is warn of obstacles on the field that the pilot may want to avoid. The pilot should announce the dead stick condition.