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PVMAC Flightline

The Official Newsletter of the
Pomona Valley Model Airplane Club (PVMAC)



AMA Charter 0142

March 2010 Edition

Meeting Date: Tuesday March 9, 2010- 7:00PM
Chino Community Center - Chino, California



Bench Flying with Phil Goodwine / President

Hello again, to all PVMAC Members, Fellow Flyers and Friends. Here we are with the months flying, literally flying by. The PVMAC Board of Directors, my family and I have all been very busy so far this year with PVMAC and flying activity.

Frequency Board

The frequency board at Prado has been reduced in overall size, to allow for better site of the runway from the pits and to definitely make it easier to remove for special events. The PVMAC pilot rules and information has been edited, reprinted and mounted next to the display cases on the container. **ALL PILOTS** should make a point of reading them and familiarizing yourself with what is expected of YOU to make OUR CLUB a positive and safe place to fly. Make note of the address and location of Prado Airpark for emergency

information. Remember it could be YOU or YOUR family that may need emergency help someday.

Weed Control

Weed control at Prado Airpark. The PVMAC Board of Directors have contacted and received quotes for the annual weed control for Prado. We will be finalizing this decision at the Board of Directors meeting on 3/2/10. Once we determine who and when they will be spraying we will put notices in the display boxes, frequency board and website. Once the spraying has been done and the weeds have been killed off we will be clearing them with a tractor. I am already working on some better deals on either a free or extremely discounted tractor to drag the field. We will be looking to YOU to volunteer for a work party for the cleanup.

PVMAC 2010 Events Schedule

PVMAC 2010 events schedule. Sam Wright our events coordinator, several club members and the entire PVMAC staff have been working hard on this. We have had several discussions, several changes and lots of ideas. Myself and others are still working on the possibility of an IMAC event at Prado. Below is a list of events. Names may change to protect the innocent.

May 21-22, 2010 Friday – Saturday
“PVMAC Full Deflection 3D & Free Style Competition”

June 5-6, 2010 Saturday – Sunday
“Scale Squadron Fly-In”

September 11-12, 2010 Sat – Sunday
“Southern California Electric Jamboree”

October 7-10, 2010 Thursday-Sunday
“Prado IMAC Southwest Championships & Freestyle”

November 11-12, 2010 Sat – Sunday
“Wings over Chino”
2nd Annual Scale Fly-In

December 5, 2010 Saturday
“PVMAC Toys for Tots”

RCX EXPO

The RCX Expo is coming up on March 20-21, 2010 at the Pomona Fairplex. The AMA noticed YOUR clubs presence at their Expo in Ontario and has asked and donated a booth to the PVMAC for this event. I have had many emails regarding this event with the AMA and we, as a club, should once again feel privileged that the AMA would ask us to be part of it. YOUR interim AMA District X Vice President Michael Brown will be on hand in YOUR booth to talk to people, answer questions and just hang out and be one of the flyers. Charlie Mitchell will be in charge at

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this event and will be putting together a volunteer list for workers. Please come to the March 9th Membership Meeting to discuss.

PVMAC Membership

PVMAC Membership in general. The membership is going great. Beth has been getting YOUR Blue 2010 membership cards out quite quickly. If you don't receive it back in a couple of weeks from when you've mailed it, it either got lost in the mail or you did something wrong on your form. If you read the rules and guidelines, YOU are suppose to be wearing this card at the field unless you are on the flight line flying. In less than 2 hours at Prado I confronted 4 people that tried giving me some line (I will be nice about it) about why they were flying

without a current 2010 PVMAC membership. People that do this are risking YOUR field and YOUR safety as a member.

PVMAC Website

Website in general. The website, Thanks to Tom Callahan has never looked better. Tom has done some amazing things with YOUR website. If you've got some photos or current news, get it to us for the website. Visit www.pvmac.com

Kyle's IMAC flying and Dad's travels.

We have had a couple great IMAC events so far this year in Arizona. Kyle is flying in the "Advanced" class now and enjoying every minute of it. He is flying against some pretty good pilots

and has finished 2nd and 3rd. Kyle also is in his first year at Cal Poly Pomona majoring in mechanical engineering. He is really enjoying flying R/C and is now designing and developing foamie 3D aircraft for himself and a foamie manufacturer. If you ever talk to Kyle about his flying or planes, you will hear and see what I do, of how much he enjoys this sport. The entire "Goodwine Family" is enjoying our time we spend flying and hanging around with FRIENDS.

Until next time !

Have Fun Flying, Enjoy Your Friends, Enjoy Life, God Bless

Phil Goodwine



From The Editor's Seat

March is roaring in and where did February go? I missed that month altogether and you missed your newsletter. At least I hope you noticed that we did not get a newsletter out.

Hopefully this months news will charge your battery for the remainder of the year. By that I mean there is a lot of good information here regarding event dates, and the PVMAC Club and all that is going on in a positive direction.

As Phil mentioned we have some pretty neat events scheduled in the com-

ing months. Many of these events are designed so that our members will also participate in them along with other flyers from the surrounding area.

All of these events are enriched by overnight camping, the best field in Southern California, and the best all year round weather. What is there not to enjoy?

With that in mind, I encourage you to look at the front page again and note the event dates in your BlackBerry, I-Phone, PC,, or a note on the refrigerator.

Speaking of events, there are so many in Sunny California that there is almost no excuse for sitting at home unless your building an airplane project.

I personally enjoy going to events in California and out of state with a group. Aside from the fun, and new things to learn about the hobby, the friendship and companionship is the very best.

If your in a rut, make a change and

go to an event, meet new friends and begin to enjoy the hobby again!

I like the new rule where we are required to wear our PVMAC Membership badge at the field. Now when someone says hello, I can at least remember their name. This also helps us to know who belongs there and who does not.

You pay good money for your membership and the board goes to great efforts to make sure the field and area is always in good shape and appearance for our members to enjoy. When someone tries to beat our system and fly there with no PVMAC membership, they are infringing on your membership. Do not be shy about asking someone you do not know politely if they have their PVMAC badge with them. Eventually we will weed these pirates out.

In the meantime enjoy the sport and get out to the field to fly and meet new friends.

Sam Wright, Editor



POMONA VALLEY MODEL AIRPLANE CLUB



== New pilots and guests must read before flying ==

1. All PVMAC members must wear on their person their current year PVMAC membership badge at all times, except if posting it on frequency board while flying.
2. All non PVMAC club members must have a current year AMA membership, and obtain a \$10 day-pass ticket prior to flying at this field.
3. Place current year PVMAC membership card or day-pass ticket on frequency board before turning on transmitter or aircraft. Pilots flying on 2.4 Ghz attach your current year PVMAC membership badge or guest day pass to frequency board pilot station number.
4. All pilots must have their current year AMA cards on hand and follow all AMA guidelines and PVMAC rules and regulations.
5. All pilots using 50/53 MHz requires FCC ham license present at this field.
6. Students must be on a buddy box with an instructor at all times. Students can fly at no charge as long as their PVMAC Membership Application and AMA Membership are in process.
7. Maximum of five aircraft in flight at one time.
8. Pilots must be on pilot stations while flying.
9. Noise restrictions are limited to 106 dB at ten feet taken at four corners of aircraft in designated area. Plus high-speed fly-by approximately 300' out and 100' high from pilot stations, maximum dB limit not to exceed 76 dB. This procedure will ensure that we will not exceed 60dB at the bird sanctuary as per contract for this field.
10. Keep aircraft in area designated by PVC poles at the outer perimeter corners of fly-over space.
11. Keep all aircraft manoeuvres north of runway. No flying over pilot stations, pit area, spectators, or over trees to the east of field (bird sanctuary). Aircraft must not cross deadline.
12. Spectators may not go north of the pit area
13. Take-offs and landings are to be from right to left into prevailing winds and the traffic pattern is to be clockwise (unless wind conditions dictate otherwise).
14. Aircraft taking off must pass double yellow lines on runway before rotation airborne.
15. Aircraft are not allowed to fly above 400 feet (AMA Guideline). Descend immediately when full-scale aircraft are flying in the area. **"SEE & AVOID IMMEDIATELY"**
16. No taxiing in the pit area. Hold onto aircraft to launch ramp area.
17. While flying all pilots must notify other pilots of their intent of **"TAKING OFF"** or **"LANDING"** by saying loudly to all other pilots, prior to doing either of these maneuvers.
18. Before retrieving a crashed aircraft in over-fly field area, wait until all aircraft have landed. Announce to all other flyers **"ON THE FIELD"** close runway to retrieve crashed aircraft and then announce **"CLEAR OF FIELD"** once you are done.
19. While flying you determine you have a dead stick landing situation you need to announce loudly **"DEAD STICK"**. Dead stick aircraft have the complete right-of-way over all other aircraft.
20. **Turbine powered aircraft are not allowed at either Prado or Norton fields.**
21. **First Aid Kit and Fire Extinguisher are located in the small container near flag pole, use your PVMAC membership key to access.**
22. No electric or gas R/C cars allowed on premises.
23. No bicycles, scooters, roller blades, or skateboards allowed in pit area.
24. All dogs must be on a leash. The leash must not exceed six feet in length. The leash must be anchored or in control of the pets owner at all times. (S.B. County 2100,32.018)
25. **No vehicles on runway, DG runway, or fly-over field area, unless doing approved maintenance of PVMAC facility.**
26. Flying R/C aircraft on premises without showing proof of current PVMAC membership, current AMA membership or PVMAC day-pass ticket, will be asked to show proof of any of these three items and if pilot refuses they will be asked not to fly until one of the three is met.
27. Club members will monitor the field and check unfamiliar pilots for current AMA and PVMAC membership and collect \$10 flying fee if not a PVMAC member.
28. No alcohol or illegal drugs are allowed at this facility.
29. NO smoking in pit area, smoking only in designated areas.
30. Everyone place trash in the dumpster that is provided to keep the field clean.
31. Flying hours Monday through Saturday sunup to sundown. Sunday-No flying before 7:30 A.M.
32. The field is open to the public for flying on the weekends from 9 to 5 by paying a \$10 day fee and showing proof of current AMA membership.
33. Week days a PVMAC club member may bring a non PVMAC guest and is responsible for that guest at all times. Guests must pay a \$10 day fee pass and must be a current AMA member.
34. Be aware of signs and notices that may be posted at times. These are informational notices that everyone needs to be aware of, safety issues and other important items.
35. Any pilot who has been observed flagrantly violating AMA regulations, club rules, and/or the conditions as set forth in the contract of this field will be cited with a violation and/or notice of suspension.
36. All club members are responsible to ensure that the rules and regulations are enforced. Please restrict flying of any pilot who is observed flying in an unsafe manner.
37. All disputes must be brought before the PVMAC Board of Directors at the next possible board meeting for resolution.
38. PVMAC Membership renewal is December 31 of current year, no grace period.

Rules Specific to Prado

1. All Helicopters and park flyers with flat foam wings must take off in their designated areas south of the parking lot.
2. Cucamonga Ave. Main Gate Rules: Gate must be closed at all times Monday through Friday. On Saturday and Sunday gate can be open until 5:00 P. M. After 5:00 P. M. gate must be closed and locked.
3. Park Gate Rules: Reattach lock to chain after opening gate. Last PVMAC member to leave the park must close and lock gate securely.

For Emergencies Call: 911

(Chino Police Department is NOT to be contacted for disputes regarding PVMAC policies or rule violations)

1. **Prado Park Ranger (909) 393-1344**
2. **Chino Police Dept. (909) 628-1234**
3. **Chino Fire Dept. (909) 983-5911**

For calls to POLICE or FIRE DEPARTMENT field location is:

17800 Cucamonga Ave.
Chino, Ca. 91708
North East corner of Cucamonga Ave. & McCarty Rd.
GPS Coordinates: Lat: 33 deg. 55 min. 56 sec. N
Long: -117 deg. 37 min. 49 sec. W

Please keep in mind that we are all guests on this property owned by the Army Corps of Engineers, supervised by San Bernardino County Parks and Recreation, and overseen by California Fish and Game. This property and the representatives from any of these agencies are to be treated with utmost respect and courtesy.



Frequency Board on a Diet!

Left Photo:

The frequency board is not streamlined to be effective and yet not block the view of the runway. The removable post make it an easy task to remove the board easily with two people. This is especially nice when we host an event and are working with a radio impound format.

The previous frequency board and rules required a minimum of 4 people, but usually 6 to remove it from the post holes in the concrete.

The reduced frequency board is easy to see and looks good. The board also holds the pilot station fire extinguisher and a windsock.

Right Photo:

The motley crew that cut, shopped, unbolted and re bolted the frequency board and rebuilt the smaller board to the steel post that go into the concrete holes.

Our president had the PVMAC Board of Directors out there at 7:00 AM! Ouch! The fact that there was no coffee, or donuts, made it tough to be there that early.

The Board and several PVMAC members lent a hand to get the job done in a short period of time.

Remember, even 2.4 GHZ pilots must hang their PVMAC badge on the flight station square that they are flying from.



CASH WINNERS From the February Meeting

When you miss a PVMAC General Membership Meeting, You are missing out on the door prize cash and the 50/50 drawing!



BY DON EDBERG

FINAL APPROACH

A PVMAC Member Utilizes the PVMAC field for his class.

RC UNIVERSITY

After 20 years as a rocket scientist at Boeing, I decided to begin a new career as a professor of aerospace engineering at California State Polytechnic University in Pomona (aka Cal Poly Pomona). As a professor there, I teach a number of courses, from the freshman-level Introduction to Aerospace 101 (yes, that's really the course title!) to the capstone Aerospace Vehicle Design course for graduating seniors. While I was at Boeing, some of my pet peeves were that quite a few engineers didn't really have practical experience, and that others didn't have a good "feel" for what they were designing or analyzing. Since Cal Poly's motto is "Learn by doing," what better way to get hands-on experience than to actually build and fly (and crash and repair!) a model aircraft?

So I instituted an activity in the Aero 101 class to assemble, measure and test-fly an RC airplane and then write a report on it. I divided the class into teams of four students and provided each team with a GWS Pico Stick model kit, a Hitec or GWS RC system, assembly tools, a list of engineering items to measure (using a gram scale, a tape measure and a stopwatch) and the requirements



Some of the 90-plus members of the freshman Aerospace 101 class at Cal Poly Pomona pose with their RC models before flying them in the university gym. At the far left in the back, author Don Edberg holds an IFO.

for an engineering report. Each student then analyzed the model's flight and determined whether his or her calculations made sense.

Last year, 24 student teams spent one class session putting their aircraft together and measuring the plane's characteristics, such as mass, wingspan, chord, area, center of gravity and propeller pitch/diameter. The next class session was reserved for flight tests. The students went out to the Cal Poly "engineering meadow," a grassy area near the school's engineering buildings, where each team plotted a course on the ground. The students then attempted to fly their planes back and forth on the course while timing the flights to obtain the average flying speeds. The more ambitious students calculated the wind speed as well. (Note: you can calculate both model and wind speed by measuring upwind and downwind times on a known course length; email me at dedberg@csupomona.edu for the equation.)

Some aircraft flew so well that team members were able to pilot them without assistance, and I managed to correct a

few that weren't properly trimmed before the inevitable impact. Some unlucky teams ended their flights in the trees surrounding the meadow, but all were able to eventually recover their aircraft. I reserved the gymnasium for some indoor flying as well, but although the students didn't need to worry about winds or trees, they did have to worry about flying into walls!

After the flight activities, each student reported on the performance of his or her team's aircraft. The report included all of the measurements and calculations, along with a description of how well the plane flew and why there might be some errors in the analysis or in the tests (what went wrong—and why—is probably the most important part of engineering!).

Last, there was the issue of which student would get to keep the aircraft. Each team made its own arrangement, but in most cases, one of the team members bought out the other three so that he or she could own the plane outright. (Some new modelers in the making?)

Was this a success? Absolutely! As these students continue to learn aerospace engineering, they'll already have actual experience with aerodynamics, structures, controls, propulsion and stability—not bad for a freshman class.

Editors' note: Don has established a model airplane laboratory for student research on unmanned aerial vehicles (UAVs), and he would welcome donations of surplus RC gear and materials. Those interested may contact him at dedberg@csupomona.edu. ✈

PHOTOS BY JOSH OLSOWIKA



Above: a student team prepares its model for flight around the closed course. None of the teams has flown a model through the building's triangle—yet! Right: Don explains how to use the trim tabs on the transmitter to adjust control positions.





Kyle Goodwine shows the new and improved DA 200 cc 4 cylinder opposed IMAC engine. The engine to his left is the magnesium case version and is lighter than the previous model.



Here is a close up of a really precision DA-200 4 cylinder engine. This was a real performer, but Kyle is stepping up to the new and improved lighter version of this engine.



Master Builder Richard Burman shows his all scratch built Glouster Meteor. The meteor is a twin electric ducted fan model.



Thomas Mancure shows his first plane as a PVMAC member. Tom is also a PVMAC board member and flies a lot at the field.



Paul Smith shows a true kit or parts bashed aircraft that flies like a dream. Built from a Pitts top wing and tail feathers. Very neat well finished model.



Stanley Wagner shows his newest model, the Kyosho 90 size P-51 ARF. Stan is also an ardent float plane RC guy!



DAWN PATROL FLY-IN (WWI Models Only)

WHERE: Killeen Field, Gilman Springs Rd., Moreno Valley, CA

WHEN: Saturday - April 3, 2010 - 8am to "whenever"

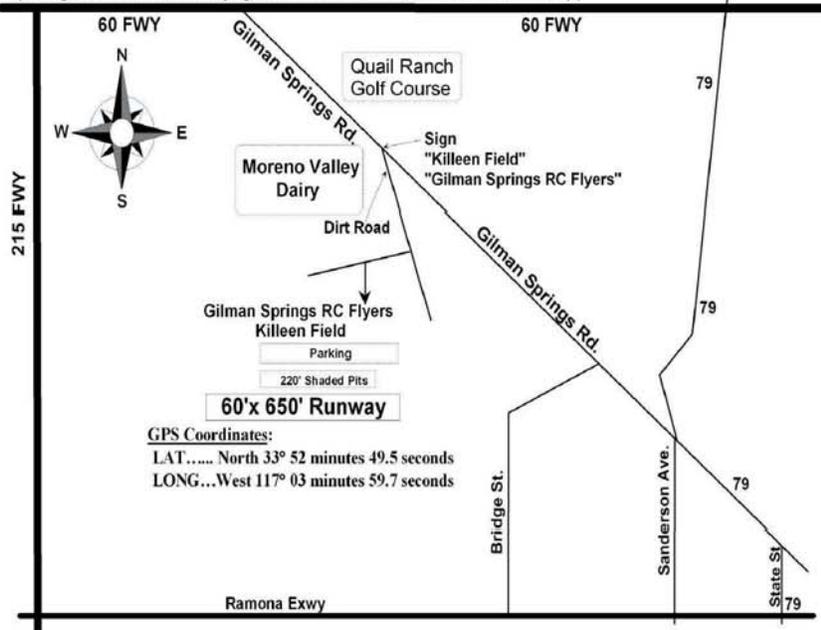
FEE: Landing Fee - \$10 (Must show 2010 AMA Card)

ACTIVITIES: *Open Flying *1st, 2nd, 3rd Place, and People's Choice Awards
(Model must be flown to be eligible for an award)

FOOD CONCESSION:



(Going East on the 60 Fwy, get off on the "Hemet/San Jacinto off ramp")



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Support our local Hobby Shops. These are the folks that support the membership drawing at our meetings as well as our PVMAC Events

Any part of this newsletter may be copied to promote radio control model aviation. Every effort is made to provide valid content for this newsletter, however; PVMAC members, editors and assigned agents are held harmless in the event of a typo, error in copy, and all that other stuff!



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Remodeled frequency Board.
See Story inside.

Club Meeting Date: Tuesday March 9, 2010

Chino Community Building 5443 "B" Street - Chino, Ca 91710 (Directions to meeting on website)