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PVMAC Flightline

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

September 2009 Edition

Meeting Date:

Tuesday September 8, 2009- 7:00PM
Chino Community Center - Chino, California



“Bench Flying”

Phil Goodwine, President

Hi everyone, I hope that this newsletter finds all of you having some fun flying, not getting over heated at the fields and on a positive note, you can sit down in the air conditioning to read this newsletter. First of all I would like to take a moment and apologize to all 436 PVMAC members for the inconsistency and lack of getting out a monthly newsletter. It is definitely not the easiest thing to get accomplished, with work, building planes, running meetings and life in general. Myself, the PVMAC Board of Directors and membership would like to thank Teri Vernieri for the time and efforts that she volunteered in helping with the clubs newsletter and website. Teri has had to move on from helping us with her new house and her daily job. *Thank You again Teri.*

I would like to welcome to the PVMAC Board of Directors, John Angle. I personally think that John will be a great benefit and gain to the Board of Directors and the future outlook of our club, John brings in many years of experience from owning his own business and many years and types of radio control hobbies. *Thank you.*

I would like to welcome back Sam Wright, Sam has stepped up to be the “Events Coordinator” for the PVMAC. Sam has also volunteered to help the club out with the newsletter in the interim, until we find a replacement or replacements from within

our club to help do the newsletter. *Thank You*

Tom Callahan has been an outstanding assistance with our PVMAC website. Tom just recently raised his hand at a membership meeting to volunteer some help and has already made some major changes to the website and I for one am looking forward to see what else he can do to the website. Keep an I on the website, changes coming soon !

Thank You

I would like to thank Richard Smith that spends hours and hours of his VOLUNTEER time cleaning up and maintaining YOUR Prado airfield. Richard comes to our meetings with many new ideas and wanting to make changes, some we go with some get shot down, but never the less in keeps trying and keeps working hard. *Thank You*

I would like to welcome aboard out at Norton two new field marshals Mike Kimbro and Chris Gautier. It's not always easy or fun being the new sheriffs in town, but somebody has to do it. *Thanks Guys*

A little news of our PVMAC schedule of events. **“Wings over Chino” November 7-8, 2009** this is our inaugural event. It is a Scale Fun Fly. The PVMAC Board of Directors and Event Coordinator are working on plans for event tee shirts for this event. This should be a blast and will only getting bigger and better as the years come.

November 21, 2009 is the “PVMAC Prado Swap Meet”. Clean out your cabinets make a few bucks to buy some toys for the Toys for Tots event.

PVMAC 11th annual “Toys for Tots” December 6, 2009 what can I say, this is one outstanding event and one outstanding reason to come out and fly. It's about the children, it's about giving something to someone less privileged as you or I.

PVMAC Meetings: We need YOU there. the club is getting bigger and the 10% quorum needs to be met to help the board make decisions of what YOU want to happen at YOUR fields. Tuesday / October 13, 2009 is the date to nominate YOUR 2010 Board of Directors. Tuesday / December 8, 2009 is the day to vote for YOUR Board of Directors for 2010.

A little news of my own, Kyle and myself will be in Tucson, Arizona. Kyle will be competing in the Intermediate Tucson Shootout Aerobatic Championship, October 6-11, 2009. Cody “Cupcake” McLean is also a PVMAC member and will also be competing in the Advanced class. Both Kyle and Cody are both defending 2008 Champions in their respected classes. Cody has been doing a lot of traveling with our family this past year and we enjoy his and his families friendship and fun.

The IMAC Regional Championships will be held “Thanksgiving” weekend November 27-29, 2009. East Valley Flyers field in Mesa, Arizona. When you see these kids flying wish them both “Good Luck” they have both being flying their butts off to bring home wins.

Keep an eye on our website and new display box at Prado for any upcoming events and news. The PVMAC contract committee (John Angle, Ken McSpadden, Steve Parola, Sam Wright and myself Phil Goodwine) have had one sit down meeting with the San Bernardino County Parks Department and we all feel very positive about our discussions, more news to come when we know it. Please pick up YOUR trash and debris at both of YOUR flying fields, help out leave it cleaner than what YOU found it. With all that said, have FUN flying, ENJOY your friends, ENJOY life.

Phil

The Amazing Weed by Chuck Pozanac (Dr. Wood)

As modelers, Balsa wood is essential to the flight of our aircraft, and is found in almost all manufactured airplane models in existence today. Balsa wood first became accessible in the United States for model airplane construction in the 1920's, and continues to be the standard material used within the hobby industry. Because of the wood's light-weight and pliable traits, in conjunction with its authentic flight and durability, balsa wood is the modeler's preferred resource. However, have you ever seen or heard of a Balsa tree? The answer is most likely no, since Balsa wood grows deep within the jungles of Central and South America.

As a surprise to most, the wood you're working with doesn't come from a typical tree, but is in fact a weed growing naturally in the humid rain forests. Balsa grows individually or in small, scattered groups which can be found south of Guatemala, extending through Central America and to the north and west coast of South America. Because Balsa requires a warm climate, in addition to an abundance of rainfall and good drainage, Ecuador's geography and climate serve as the main source for model aircraft grade balsa globally. Ideal balsa stands are often found on the high ground between Ecuador's tropical rivers.

Balsa reproduces by developing hundreds of elongated seed pods, which open and with the wind's assistance, similar to the way dandelion seeds spread, scatter thousands of new seeds over sections of the jungle. Eventually, the seeds fall to the ground and are covered by the litter of the rain forest. As openings

appear in the jungle's canopy, the sun's rays penetrate the floor, allowing the seed's to grow. As balsa trees die, or a farmer weeds the balsa, balsa will continue to thickly grow such as grass. Just as gardeners become frustrated with weeding, farmers often become irritated, as balsa's rapid growth takes over food plots.

However, harvesters are pleased with the balsa trees' accelerated progress, and discover six months after germination the tree is about 1-1/2 inches in diameter and 10-12 feet tall. Within 6 to 10 years, reaching 60 to 90 feet tall and 12 to 45 inches in diameter, the tree is ready to be cut. Although when the balsa tree is left unharvested, the tree may continue to grow to 6 feet in diameter. However, the outside layers of the wood begin to harden, while the center rots away, leaving little usable lumber. Advantageously for harvesting, young balsa trees are easily identified by leaves measuring up to 4 feet across, resembling grape leaves. When the mature tree is ready to be cut, the leaves measure about 8-10 inches across. The balsa tree's leaves also aid in protecting slower-growing species of trees from the sun during the plant's critical years, therefore naming the balsa tree the "nurse tree".

Balsa, scientifically known as *Ochroma lagopus*, means raft in Spanish and in Ecuador is known as *Boya*, meaning buoy due to the wood's exceptional flotation traits. During World War I, mankind realized the short-lived nursemaid was a beneficial resource, as a demand for a cork substitute grew. The major drawback throughout the years and to date is obtaining the balsa wood from the jungles. Because of the trees' sporadic existence and the rain forest's undulating terrain,

mass production logging procedures and equipment may not be utilized. A literal Paul Bunyan technology is applied by chopping the tress down with an ax, hauling them to the nearest river by a team of oxen, followed by bundling the balsa logs together in rafts, and finally floating the rafts down the river to the saw mill. Once received, the raw balsa is rough cut into large boards, which are carefully kiln dried and packed into the bales shipped to the United States via ocean freighter.

If the tree was cut at the desired maturity, both the quality and lightness of the lumber should be ideal for modelers. Because the balsa wood contains large, thin-walled cells the perceived lightness may only be seen with a microscope. With little lignin holding the cells together, and 40% of the cell's volume being solid substance, the ratio of solid matter to open space is as small as possible. These factors give the balsa its strength, by allowing nature to fill each balsa cell full of water until it becomes rigid. Because of this process, effectively balsa wood must be kiln dried before sold. This monotonous, water-removing method needs two weeks for completion, but ensures moisture content is less than 6%, and can weigh as little as 4 pounds per cu. ft. Balsa wood used to construct model airplanes typically weighs about 6 and 18 pounds per cu. ft. Eight to Twelve pound balsa is considered average weight, and is the most common and easily acquired.

Balsa ranks the third or fourth lightest wood in the world, however is the strongest, light-weight wood suitable for practical use, and essentially for aircraft modeling. When selecting balsa sheets to construct a model, one must consider the way the grain runs

through the sheet, in conjunction with the weight of the sheet. The grain direction controls the rigidity or flexibility of a balsa sheet more than the density does. All three grains: A, B and C offer different qualities to serve a function. For example, by taking advantage of the grain's special characteristics, the modeler may have more edge to edge flexibility with the A-grain, tangent cut (the tree's annular rings run across the thickness of the sheet). One may also find the C grain, quarter grain sheet (sheet is cut with the annular rings running through the thickness of the sheet) will be rigid edge to edge and can not be bent without splitting. When the grain direction is less clearly defined such as the B grain, random cut, the modeler may recognize this sheet is the most common and can be utilized for most jobs.

Modelers can all agree the appearance and authentic flight of our aircraft would be highly impacted without balsa wood. Other materials do exist, but certainly do not offer the strength, flexibility and lightness of this amazing weed. As hobbyists continue to build kits or handcraft projects, individuals should select cuts of grain which maximize results, as well as, make constructing less difficult. The next time you go to select the ideal grain for your project, imagine the short-lived nursemaid deep within the jungles of Central and South America. Chances are the resilient piece you've chosen has come from the humid rain forests of Ecuador, alongside a tropical river.

Perhaps you may look at the weeds growing in your garden with less frustration, as you realize this amazing weed's long journey to ultimately take flight.



Never Put Your hand Up!

(Just Kidding!)

Well...if this newsletter format looks familiar, it should, as I was the editor then...and after a weak moment at a board meeting, I volunteered to help out in the interim (sure) until we found a newsletter editor.....

My motivation was to keep the positive momentum of the club moving forward. this is especially important with a nice schedule of events coming up at our field for the remainder of 2009.

Of course in a selfish moment, I have to cheer on the Scale Fly-In Novemebr 7&8, 2009 at our great field.

This was an event proposed by Richard Smith. it orginally started out as a warbird only event, and the board opened it up to include civilian aircraft to insure we would have a good turnout.

Hopefully, depending on the type of aircraft that show at this event, we may be able to determine that a Warbird Only Event may very well be justified in 2010.

I also volunteered to be the Contest Director for the event and we have our AMA Sanction #09-1835 in hand for the Wings over Chino as well as our ad in the AMA Model Aviation magazine..

I will be looking for volunteers to help out as this is a great oportunity to put our best foot forward for the community and all of our RC associates.

As for the newsletter, articles are always accepted, so keep them coming. Email them to me at the address in this newsletter.

See you all at the meeting and at the field. Safe Flying,

Sam Wright
sam-w@cox.net

Father & Sons Fly Together

"I was at our Prado airfield a couple of months ago and got to meet Lupe Serrato and Daniel Serrato, a father and son team flying radio control planes together.

Lupe and I sat down on the tailgate of his pickup truck and started talking, discussing all the years that he and his son have been doing this together and enjoying a hobby together.

It was nice talking to them both and seeing what a simple hobby can do for a father and son relationship. I know other than myself and Kyle there are other father and son relationships being built and bettered by this hobby.

Hopefully in another 44 years the PVMAC has another article to post about a father and son team still flying together.

The full page news article on the next page was from the "Daily Report" Sunday August 8, 1965. It was sent to me by "Lupe Serrato".

This is how much this hobby and love does mean to some special individuals.

You will see photos of Daniel Serrato and Paul Ceballos in the article. All three Lupe, Daniel and Paul are all three current members of the PVMAC.

Have fun enjoy life, enjoy flying
Phil Goodwine"



Kyle Goodwine supervising Dad (Phil) working on his IMAC competition aircraft.....

The Thrill's the Same...



Checkout

Paul Ceballos of Cucamonga checks wiring on his 32-inch wingspan model. Plane is capable of rudder control only, but this system allows for control of plane after it runs out of "gas."



Glide Guide

Willis Clinton of Pomona guides balsa wood craft with radio-control transmitter. He claims to have kept the slow-flying glider in flight for two hours, using only rudder control.



Up and Away

Mel Hayes hand-launches his model of a Cessna Skylane to allow longer flight under power.

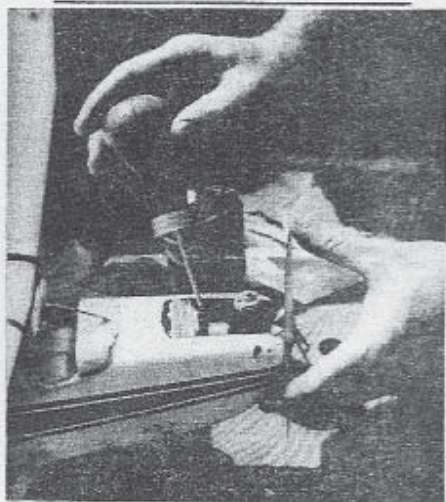


Flight Line

Danny Serrato, 8, of Ontario, watches planes ready to go above. Hayes, below, admires his radio-controlled glider as it soars overhead.



...No Matter How You Fly



Zoom Power

Mel Hayes treats plane's engine to a heady mixture of methanol and castor oil — a balanced mixture of powerful fuel and lubricant for the tiny engine. Fuel is gone in several minutes.



She's Fast

Ceballos shows Donald Erwin, 8, his Thermic 70, rubber-controlled plane powered by a 103-cubic inch engine. Tony Zampello, model specialist, says fuel is twice as potent as gasoline.



Let Down

Clinton's 32-inch wingspan glider whooshes in for a controlled but powerless, wheelless landing.



WINGS OVER CHINO

Presented By:
Pomona Valley Model Airplane Club

November 7 & 8, 2009

**A Spectacular Scale
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Welcome
Warbirds - Civilian Aircraft
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800'X50' Paved & Marked Runway with Taxiways
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Dine in the Hangar with a P-51, N3N, & a T6 - Tickets at Registration for BBQ
AMA Sanctioned Event - Current AMA Membership Required

Landing Fee \$30.00 - Includes Color Event T-Shirt with Pocket.
Pilot Packet Includes Free Raffle Ticket for a Sunday Ride in a P-51 or N3N

For field location map Visit: **www.pvmac.com**

CD: Sam Wright sam-w@cox.net 949-632-8691



Approach to the PVMAC Prado Airpark Field...just after surfacing and new stripping. 800' X 50" Note the small spec midway on left...that is Sam Wright at Pilot Box



Richard Smith with student pilots at the PVMAC Field. Rich instructs young pilots routinely with the club trainers. This is in conjunction to the time he puts in keeping the airpark looking so good. Thanks Rich!



This an N3N and the same one that a lucky pilot at the Wings over Chino Scale Fly-In will have a chance to win a ride in on Sunday afternoon. Also in the hangar where the Saturday night BBQ will be held.



Lady Alice and Dr. Ken "Wags" Wagner, a PVMAC member, at Chino. Also a choice ride for a lucky pilot winner at the Scale Fly-In and in the hangar with the BBQ.



This is the view from the back seat of the Lady Alice P-51D on approach to the Chino Runway behind Wags. This an awesome ride for the fit & fittist.



Home of the Saturday Night BBQ at Ken, Sam & Gordy's hangar at the Chino Airport. This is an event you will not want to miss so plan ahead and join us.

Would you like to see the real Rare Bear in action?

by Paul Smith



You can, at the upcoming National Air Races and Air Show at Reno Nevada. This great annual event has been held every September at Reno since 1964. The best news is that a lot of the famous planes you have read about and seen as models are still racing. Already registered for the unlimited class are P-51Ds Strega, Miss America, Lady Jo, and VooDoo. Sea Furys Dreadnought and Argonaut will be there along with September Fury. Rare Bear and Bearcat will be there.

There are six classes of planes that will race every day. The new jet class is the fastest and the T-6 class the slowest, but most competitive. The Formula 1 class is dominated by Cassutt racers. You will see a lot of Pitts Specials in the biplane class but expect the winner to Tom Aberle of Fallbrook in his homebuilt Phantom. The sport class includes Lancairs and Glassairs and the beautiful and fast NXTs like Nemisis.

A great air show goes along with all this and this year features the Blue Angels. The dates are September 16 through 20 and the official web site at www.airrace.org has complete info on ticketing etc. and tons of background info and pictures. Log on and browse the "videos/podcasts" area for interviews with pilots.

I'll be there again this year and highly recommend it for anyone who likes beautiful airplanes and the sound and fury of brave men (and women) pushing them to their limits.

Articles & Photos Needed

We are looking for articles & photos about PVMAC members, their aircraft, special projects & events for the newsletter & website.

You can email Sam Wright at sam-w@cox.net in the following formats.

PDF, JPEG, TIFF. or EPS Files.

Always reduce your photos to a smaller size for ease of emailing, but do not reduce the resolution below 150 DPI (Dots per Inch) if your confused, email them anyway and we will do our best to figure it out so it will be in the October newsletter.

Articles about model aviation only and or member related articles. Special events such as full size and model activities of other clubs is very welcome for inclusion in the newsletter.

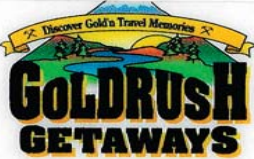
Thank you again

Sam



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Sunday Noon-5:00PM

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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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Who is the lucky PVMAC member in the cockpit of the N3N featured for a raffle ride at the Wings Over Chino Scale Fly-In? This could be you!

Club Meeting Date: Tuesday September 8, 2009

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