

Flightline

The Official Newsletter of
The Pomona Valley Model Airplane Club

OCTOBER 2011 EDITION

Meeting Tuesday October 11, 2011



An AMA Gold Leader Club - AMA Charter 0142 - The 2nd largest AMA Club in the United States



BENCH FLYING With Phil Goodwine PVMAC President

Hello Everyone from Timpa Field in Tucson, Arizona. I am with my family and son Kyle at the Tucson Shootout. He is one of the 63 invited pilots to fly against some of the best precision aerobatics and freestyle pilots in the world. Over 10 countries are represented here for this world renown event.

We feel fortunate to have this opportunity and with that being said, I have asked Sam Wright our editor to show you some of the planes that we see here at the event and their pilots.

This will give you an insight to the quality and effort to compete in an event such as the shootout.

That is not to say that everyone loves IMAC or 3D aerobatics and freestyle choreographed flying. But a lot of the equipment is the same with regards to airframes, engines and radios.

Events such as this much like auto

racing become test grounds for products that end up in your favorite hobby shop in a smaller less expensive form.

Remember that we have our first inaugural electric pylon race at your field Saturday October 29.

Ken McSpadden has done a great job of creating rules for three classes of electrics. A lot of the aircraft that are qualified are already owned by a lot of our members, so we should have a good turn out and a fun day as well.

The rules for the electric Formula One class, the Foam T-28 class and foam warbird class all with 480 motors are qualified.

Look the rules over and I am sure you will want to get in on the fun. If this appears to provide a good turn out with fun for club members and guest, we can elaborate on it for next year.

After that is our Toys for Tots day Sunday December 4th. If you missed last year, you missed a great day which included a paint ball shoot where you fired 100 paint balls at a RC airplane.

The proceeds were donated to the Toys for Tots and proved to be a lot of fun for those that tried their best to hit the airplane.

Mark these dates in your calendar so you wont miss out on the fun.

The real meaning of the event is the real meaning of Christmas and that

is giving a gift to someone.

In this case it is for unfortunate children who perhaps do not have parents or family that simply cannot provide gifts or toys.

That is where we as a club come in by providing money and toys to be distributed to these children.

Pilot Landing Fees are in the way of an unwrapped toy and the flying part is a series of simple challenges provided by Steve Parola the CD for the event.

The words out from people who have attended events at our field the Prado Airpark. That means it is one of the best flying facilities perhaps on the west coast.

There are many that want to fly there without becoming a member of the AMA and PVMAC.

You can do your part by checking for club badges visually without confrontation for those that are not legally flying there as a guest with an AMA card or PVMAC member.

In light of the heightened security requested by the AMA for suspicious model activity, your being more observant will help protect your club and maybe some lives as well.

I hope to have good news when we return from our trip to Tucson. Until then fly safe, enjoy this wonderful hobby and your families as well,

Phil Goodwine, President

Tucson Shootout 2011 Preview Photos

Photo Credits: Phil Goodwine



Kirt Campbell's Carden Extra 118" wingspan with DA200 power. Plane built and covered by Kenny Lauter.



Curtis Pilcher from Wildomar, Ca. flying his Monster supported CompArf Extra 260. Curtis is in the Advanced class.



Cameron Irwin from Santa Maria readies for flight with his Dalton Aviations Extra 260 built and finished by Joe MacGregor. Cameron resides in Santa Maria, Ca.



Todd Bridges with his Dalton 300ML powered by a DA200. Home for Todd and his dad Dan is Cupertino, Ca.



Kia Brewer resides and flew in from Newcastle, Australia. Kia and his brother Zak both came over to compete and do some site seeing in America



Andrew Taylor and his father Stan resides in St. George, Utah. Andrew will be competing in Advanced with his Dalton 300ML.

Tucson Shootout 2011 Preview Photos

Photo Credits: Phil Goodwine



Some regular activity throughout the day. Frank Noll and his caller Will Berninger practicing prior to both of their Invitational flights.



Dan Rathburn driving in from Midland, Texas. Flying a 3W Yak powered by a DA200.



Steve Nelson flying his Carden 300. Caller Jeffery Szeuber Jr. along side ready for round one, day one of the Shootout.



Some of team Australia (L to R) Kia Brewer, Aaron Garle, Zak Brewer and David Garle. What a blast they have been to visit with.



Chip Hyde flying his Extreme Flight Extra 300. Futaba radio gear and DA power.



Kyle Goodwine with his new Carden Pro 300. Powered by a magnesium cased DA200. Wingspan is 123" and weighs less than 39 pounds. All JR guidance.

PVMAC Norton Field Runway Crack Filling Project



Special Tar Filling Funnels were used on cracks.



Everyone was busy filling cracks.



Removing the weeds out of the cracks.



Paul Smith warming up the tar to flow into the cracks.



This system works. read paul's article on the next page.



Not sure what this is, but it looked important to the crack filing process.

PVMAC Norton Field Runway Crack Filling Project



The whole crew and everyone with a task.



The group mentioned below and those that were not in the photo. Well done!

Norton Field Runway Repair

by Paul Smith

We had a great turnout for a Norton field maintenance project on Monday, September 26th.

The runway had developed large cracks that needed to be filled, not only to avoid trapping airplane wheels but to preserve the asphalt.

We experimented with liquid driveway crack fillers and found some that worked but David Henderson volunteered that he could arrange to borrow equipment that would allow us to use "hot tar" for the crack filling. He procured the equipment along with a supply of free tar material, and brought it to the field. He and I did a couple early morning experiments to get the balky tar heaters unplugged and working then scheduled the Monday morning work session

shown in the accompanying photos.

We had enough help to also do a lot of general field cleanup and weed removal.

I would like to thank the fifteen people who showed up with shovels, weed eaters, leaf blowers, and a good attitude to get the job done.

In the group photo above left to right, are Marty Nelson, Larry Roughton, Bill Angliss, Keith Sayre, Ron Crosno, Richard German, David Henderson, Gordon Daniels, Terry Jorgensen, Manny Padilla, Fred Flores, Mike Kimbro, and Hugo Rodriguez.

Not shown are John Swan, who was out hacking tumble weeds, and Paul Smith who was taking the photo.

David Henderson deserves a special thanks from the club as the hot tar process made the repairs much more durable and the free equipment and materials saved the

club a lot of money. The Norton project also offers some valuable insight as to the best way to proceed with maintenance at the Prado field.

**PVMAC
MEETING**

*Everyone
Welcome*

**Tuesday
October 11,
2011
7:00PM**

**Chino Community
Center**



Focus on Safety

by Tom Marcure

We have on occasion had pilots flying their aircraft using a camera mounted on the aircraft to fly first person view (FPV). This is not disallowed by club rules, however there are particular AMA rules which need to be followed. Any pilot wishing

to fly fpv either at Norton or Prado is required to read and follow AMA Document #550 which can be found at www.modelaircraft.org/documents.aspx and is listed toward the bottom of the page under the title "First Person View (FPV) Operations"

This is the content of AMA Document #550:

First Person View (FPV) Operations

1. An FPV-equipped model must be flown by two AMA members utilizing a buddy-box system. The pilot in command must be on the primary transmitter, maintain visual contact, and be

prepared to assume control in the event of a problem.

2. The operational range of the model is limited to the pilot in command's visual line of sight as defined in the Official AMA National Model Aircraft Safety Code (see Radio Control, item 9).

3. The flight path of model operations shall be limited to the designated flying site and approved overfly area.

4. The model weight and



or of introducing Col Bud at the banquet. The Col is 93 and still full of energy and good advice for everyone.

Col. Anderson also flew in Korea as well in several jets including the F86 and F100.

I was fortunate to have him sign his book "To Fly & Fight"

For those interested as I was his website is:

www.cebudanderson.com

There is a free screen saver there and some outstanding photos of Bud and Old Crow.

As a scale RC nut, this was at the top of the list of things to do!

I hope to see you all at the meeting Tuesday,

Sam



120" wingspan Model of Brian O'Meara's B-26 "Flak Bait"



Sam Wrigfht left & Col. Bud Anderson on the right with Old Crow.

Notes & Chatter from your Editor

First about the photo, That is none other than Col. Clarence E. Bud Anderson, WWII Triple ACE and myself on the right with a scale model of his Old Crow P-51. This was at Warbirds over the Rockies in Fort Collins, Colorado last month. What an event and thrill for me to have the hon-

Parkzone Foam Warbird Racing

Racing Rules:

The ParkZone Foam Warbird Class is intended to provide a relatively low-cost avenue for the average modeler to experience the thrill and excitement of R/C Air Racing! This class combines the good flying characteristics of the ParkZone Warbirds, the ease and simplicity of an almost-ready-to-fly electric airplane, and the variety of classic Warbird designs to bring Scale air racing to a size and budget that most modelers can achieve.

Racing Rules and Procedures:

Racing will be conducted according to general AMA guidelines and in accordance with the NMPRA's EF-1 racing procedures. They can be found at NMPRA's website here: http://www.nmpa.org/rules/EF1NewRules_5_%5B1%5D.pdf

In general,

- Airplanes will be raced around the 3 pylon short course with 100' between pylons 2 and 3, and 375.5' from pylon 1 to the line that intersects pylons 2 and 3.
- Races will be 10 laps
- Races will use a racehorse start from the ground or a hand launch.
- Pilots will stand in the area between the start/finish line and pylons 2 and 3
- A pylon cut will be penalized with a drop of one finish position per cut. More than 2 cuts will result in disqualification for that heat race.
- Races will be up to four planes per heat. 1st place will be awarded 4 points, 2nd place 3 points, and so on. Winner of the event will be the pilot that accumulates the most points in all of the heat races. Ties in points for the top 3 positions will be broken by a head-to-head flyoff.

Aircraft Rules and Eligibility:

Aircraft must be a ParkZone brand Warbird with stock motor. No airframe modifications that affect performance will be allowed. (Clipped wings/tails, smaller canopies, etc.) Any 3 cell lipo battery may be used with a capacity between 1300-2700mah. Electronic speed controls (ESC) must be the same general capacity as supplied with the airplane, or recommended by ParkZone. This is intended to be a fun racing class, not a cut-throat competition. Entrants that stretch the rules will be severely handicapped or possibly disqualified at the

discretion of the Contest Director!

The airplanes that are eligible are listed below with the restrictions/provisions for each airplane.

T-28 Trojan: Must use stock 480 motor and stock 9.5x7.5 prop. Landing gear may be installed or removed.

F4U Corsair: Must use stock 480 motor and stock 9.5x7.5 prop. Landing gear may be installed or removed.

P-51 Mustang: Must use stock 480 motor and stock 9x6 prop.

F4F Wildcat: Must use stock 480 motor and either the stock 9x6 prop or the 9.5x7.5 T28/F4U prop.

Bf-109G Messerschmitt: Must use stock .15 motor and stock 3 bladed 10.6x7.8 scale prop. Landing gear must be installed.

Spitfire Mk IX: Must use stock .15 motor and stock 9.5x7.5 prop. Landing gear must be installed. If retracts are installed, they must remain extended in the down position during the race.

P-47D Thunderbolt: Must use stock .15 motor and stock 9.5x7.5 prop. Landing gear must be installed. If retracts are installed, they must remain extended in the down position during the race.

Revision 9/7/11



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SATURDAY
OCT. 15

GRAND SWAP MEET

THE BEST PLACE TO SELL YOUR STUFF!

Join in on the fun and either sell your stuff or get great buys at the 2011 Hobby People Grand Swap Meet.

It's all happening Saturday, October 15, at Hobby People, 18475 Pacific Street, Fountain Valley, CA 92708.

This is your golden opportunity to clear out the old workshop and make some money, maybe score a real deal on a model airplane, car, or boat! There is

**Sellers:
Reserve Your
Table Now!**

a \$10.00 table reservation fee which is refundable by a Hobby People Gift Card when you set up. Please reserve early so we will know how many tables will be needed.

Hurry, Limited Number of Tables!

Tables measure 30 inches by 8 feet and there is a limit of two tables reserved by any one seller. Reservation in person, by regular mail, or by phone is strongly suggested as space is limited.

2 Ways To Reserve:

- 1.) Pick up a reservation form at any Hobby People store (or go to www.hobbypeople.net/swapmeet to download the PDF form) all the information you need will be there.
- 2.) If step one is not possible, please call our Fountain Valley store and speak to a Hobby People employee who will take your information over the phone. The number is: (714) 964-8846.

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Tucson Shootout photos inside this issue:\nSteve Richardson from Australia is this years contest director for the shootout.

PVMAC Meeting Tuesday October 11, 2011
7:00PM - Chino Community Building - 5443 "B" Street
Chino, CA 91710