



THE FLYER



From The President

November is here and the flying weather is starting to turn more towards the crisp side. The colder air is better for the airplanes and engines but sure can be hard on the body.

The Apple Valley Airport Open House was held on the 29th of Oct. and the Club was there in force. Members brought many airplanes for static display in the main hanger. The flying display was overseen by safetyman Dave Wiseman and included expert flying by Ron Shuler and the crew from the electric field.

The Airport put on a great breakfast and there were many full size planes to look at and drool over including a B-25 and a P-47. Kudos to all who organized and participated in the Open House and we look forward to next years show.

The Toys For Tots Fun Fly is racing towards us at warp speed. On Nov. 19th the Club will once again gather at "The Ranch" to show of their models and flying ability for charity. Preparations are set, for the most part, and it looks to be a great show.

Along with the contests, there will be flying demonstrations, static display, raffles, and eats. Pilots meting starts at 7:30 and flying starts at 8:00. Bring your planes and come early to help in the set up.

Sponsors for the Fun Fly, at this point are Aardvark Portable Toilets, Hobby club U.S.A., Hobby People, Hobby Town U.S.A., and Riclan Construction. We hope to add more before the 19th.

The drought is over!! There are now two Hobby shops in the area. While we should still support our friends down the hill, it's great not to have to go down there for everything. I have talked to both the manager at Hobby People and the owner at Hobby Town U.S.A. (both named Jeff) and they have expressed their willingness to work with us in getting what we need. Check them out and let them know what you think.



Well that's about all for this month. Be sure to come out for the Fun Fly, it's a lot of fun and great for public awareness of our club and hobby. See you at Ranch. Glen

CLUB OFFICERS

President:

**Glen Arthur
760-955-2044**

Vice Pres:

**Aaron Strietzel
760-947-8905**

Secretary:

**David Pearson
909-266-0104**

Treasurer:

**Chris Atkins
760-247-7749**

Safety:

**David Wiseman
760-948-1297**

Field Marshall:

**Danny Espinoza
760-961-0391**

News Letter:

Charlie Riether

NEXT MEETING

• **Tuesday**

DEC. 13

6:30 PM

Lil Bit

Country

Café

Victorville

Ca.

Letter from the Secretary...

With the November meeting past, I am greatly anticipating the joyous holiday season. And with winter coming soon, I am also looking forward to what some of us call the "Building Season". So order your balsa, your favorite kit, stock up on your favorite supplies, and build an airplane this winter. I can't express in words how much of our wonderful hobby has to offer even during the workweek. If you have never built an airplane from a kit or from scratch, give it a try. If you need some help... don't hesitate to give me a call.

We have had some of the most wonderful flying weather in the past few weeks. There have been windless weekends until well after 3:00 pm. As many of you will have more time off during the holidays, it's always a good idea to bring a friend and a cell phone if you plan to fly at the field in the late afternoons or weekdays.

Our Toys for Tots Fun Fly is scheduled for Saturday November 19th. Let's not see all those crashes this year. I have few pointers for all of the pilots regarding the competition. Don't bring out your brand-new airplane for its maiden flight the morning of the Fun Fly. To successfully finish the contest you're going to need a plane that you feel most comfortable with. During the competition, if there is a particular event that you are uncomfortable with, take it easy. From my experience, our Fun Fly events are like a war of attrition. If you can make it to the end, you will have a really good chance of placing well. Make sure your engine is running reliably, you don't want to hear silence after that first or second touch and go. Most of all have fun! This is not a Top Gun or TOC event. Laugh it up and take the time to make a new friend. Events like these will always create entertaining and long lasting memories.

Sincerely,

David D. Pearson
Secretary V.V.R.C.F.

FEATURED FLIER: Every month we will be featuring one of our club member as the featured flier of the month. This way we can learn more about each other. For November we feature Tom Galland. Tom has been a member for less than a year but has already made his presence known with his can do attitude and always smiling face, even when he hurts an airplane. Tom and Bob Leftwich built most of the stands that we use to prepare our airplanes for flight. They sure beat working on the ground with all the sand. He also jumped in and volunteered to help with the pilot training program.



Tom lives in Hesperia with his bride, Bernadette and is a self employed electrician, Galland Elect.

Lately he can be seen flying his Great Planes Ultimate 160 which is impressive.

Thank you Tom, for all the help and good cheer you bring to the flying field.

A note from the Treasurer:

Our club is still growing, there is a lot going on and if you are not involved yet please be encouraged to get involved. We now have over \$5,000.00 in the bank and our expenses are remaining low. The

membership dues for the 2005-2006 year are now due and considered past due if not paid by the end of

November. If your dues become past due you will be required to pay an initiation fee again, so make sure you pay your dues on time.

The new administration is off to a strong start. We have a lot of challenges ahead of us in the coming year, but I am confident that we will meet each one with enthusiasm and overcome the obstacles that might come up.

We have two new hobby shops in the High Desert now and they are great! They are working with the club members to get us the lowest cost on items needed for the hobby. Lets show our appreciation and visit their stores to buy our supplies.

We have club stickers and T-shirts for sale. See Chuck or Chris Atkins at the field or at the monthly meetings.

We would like to thank all the club members for their efforts in supporting the club. Keep up the good work.

November 19th is the Toys for Tots fun fly.

Mark your calendar for this date and plan to be there to help support your club.

—x—

Life Lessons:

If you're faced with a forced landing, fly the thing as far into the crash as possible.

Bob Hoover



I would like to take this chance to thank everyone who has contributed to the newsletter. We have grown so fast that keeping up with every thing that happening has become impossible. I now have more time to spend on club activities and the newsletter, but will still need your continued assistance on the newsletter. Any one who would like to contribute please feel free to send in articles.

Due to time constraints, the new ads for Hobby People and Hobby Town USA will not be included in this issue. Support your local hobby shops and do not forget our friends at Hobby Club USA. Steve has helped our club from the beginning. Thanks again for all your help.

From the Safety Officer

As your new safety officer this is my first time writing to the club in this capacity. After losing two airplanes in six months, I feel pretty silly talking to you about safety. Whether it is pilot error, mechanical failure or radio interference, crashing an airplane can be a stressful event and a burden on your pocket book. The club has flown at two public events in a safe manner, being mindful of both pilot and spectator safety. However, at the flying field, I have seen things have gotten a little complacent. When we become familiar with an activity, our guard drops and mistakes can happen. We need to be mindful of what we are doing and what other pilots are doing whether it's in the air or on the ground in the pits. We need to be sure we have the two sisters, "common courtesy" and "common sense" with us at all times,

When I was as kid, my dad would take me slope glider flying in Carbon Canyon. Learning the basics of flying; I soon wanted to build my own glider. After several weeks I built my first plane, (back then they did not have ARFs), we took it to the slope for the first time. I checked all the control surfaces, and with radio in hand, tossed it off in to the wind. It didn't get 20 feet when a Hobbi Hawk glider flew right thru it and my plane fell to the ground in pieces. That was my first lesson of being aware of my surroundings and common courtesy. You see, I did not call out to the other flyers that I was launching my plane. It was a common thing for pilots to do high speed dives just in front of the ridge and the Hawk pilot did not see my plane nor knew I was launching a plane. Little things, such as calling frequencies before turning on you radio or telling other pilots you are "going out," "landing," or "low fly by over the deck" goes along way to making a safe flying field. Many of these things are just common courtesy. Show respect to other pilots and be mindful of what you are doing.

Common sense can be a little more difficult and in our daily lives. We find that it is not so common anymore. When I began to learn to fly power planes, I belonged to a club in Brea and we flew on a grass field (grass field, what's that!). In them there days, there was no such thing as buddy boxes and so the flight instructor had to stand next to you. I was flying my "ugly stick" when the pilot next to me shouted "look out!" The instructor pulled me back by the collar just in time as a 60 size power plane crashed in the very spot I was standing. It was determined that the owner of the newly crashed plane never glued or pinned the hinges on the elevator and they pull out during its first flight. Common sense would have told him to a least have another pilot check over the airplane on it maiden flight, but he never asked anyone to look at it. Asking for help is nothing to be ashamed of, it's just good sense. If you don't know, ask! Safety on the field is everyone responsibility. Every month we have crashes at the field and some have come close to the pits. Crashes are part of the hobby, however they can be reduced. Radio interference will sometimes happen, but it is not as frequent as pilot error or mechanical failure. Everyone will lose a plane now and then and even good pilots make mistakes, yet the fewer the better and we want a safe flying field. In the future I will discuss more about some new field rules for everyone's safety. "Let be safe out there!" Dave

Speed is life, altitude is life insurance. No one has ever collided with the sky.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

If you push the stick forward, the houses get bigger; if you pull the stick back, they get smaller. (Unless you keep pulling the stick back-then they get bigger again.)

Victor Valley R/C Flyers

AMA Charter 4439

Saturday November 19, 2005

Pilots Meeting at 7:30 a.m.
Flying Starts at 8:00 a.m.

Contestant entry fee is one
new unwrapped \$10+ Toy

Current AMA Membership is required for all contestants.

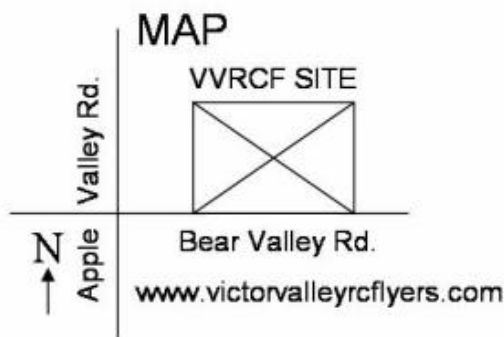


Visitors are also
urged to bring a toy.

2nd Annual TOYS FOR TOTS

FUN FLY

At "The Ranch" on Bear Valley Road 1/4 Mile
East of Apple Valley Road



For what it's worth.

I believe everyone knows the difference between Apples and Oranges, but how many people know the difference between Engines and Motors?

Calling an Engine a Motor is like calling an Apple an Orange. It isn't so.

Here is the difference. A motor only converts "existing" energy, (created elsewhere), into rotational force to turn a propeller. Examples of motors are electrical, uses power generated elsewhere such as electricity stored in a battery or plugged into a wall outlet, CO2 motors uses compressed gas compressed elsewhere and stored in a container, a hydraulic motor uses hydraulic pressure from a pump or an accumulator, an air motor, such as an air drill, uses air pressure from a compressor, etc. All energy created elsewhere.

An engine, on the other hand, draws in air and fuel, mixes it in the correct ratio, compresses it and ignites it by an electrical spark, which the engine produces from one or more of its accessories, or by a glow plug, or by compression ignition. By compressing and igniting the mixture, it creates its own pressure necessary to create the energy it then converts to rotational force to drive a propeller, or what ever other unit is connected to it.

Turbine engines are engines because of the same operations, Suck, Squeeze, Bang and Push. They draw in air, compress it, inject fuel, and ignite it, creating high pressure, which exits out the rear in the form of thrust. Also, while exiting the rear, turning one, or more, turbine wheels that drive the compressor and accessory sections, etc. And, the newer, larger engines employ a fan up front, which is powered by the turbine wheels, producing additional thrust.

That's all for now. Remember, take-offs are optional landings are mandatory.

Dean Whisler



Dave Wiseman's Ultimate doing it's thing.



Name this plane, Please