

# VICTOR VALLEY RC FLYERS

# THE FLYER



January 2011

Vol.9 Issue 1

## COMING EVENTS

### Club 78 Soaring

Last Sat. Each Month

### Club 40 Racing

March 5 Gillman Springs  
June 11, Menifee  
August 6, Gillman Springs

### Pattern Contest

2nd-3rd April

### Sc2 Soaring

April 17

### RCPRO Warbird Races

April 23 & Sept.

### 3D Huckfest

May 27- 29

### RC Combat

June 25

### SC2 Man on Man Soaring

July 17

### Apple Valley Airshow

September 2011

### Electric Fest

October 2011

### New Year's Day Fun Fly

## Prezz Corner

Our flying site has become one of the best in Southern California. Asphalt runway!!! How exciting is that!?!? With the help of several club members and the substantial financial assistance of Mr. and Mrs. Espolt we now have our asphalt runway.

With the assistance of Terry Yates and his idea of runway placement and our new safety fence we are now underway for bigger, better and safer events. We have many events coming our way. This will assist in the further development and maintenance of our premier flying site.

Ron Espolt (our new events coordinator) has the agenda for are upcoming events. He has put together a well thought out event calendar.

As some of you have found out.. Asphalt does not care about your props. Unlike petromat, Asphalt is not forgiving. For those of you who don't quite get this.. Hobby People has a good selection of props.

I have also noticed several new flyer's joining our club. Even the Rabbit crew is joining. Welcome Larry and Mike. Mike is a nice guy who is very capable of buddy boxing beginners and Larry drives a tow truck. This is good since I was the one who kept getting stuck in our sand.

The flyer's on the weekdays is picking up. I am shocked on the amount of flyer's there are during the week. Seems like a Saturday.

Seems like we now have to settle where to pit and where to start up. So, show up at the next meeting so your opinion will be heard.

Prezz Barry

## Dues are due now.

**NEXT MEETING**

**February 8, 2011**

**6:30PM**

**Lil' Bit Country Café**

**Victorville, Ca.**

**President:**

**Barry Young**  
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**Vice Pres:**

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SJBIKE@verizon.net



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**News Letter:**

**Charlie Riether**  
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## RCPRO Warbirds

Hi Guys,

Racing season is quickly approaching. We have lots of opportunities for some racing fun. The RCPRO Warbird season begins February 5th in Tucson with the second race at Speed World in Whitman, AZ on March 26 and our race will be on April 23. I know Tucson is a bit of a drive, but if you are serious about warbird racing you are going to want to at least make the race at Speed World near Phoenix. It is the premier race of the year. Of course, with our new asphalt runway we expect that our leg of the circuit will soon be a contender. So get your warbirds ready and lets start practicing those left turns.

As for Club 40, we currently have three new clubs who have decided to join with us and create an Inland Empire racing circuit. The first race will be at the Gilman Spring club and will be held on March 5. We will be assisting them with their first race and it would be awesome if we could show up with as many racers as possible. The Menifee Valley Flyers club has also scheduled a club 40 race at their field for June 11 and the Corona club will be scheduling one soon. I would like to schedule a race at our field for sometime in May. I will keep you posted.

Terry



## Combat

Hi Folks

The combat season is upon us. The first West Coast combat event will be held at Coachella, CA on March 5th followed by Doolittle's Raid at Palomar Johnson field on April 10. The third event will be in Exeter on April 30th and the fourth event will be on May 22 at the Corona club.



We will be sponsoring our combat meet here at home on June 25.

If you need help getting started, give me a call and I will work with you to help you get a plane set up for combat. They are inexpensive to build and the engines are reasonable too. I hope many of you will be able to get involved in this fun part of the hobby.

Blessings,  
Terry Yates  
323 806-2075

## The story of a runway

Late last year, the City of Hesperia went about resurfacing Arrowhead Lake Road that is our main access to the flying field. We started dreaming that it sure would be nice if they would just spill a little asphalt on our petromat. We were able to get their supervisor to come on the field and give us some advise about what we would need to pave our runway since some among us thought we would need to dig the work was not necessary. In the course of my travels, I talked to High Grade about doing the runway in concrete and they said that they preferred to put the concrete directly on sand. The conversation and dreaming kept going and the board proceeded to get quotes from different contractors for paving the runway just so we would know what we were talking about. Asphalt was winning on cost and so was putting it directly on the sand.

A check was made with the Planning Department of the City of Hesperia as to what permit would be required. It was their decision that since this was an isolated patch of asphalt not intended for any vehicular traffic and that the heaviest traffic it would see would be walking people, this was a "sidewalk" and no permit would be required.

There was then a conversation between Barry and a gentleman named Les Espolt. Les had been in modeling all his long life and wanted to give back to the hobby in the form of a substantial donation. Now things really got serious!

There was a lot of discussion at the field and on the internet about the placement of the paved runway. We had been flying off the petromat for two years now and the first thought was to pull up the petromat and put the runway there. Other minds suggested leaving the petromat where it was and placing the main runway parallel and west of the old runway. This put it and the flying airplanes further away from the pits for the safety of the people in the

pit area. The pits had become congested during some of our events and this opened up the pit area and would let the static planes spread out so people wouldn't be stepping on them. We also had the room to do this within the boundaries of our lease since the whole flying field was not jammed up against the west boundary. The original Design Committee placement had left room for growth.

Cooley Construction was the low bidder and their price was not that far from the promised donations. Additional donations were received from the general membership and one member offered to match the membership's donations. We had the funding!

Plans were made to do the paving before the end of January. It turned out that Cooley had an opening to pave it between Christmas and New Years Day! There were also predictions of two warm and clear days between storms.

Equipment started showing up before sunrise the day before work was to begin. Then the workers showed up to do the grading the first day and paving the second. "Workers" – sure! All Cooley's help was in Mexico for the holiday so our "workers" were the managers! You should have seen the smiles and grins since these guys got to run the toys for a change! The

bosses DO do good work.

To do the paving, they had to call three batch plants before they could find one that would open and sell them asphalt! All their workers were on holiday too!

But the end result is a smooth runway. The west edge is three inches lower than the east for runoff and the north end is two feet lower than the south end. A new chain link safety fence for pilots is being put in. It will be the same distance from the runway as the old one was but it will be just the center section. The old safety fence to stop planes from coming into the pits will remain in place.

There is room now to land foamies on the south or north ends of the petromat so people won't be walking out on the main runway to retrieve foamies where the powered planes are taking off and landing. There is room to start planes out on the petromat instead of in the pits. That gets the running props further out as well. All this operational procedure is under review at this time and suggestions are welcomed by the board.



## Flying Giants Huckfest

Great news. VVRCF is to host the first ever, So Cal Flying Giants Huckfest! Scheduled May 26th – 29th.

Expect 40 to 75 (or more) giant scale and electric 3D pilots to attend and simply throw down until our thumbs ache!

We will have marketing support from the folks at Flying Giants. <http://www.flyinggiants.com> .

Additionally, they will assist our club with identifying and attracting event sponsors and vendors.

Hopefully we can develop a stockpile of goodies for the Pilot Raffle! They will provide us with Event

Stickers as well as 100 banners to post along our fence lines for the various sponsors of the event!

Expect more info to come in future VVRCF newsletters and at club meetings and Board Meetings.

This event can get publicity for our “Best in So Cal” flying site that will put VVRCF “On the Map”!!

I am requesting volunteers to step up to help our club put on a stellar 3D Event that will be Simply epic!!

There is a thread started at flying giants, <http://www.flyinggiants.com/forums/showthread.php?t=61523>

Please sign up at flying giants and visit the thread and hype VVRCF!!

Mike Stroup

## Foamie Build Nigh



I am thinking of hosting a foamie built night. If anyone is interested in getting together with a bunch of guys exchanging ideas on building these things let me know. Can be any kind of foamie. 760-985-4577

Barry



## Field Etiquette

Just a minder for everyone about when you are at the flying stations, to loudly announce your intentions whether you are landing, taking off and from what direction. If your acft. is dead stick, let everyone know. Never go on the runway with out letting everyone know. It can be dangerous out there. Be loud, it's also noisy out there.



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## 96<sup>th</sup> Business Meeting Minutes

January 2011

**Opening:** The regular meeting of the Victor Valley Radio Control Flyers was called to order at 6:40 pm on January 11, 2011, in Lil' Bit Country Cafe by President Barry Young. Vice President John De Long led the group in the Pledge of Allegiance.

**Roll Call:** The roll was taken. A quorum of members was present.

**Guests and New Members:** Ivan Vander-Weide introduced himself as a new member. Michael and children were introduced as guests.

### Reports:

**Reading of Minutes:** Secretary Steve Bibler read the minutes for the November 2010 Business Meeting and the minutes were accepted as read.

**Treasurer:** Treasurer Dick Chrysie read the financial report for December 2010. It was accepted after discussion about funds.

**Events:** Event Coordinator Ron Espolt reported that the calendar is still in flux. The club has been asked by other clubs to run events.

April 23<sup>rd</sup> is a Warbird Race.

Discussions took place about what events to have and whether to have open flying during events. Terry Yates asked that the field be closed for Warbird events so contesting pilots can setup and test their aircraft. It was suggested that our new runway may be generating thermals for the glider events.

We are planning on having Club 78 glider events.

The Electric Fest was scheduled for October.

Interest in electric three pole racing was brought up. A group will visit the field and determine if our field can be used.

There is interest in having a two day Pattern event and we discussed this.

A glider SC<sup>2</sup> event will be finalized next week. Rick Pearson brought up a new glider event, the Man on Man. Multiple pilots launch at the same time and compete against each other. Up to ten winches would be used. Rick is trying to see if our field can be used for this event.

District X rep suggested a large aircraft fun fly.

Scale Squadron wants an event where scale aircraft are flown.

**Safety:** Safety Officer John Greenshields spoke about the new runway and the need for a safety fence. After discussion, it was decided to ask the club members for input and the Board would make a decision. Charlie Riether will address this question to the members.

### Old Business:

**New Year's Fun Fly:** Les Espolt's Ryan STA took off on its maiden flight on New Year's Day with the temperature hovering around 27 degrees.

**Runway Funds:** Donations from club members came to a total of \$1,265.00 and Barry Young matched the donation. The AMA District X Vice President Mike Brown donated \$500.00 from the District's fund to help with the runway. The club is applying to the AMA for a grant on the field improvements made in 2010. We expect to receive about \$3,200.00.

### New Business:

**Pattern Event:** Greg Meierhoff and Mike Stroup want to hold a Pattern contest at the field for two days. A club in Lancaster had to cancel their contest in April. Club members would be needed for food while judges are already signed up. The field would need aerobatic boxes setup by striping the runway. The club approved having the event April 2<sup>nd</sup> and 3<sup>rd</sup>. Greg will be the Contest Director. The classes are sportsman, intermediate, and advanced.

**Electric Fest:** Mike Stroup asked to set the date for this event. It was decided to have the Electric Fest on October 1<sup>st</sup> and 2<sup>nd</sup>.

**3D Event:** Mike Stroup asked that he be authorized to spend \$500.00 to have the Flying Giants website publicize a 3D event. This organization would advertize, promote, and provide banners for this event. Mike suggested a date in May. Once the SC<sup>2</sup> event is finalized, we can choose a date for a 3D event. It was decided to go forward with an event date to be decided by the Board.

**Glider Issue:** Gary Hobbs told the group about questions he received at the AMA show about glider height restrictions. We have

**Raffle:** We raffled off a \$50.00 and \$25.00 Hobby People gift card.

The meeting closed at 8:20 pm.

Minutes Submitted by

Steve Bibler

Secretary

## Tales from the Green Side (VVRCF Soaring)

Hi everybody, our club will host a Southern California Soaring Clubs (SC2) event on April 17<sup>th</sup> and A Man-On-Man SC2 event on July 17<sup>th</sup>.

The **Southern California Soaring Clubs ((SC)2)** competition circuit is, a yearlong competition series, made up of seven clubs, each hosting an event or two. The SC2 schedule is as follows;

**Contest #1 Feb. 27th** hosted by Silent Wings Soaring Association (SWSA) in Duarte,

**Contest #2 Mar. 20th** hosted by The Soar-Heads at SWSA field,

**Contest #3 Apr. 17th** hosted by Victor Valley RC Flyers (VVRCF) at the Victor Valley RC Park,

**Contest #4 May 22nd** hosted by the Harbor Soaring Society (HSS) in Long Beach

**Contest #5 Man-On-Man, Jun. 25<sup>th</sup> & 26<sup>th</sup>** hosted by the Soaring Union of Los Angeles (SULA)

**Contest #6 Man-On-Man Jul. 17<sup>th</sup>** hosted by the Victor Valley RC Flyers (VVRCF)

**Contest #7 Man-On-Man Aug. 21<sup>st</sup>** hosted by the Inland Soaring Society (ISS)

**Contest #8 Sep. 25<sup>th</sup>** hosted by the Thousand Oaks Soaring Society (TOSS)

**Contest #9 Oct. 23<sup>rd</sup>** hosted by the Torrey Pines Gulls (TPG)

The Man-On-Man competition will revolve around precision time like a normal Time-Duration (TD) contest but flight groups will consist of up to 10 flyers launching simultaneously. Scoring is normalized within that group of four flyers. Winners of flight groups then go on to meet each other in subsequent groups.

Some of you have asked “How does a typical Time-Duration (TD) Sailplane competition go”? Well here ya go;

The CD announces that a “Round” is open and advises the duration of the flight required for that round (there are 3 rounds flown by each pilot, each with a different duration). Once a round is open a pilot can choose when to fly. Sometimes waiting is called “Sandbagging”. This is waiting to see where other pilots are flying, to find lift, and how well they are scoring on their time and landing scores (Sandbagging is not good sportsmanship and is generally frowned upon).

Once a competitor decides to fly he alerts his timer. This is a person assisting the pilot and running the stopwatch during the flight. The timer will go to the administration desk, get the pilots scorecard and meet the pilot at the flight line (winch).

If not a Man-On-Man event, generally a short line exists at the winch. This is an appropriate opportunity to observe what’s going on in the air and plan a strategy for finding

lift during the flight. When time to launch, the winch master will hook the winch line to the plane and advise when it’s clear to launch. Also, the timer will call out “Timer Ready”. When cleared to launch the pilot will call out “Launching” and activate the winch. When the sail-plane actually comes off the winch line the timer will call out “Mark” and start the stopwatch.

During the search for lift the timer has multiple duties. First duty is to keep track of the elapsed time. The objective is for the pilot to

fly the duration specified for that

“Round”, exactly to the second, from winch release to touchdown.

Second duty is to assist the pilot to spot how other flyers are doing finding lift. The third duty is to assist the pilot fly safely avoiding restricted zones and other planes in the vicinity. The fourth duty is to assist the pilot navigate to the spot landing area while the pilot keeps his eye on his plane. The timer all the while is calling out the time remaining to accomplish the time goal. The last minute is counted down every second. This can vary depending upon pilot preference.

Upon touching the ground the timer stops the stopwatch and measures the distance from the nose of the sailplane to the spot by pulling the graduated tape to the nose of the plane. The number on the tape is entered on the scorecard along with the actual time flown from winch release to touchdown.

The pilot then returns his plane to the pits and the timer presents the scorecard to the score keeper in the administration area. That round is done!

As you can see the timer is an all important element and pilots choose their timers very carefully.

Each pilot will fly 3 rounds. The duration of each round is a matter of what the Contest description calls for. This is typically 24 minutes as a minimum overall. This could be a 5 minute, 7 minute and 12 minute flight durations or three 10 minute rounds.

Hope that helps everyone understand what goes on in a typical “TD” sailplane event.

Rick



## News letter Editor

I’m sorry to say, but this will be my last edition of the Flyer. My hands are causing me to much trouble to continue. I hope someone will step forward and take over. I would be more than willing to help someone to get started. Thank you for all the help I received these past eight years. Charlie