



Temecula Valley Flyers

OFFICIAL NEWSLETTER

3rd QUARTER 2011 EDITION

Upcoming Events



Club Officers/Contacts

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John Bikle
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Newsletter

Jerry Supler and Jett Supler

President's Message

October 2011

Greetings to all TVF members. I would like to welcome to the club two new members: Tony Poletti and Edward Soleau. Tony is very enthusiastic about learning how to fly RC models. He is in regular training with our very own John Bikle, who has been very gracious in donating his time to help Tony out.

You may have noticed some minor improvements around the club with regards to artificial turf being placed around the barbeque stand and at the east end of the pits, making these two areas excellent places to socialize, spectate, and just plain chow down.

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We are planning to have the underside of the shade structure repainted. With other structural improvements we've made to the overhead, it only stands to reason that we further protect and therefore extend the life of said structure.

My philosophy is to make TVF the finest RC flying club in Southern California – working within our budget, of course. Here are a few things that are reoccurring that we must attend to, one of which is something we did not factor into our budget in years past - that being, repairs and grading to the access road that we've been doing for the last two years. Our tractor is very limited in what it can cut in regards to the growth around the edges of the runway. We contract twice annually with ASAP Services to do the bushwhacking for us. This roughly amounts to \$600 per year for both the road and bushwhacking combined.

Our Saturday monthly meetings are working out well and will be continued on a regular basis from henceforth. Fly safe for the rest of the year, watch out for each other at the field, lend each other a helping hand when it's needed, and meet & greet the new folks when they show up.

Fly safe 2011!

Jerry



Art Horne's P51 Twin Mustang.



Jack Vail's Fanwing. 8 foot wingspan, hacker 70L, flies on 6S.



Jack's Cunard. 68 inch wingspan. Flies on a hacker 50L and 6S.

Jack has been working on his Fanwing for a couple of years now. Recently, he thrust the receiver in my hands and said "You fly it." A little reluctant at first, but after having examined this plane, I saw no reason why it shouldn't fly. So, pointing it into the wind, with full throttle, the plane gracefully leapt into the air and went to an altitude of about 25 to 30 feet. It began to stall, so I pulled back on the throttle and gently landed it. The plane had some CG issues which Jack has since corrected. We all look forward to seeing it fly again.



Silvio's ESM FW190 with Syssa Aircraft Performance 30cc gas engine.



TECH CORNER



Well, if you've been flying for awhile, you've seen this picture before. It's all the stuff that's left over after crashing that Hangar Queen that was so near and dear to your heart. But wait! There's still hope. Before you throw the whole thing in the trash can at the field, take a minute or two to figure out what went wrong before you remove it from the crash scene. It's always helpful to understand why your plane crashed in the first place so you will not make that same mistake again. Keep your radio on and take it with you, especially if you're looking for a plane you cannot see. You can run the servos or maybe even the motor in an attempt to locate it. Once you find it, gather up all the pieces. For one, you're going to need those pieces for reassembly, or maybe just for another project. Secondly, we want to reduce our impact on the surrounding areas.

Safety Note!

Please be aware of the status of your respective model aircraft in regards to its configuration while arming it through plugging it in. This will apply especially to the electrics. We had an incident where a plane was plugged in without having the radio on. This caused the motor to run up and the pilot attempted to grab the model which was on the bench. While reaching for it, he inadvertently was hit in the hand by the propeller. This caused multiple injuries to his hand which required several stitches.

Before you take off, ensure that you call out loudly your intentions by saying "Taking off" or "Going out." When landing, ensure you call out loudly "Landing." It's always good, especially when landing, that other pilots acknowledge that you are landing. When retrieving your model from the runway, make sure you call out loudly "On the runway." Make no mistake, more mishaps at RC fields are a result of poor communications in this area.