



THE BARNSTORMER

Hemet Model Masters Newsletter



July 2021

President's Message

Hello fellow club members,

VnE

What is it? And does it affect me and my model aircraft? Yes, it most defiantly does affect you and your aircraft. Let's start with the V. "V" is from the French word 'Vitesse' which means 'speed' or 'rate'. Here we use the term Velocity. I know Carl's off his rocker again. He's using full scale terms on a model/toy airplane. Ok stick with me. Up too about thirty years ago model aircraft were over built. You rarely ever saw one break apart in the air. And the engines and aircraft were a perfect match. They had around a .7 to 1 power to weight ratio or less. The TOC (Tournament of Champions) Came along then Giant Scale Racing and Ducted fans developed into Turbines. Competition drove technology at an amazing rate. We went from having a geared 60 on a belt drive on a 1/4 scale P-51. To a 150cc or 200cc inline twin. I flew a Racing Bearcat with a 302cc Herbranson. TOC and IMAC Aircraft went from 1/4 scale, to 35% then 40% 42% with 1.5 or 2 to 1 power to weight ratios. Aircraft airframes were being built lighter and lighter. A quarter scale servo in 1995 was the size of three standard servos put together. And they put out a whopping 130oz of torque. Everything got smaller lighter faster and stronger. Today you can get a servo in a standard size that has dual ball bearing digital with Titanium gear train that has 560oz of torque. The Technology was astounding. And it was available to anyone who had the money. It was expensive. However, as time passed technology made everything cost less. Soon we started seeing the landscape at our local flying fields change. The once rare and only for the people with money became the norm. We also started seeing aircraft airframes failing in the air. Why? The aircraft were much lighter much larger and put out huge amounts of power. But the pilots were still flying them like they were flying a 40-size sport plane. Why most of the time they would have the throttle at full power in a dive. And the aircraft came apart. WHY? VnE VELOCITY NOT TO EXCEED. If the VnE is exceeded the airframe will come apart. Today's turbine engines are quite a bit smaller lighter and are much more powerful than turbines of 3 years ago. It's possible to buy a three-year-old kit and put an engine that has three times the power in it. Was the kit's airframe designed for that much power? Is it going to exceed the VnE on the structure of the airframe? Depending what the aircraft was designed for. It most definitely could. Today's aircraft are larger and incur G loads and aerodynamic forces the same as a full-scale aircraft does. And even though you do not feel the loads while holding your transmitter when your jet is making a high speed pass the Airframe most assuredly does.

President's Message Continued on Page 2

THE NEXT GENERAL MEMBERSHIP MEETING WILL BE HELD
JULY 17TH AT 9:00 AM AT THE SIMPSON FIELD

President's Message continued from Page 1

At this year's Top Gun, a very well-known pilot who works in the industry was watching a contestant fly his jet. When the contestant landed the well-known pilot told him (You're flying that jet too fast the airframe won't stay together it's not designed to fly that fast) The contestant didn't listen. His next flight he flew just as he did in the previous round. On his high-speed pass. The Elevator began to flutter by the time you heard it or saw it. It was too late. Pieces of the aircraft started coming off including the full flying elevators. The aircraft pitched straight down hit the ground and blew up. It was incredibly lucky it went straight into the ground. What if it had pitched upward, you'd have an uncontrolled missile with parts coming off of it. And there were people cars buildings. The damage could have been horrific. We as responsible modeler must think and pay attention to the type of aircraft were flying and the loads we can safely put upon the airframe. And equipment used in the aircraft. A lot of people think it's a Jet so it should be able to fly FAST. This is incorrect and a total falsehood. Yes, some are designed to go very fast. However, there are a lot of sport and scale designs that are made to be flown within a given flight envelope. They are made to be flown within certain speeds and given G loads. If those G loads or speeds exceeded, they will have a greater chance of catastrophic airframe failure.

So how do we as modelers know what the VnE and G-limits is on the model were flying? Start with the design what do they advertise the model for. Call or email the manufacturer ask simple question such as. What is the biggest engine or most thrust that is safe to put into this airframe? If I increase engine size, I'll need to increase fuel capacity. Can the airframe handle the increased weight under high G-loads? Will the Gear handle the increased weight on the airframe? I'm not going to push radio brands. I will say a lot of Radio manufactures are putting telemetry in their radios and they tell you in real time how fast you're going. How high you are. And G-loads your pulling. And just to be perfectly clear all and I mean ALL aircraft have a Velocity not to exceed. Not just high-speed aircraft. A Cessna 150 and an ASW-24 sailplane and an Extra 300 All have a VnE.

We all want the same thing to fly and enjoy our models. However even though were not in our models we must remember the loads we put on them is far greater than we realize. Maintaining your aircraft going over the entire airframe looking for excess wear. Changing parts out. You can call your model a toy. But these toys can do a lot of damage if they're not flown and maintained correctly.

Have fun!

Thanks and see you at the field!
Carl Lindou, President

HEMET MODEL MASTERS GENERAL MEMBERSHIP MEETING

Minutes for June 19, 2021

Meeting called to order by President Carl Lindou at 9:15 AM

10 members and 1 guest were in attendance.

A motion to approve the meeting minutes for last month as published in the newsletter was made by Behrouz Razavian seconded by Kevin McDonald. All approved.

A motion to approve the treasurer's report provided by Carl Lindou was made by Kevin McDonald and seconded by Kambiz Azimzadeh. All approved.

Bill Armstrong was a guest at the meeting.

The runway maintenance job was completed in time for the jet event. The contract only specified one seal coat but the contractor actually provided two quotes. The cost was \$14,000 but Rodney Luker lent the club \$8000 so that the club could retain sufficient funds to cover potential liabilities. Rodney is to be repaid from the proceeds from the June Jet Rally and as club finances permit. Rodney was awarded a free membership for the coming year for his contributions to our club.

The Jet Rally was a success. 45 pilots and approximately 100 spectators were in attendance. There was one safety event when one of the participating pilots refused to bring his jet down while a full-scale airplane was in the air over the field. Fortunately nothing happened and the full-scale plane safely exited the field airspace. The offending jet pilot was not a member of Hemet Model Masters.

Carl Lindou made a motion that the club purchase two plaques to be presented one each to the City of Hemet and the paving contractor in recognition for their assistance to the club. The cost of the plaques is estimated to be \$40. Steve Staudenmeir seconded the motion and all approved.

There were no updates on the lawsuit.

There was no show and tell and no raffle this month.

The meeting was adjourned at 9:43 AM.

Minutes submitted by Steve Staudenmeir

HEMET MODEL MASTERS BOARD MEETING

Minutes for July 5, 2021

No July Board meeting was held due to the July 4th holiday and the Federal holiday on the 5th.

HEMET MODEL MASTERS EVENT CALENDAR

General Membership Meeting July	July 17th, 9:00am, Simpson Field
August Board Meeting	August 2nd, 7:00pm
General Membership Meeting August	August 21st, 9:00am, Simpson Field
SoCal USSMA Qualifier R/C Scale Contest	September 17th to 19th, Simpson Field

Please note that members are welcome to attend Board Meetings. If you would like to attend, please let us know and we will forward the meeting location.

PLACEMENT ★ PRECISION ★ REALISM

“SOCAL USSMA QUALIFIER”



R/C SCALE CONTEST

Sept. 17-19, 2021

HEMET, CA

Pilot's Fee: \$35

Early Registration and Practice on Friday
Static Judging on Friday & Saturday at 9am
Flight Rounds Start 9am Saturday & Sunday
Lunch Provided on Saturday
Turbines Allowed w/waiver
AMA Required For All Pilots

600ft x 72ft Paved Runway
Overnight Dry Camping Available
Hotels & Restaurants Ten Minutes Away!

Free for Spectators!



Competition In Five Classes:

**EXPERT
TEAM
ADVANCED*
PRO/AM PRO*
PRO/AM SPORTSMAN*
(*ARFs allowed)**

Beginners Welcome!



Further Details at
U.S. SCALE MASTERS
www.uscalemasters.org

C.D./ Contact: Curtis Kitteringham
cak11@cox.net
(760) 807-5519

Hosted by
HEMET MODEL MASTERS
www.hemetmodelmasters.net

HEMET MODEL MASTERS OFFICERS AND BOARD MEMBERS

2021

PRESIDENT	Carl Lindou	(951) 743-7889
VICE-PRESIDENT	Mario Muniz	(909) 969-1003
SECRETARY	Steve Staudenmeir	(818) 590-5929
TREASURER	Stewart Robinson	(619) 971-5976

SAFETY OFFICER Howard Hibbler

BOARD MEMBERS	Eddie James	Kevin McDonald
	Dave Kennedy	Don Radford
	Richard Lawrence	Lawrence Vazquez
	Larry Mason	

CONTEST DIRECTORS	Ray Gould	Don Radford
	Carl Lindou	Rick Waterman
	Mario Muniz	

FLIGHT INSTRUCTORS	Richard Lawrence	Don Radford
	Dave Kennedy	Steve Staudenmeir
	Mario Muniz	

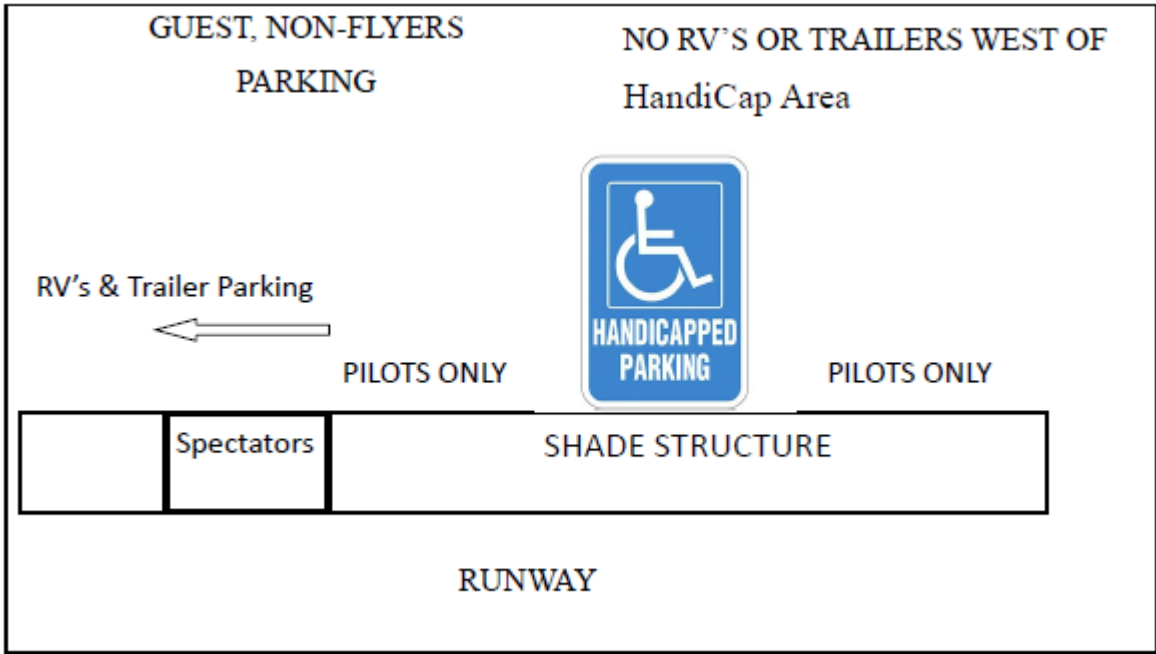
CLUB MAILING ADDRESS Hemet Model Masters
PO Box 754
San Jacinto, CA 92583

Website hemetmodelmasters.net
Email info@hemetmodelmasters.net

BOARD MEETINGS 1ST MONDAY OF THE MONTH
GENERAL MEETING 3RD SATURDAY OF THE MONTH

Parking Plan For the Main Field

Parking by the shade structure is reserved for pilots. Non-flying individuals, spectators and guests are to park south of the shade structure. No RV's or trailers are allowed West of the Handicap parking area. If you are parking a trailer in front of the shade structure, the total length must not exceed 18 feet or you must unhook.



Hemet Model Masters urges you to support our local hobby shops whenever you can-

Hemet's Hobby Headquarters

DYNAMIC HOBBIES

530 1/2 E Florida Ave. Hemet, Ca.

**ONE OF THE LARGEST SELECTION OF AIRPLANE KITS AVAILABLE IN
SOUTHERN CALIFORNIA**

OWNER BOB PARCELL 951-925-9331 mel@netzon.net

Safety At Club Flying Sites

Starting of any engines is north side of yellow line, aircraft facing runway. No taxiing in the pits and staying within established perimeters , exceeding 400 ft ceiling. We have full scale aircraft overhead all the time and it only takes ONE incident to lose our field. No flying over the field workers on adjacent properties EVER!

All members are required to carry a first aid kit and fire extinguisher in their vehicles when flying. You never know when you or a fellow member will need some aid. Be prepared!! We strongly urge that no one fly alone.

TURBINE, IMAC and PATTERN MUST HAVE A SPOTTER WHEN FLYING!

Use of Club Facilities

You must be a member of our club or a guest to use our facilities. Members please have your membership cards with you when you fly. Guests (per the bylaws) are allowed to fly three times prior to joining but must have an active AMA membership. Guests and 72mhz flyers must have AMA on frequency board prior to flying!

The Hemet Model Masters will extend courtesy membership to any "Active Military" individual allowing them to fly at our club fields as long as they have a current AMA membership.

Retrieving Crashed Aircraft From the Aqueduct Near Our Main Field

Aqueduct Information for Retrieving crashed aircraft. Mike Thompson is the service representative that services the aqueduct near our main field. If your airplane is behind the second fence and not in the water runoff it is serviced by Mike Thompson. His direct line is 626-844-5610. Note: Before calling be nice and explain that you are with the Hemet Model Masters and that you have crashed you're rc plane beyond the second fence and would like to retrieve it without breaking any laws. If your plane is between the first and second fence it is serviced by another agency (Securitas Security), Mike Thompson can not help you. Hopefully this will help our members to retrieve their aircraft.

HEMET MODEL MASTERS
2021 Renewal Form
Po Box 754 San Jacinto, Ca 92583

First Name _____ Initial _____

Last Name _____

AMA Number _____ Ex _____

Address _____

City _____ St _____ Zip _____

Contact Phone Number _____ Date of Birth _____

Email address _____

Amount sent \$ _____

Club Id Cards are sent upon verification of AMA status . You can mail in your dues or see any club officer. [PayPal Info; hemetmodelmasters@gmail.com](mailto:hemetmodelmasters@gmail.com) (friends and family no fee). If you use regular PayPay add \$5.00 to cover fees.

If paying your dues at the end of the year is difficult you can start to make small payments at anytime starting now. See any officer and get a receipt so we can keep track.