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This month's cover photo of our deserted field was taken by Jonathan Fry

Field Location - Lat:-117.064884, Lon:32.545063

Club website: www.cvmrcc.com

Chartered Club #1073

Board Members

President - Brian Boyle.....619-422-8023
Vice President - Wayne Bolin.....619-405-7318
Secretary/Newsletter - Tom Svircev....619-733-7280
Treasurer - Don Petsche.....619-271-7858
Chairman - Jonathan Fry.....619-874-0115
Board/Safety - Sunny Chalberg.....619-479-5433
Board/Membership - Walter Kramer....619-942-8871
Board - Dr. Ray Fulks.....619-479-1321
Board - Terry D. Wendt.....619-995-2216

The December Club meeting was canceled due to rain/mud.

Vote Count Board Gathering – Dec 8, 2018

Convened 9AM

Present: Brian Boyle, Wayne Bolin, Stelio Jackson, Walter Kramer, Terry Wendt, Jonathan Fry, Tom Svircev

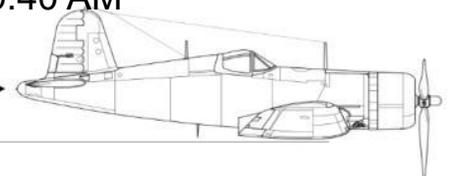
Available members of Board & Jon Fry gathered to count the mail-in ballots so it will be done before January.

Stelio confirmed signatures on envelopes, Walter opened envelopes,

Tom documented the votes with Terry confirming. Results for Club President were Brian Boyle winning with 38 votes, Jonathan Fry received 12 votes. Brian will continue as Club President.

Brian suggested bringing in Jonathan Fry as Board Chairman to fill in for Stelio Jackson who isn't continuing in the position. (Thanks to Stelio who only had to do one year as Chairman but filled in for an extra year.) With a majority of the board present it was voted on and passed.

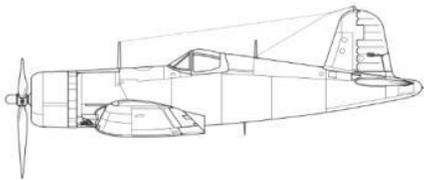
Concluded at 9:40 AM



Field Cleanup Thanks

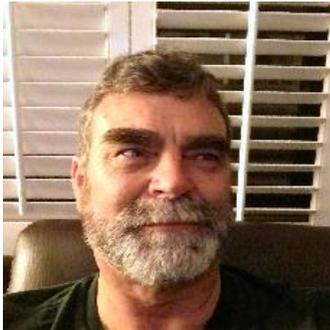
A special thanks goes out to club members Ted and J, who did most of the cleaning of the runway and pits after the recent flood, and anyone else who pitched in. I thought we were going to have a field cleanup day or two, but these guys beat us to it!

Be sure to give them your appreciation when you see them. Hopefully it will be soon.



President's Message

Brian Boyle



Hello guys, welcome to the new year!

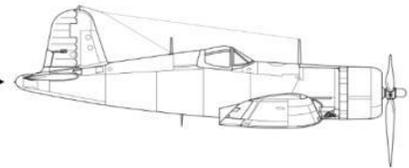
Well it seems that we start the new year with a TFR along the boarder. This I understand will end Jan. 15th at

midnight, also would like to thank Ted and Jay for their hard work of cleaning the field an pit areas this holiday week.

A reminder that dues for the year are due.

Let's all come to the meeting so we can discuss the future of events we want do . Look forward to seeing you there.

Brian.



CVMRCC Flight Training

Free flight training with my T-28 on wireless buddy box.

Students will be asked to join CVMRCC after 3 training sessions to continue.

Your children or your friends can learn this exciting hobby.

Send them to your club now!

Contact Walter Kramer - 619-942-8871





Don't forget to
renew your
membership before
the end of the
January meeting!



*Some light-hearted fun between
Jon and Brian at the ballot count!
Of course they made up in the end.*





January 2019

S	M	T	W	T	F	S
		1  1914-1st scheduled passenger flight	2  1967-USAF Col Robin Olds leads Operation Bolo	3  1944-USMC Maj 'Pappy' Boyington shot down and captured 1981-Pan Am retires it's last Boeing 707	4  2004-NASA rover Spirit lands on Mars	5 Club Meeting 10 AM  1939-Missing for 18 months, Amelia Earhart is declared legally dead in absentia
6  1947-Pan Am 1st airline to offer round the world tickets	7  1948-ANG pilot dies in crash chasing UFO, the Mantell UFO Incident	8  1944-1st fit Lockheed XP-80 Shooting Star 1973-USAF's last kill of Vietnam war	9  1941-1st fit Avro Lancaster 1943-1st fit Lockheed Constellation	10  1956-Famed Sabre Dance F-100 crash caught on film 1966-1st fit Bell 206A Jetranger	11  1935-Amelia Earhart 1st to fly from Hawaii to US mainland	12  1962-1st helicopter airborne assault, US Army, Vietnam
13  1942-1st fit Sikorsky XR-4C	14  1950-1st fit MiG-17 prototype 1973-USN F-4 Phantom II last US aircraft lost to enemy action in Vietnam war	15  2009-Miracle on the Hudson, Capt Sullenberger and FO Skiles successfully ditch their disabled A320	16  1942-Hollywood starlet Carol Lombard, her mother, and 20 others killed in CFIT crash of TWA DC-3	17  1966-USAF B-52 carrying 4 nuclear weapons crashes in Palmares, Spain after colliding with refueling tanker	18  1911-Eugene Ely, flying a Curtiss-Ely Pusher, lands & takes off from modified USN cruiser in San Francisco Bay	19 BBB Meeting 10 AM  1915-WWI, German airships bomb British cities. 1st case of aircraft targeting civilian population centers
20  1930-USAF Col Edwin 'Buzz' Aldrin's birthday	21  1968-USAF B-52 carrying 4 nuclear weapons crashes near Greenland 1976-1st scheduled passenger flt of Concorde	22  1970-1st Boeing 747 commercial passenger flight	23  1909-1st fit Bleriot XI	24  1961-USAF B-52 with 2 nuclear weapons crashes in South Carolina. One bomb is never found... 1962-1st F-4 Phantom II delivered to USAF	25  1959-1st trans-continental flt of American Airlines 707 2004-NASA rover Opportunity lands on Mars	26  1990-USAF Lockheed SR-71 Blackbirds retired from service
27  1939-1st fit Lockheed XP-38 Lightning 1957-Last USAF F-51D Mustang retired 1967-Tragic Apollo I launch pad fire	28  1986-Shuttle Challenger disaster	29  2015-Death of USN Cdr Alexander Vraciu, WWII ace once served as Butch O'Hare's wingman	30  1948-Orville Wright dies of heart attack	31  1971-Launch of Apollo 14, with Alan Shepard, Edgar Mitchell, and Stuart Roosa		

FAA TFR Shutdown

Tom Svircev

I hope you're all familiar with the funny movie 'Young Frankenstein'. One of the classic moments is when Igor says "It could be worse. It could be raining." Then it promptly starts raining buckets. Well, the rain which should have been the big story this month got outdone for us by FAA TFR NOTAM 8/0241.

Issued Dec 12, 2018 at 2235 UTC, it is effective beginning Dec 12, 2018 at 2230 UTC through Jan 15, 2019 at 2359 UTC, along an area across the US/Mexico border and we are pretty much in the center of it.

We only found out as I had heard rumors from other board members of a member who called the Ream Field tower for clearance to fly above 400 feet and was told the area was closed to all flying. But others had called after and received clearance, so it was dismissed as possibly a new guy in the tower or something. But I had to spoil everything by being curious and searching the FAA TFR's, and found it.



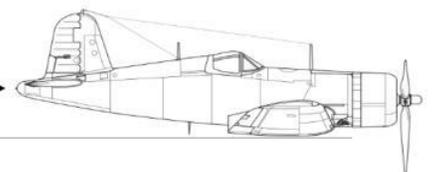
The strange thing was that we didn't receive notification by email from AMA, as is usually the case. I took the liberty of emailing them and asking about it. They said until recently, the only type of

TFR that specifically addressed model aircraft or UAS were VIP TFR's. This one is a security TFR. She said she will discuss the matter with the rest of the team to better address future TFR's that may affect model aircraft.

I also then took a look at the FAA's B4UFLY app on my smart phone, and found it did show the restricted area around our field there. So while I hope things don't devolve to the point where we have to check that app every time we go to the field, at least we can check it and know if there is a TFR around.



You can also search the [FAA TFR's](#). Hopefully, this will end on the 15th and another TFR will not be issued. If another one is issued, I think we should go through the AMA and, like the AMA fields that were affected by permanent TFR's in the Washington DC area, see about getting a waiver for us.



Flex-Wing Fiasco!

Tom Svircev

Most of you probably already know member



Terry Morgan and his collection of Sticks. Well Terry & I had quite an experience with his oldest one, known as the 'flex-wing Stick', because of a little dihedral flex it has after he did some wing surgery to remove the excessive dihedral the previous owner built into it. Despite this flex, it's been flying without a failure for almost 20 years!

About 2 years ago, to get some experience with the Spektrum programmable gyro rx he planned to install in another airplane, he thought his flex-wing Stick was a good guinea pig to test it on first. It went very well, and he's been flying it with the gyro rx since.

Last month, we tried wireless buddy-box flying with our Spektrum tx's on his Stick, so he can get some practice with it.

So we were having fun, flying the flex-wing Stick around together on the buddy box. I was cautious as he instructed to keep from any stressful maneuvers, but I did go for a high speed pass from the west during which Terry excitedly was saying to slow it down. I guess he saw the aileron flutter that I didn't. I backed off the throttle immediately and tried to level the wings, but it kept in a slow left turn out towards the field. I thought Terry had control again, but he said no. He took

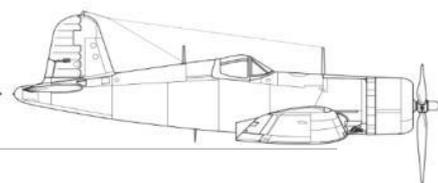
control on his transmitter but also said he didn't have it. Things get fuzzy here. I think the plane started a gentle right hand turn all the way around heading south back to the field, towards the east end of the pits, apparently, where some other pilots were! And it was in a gentle descent. It looked like it was headed right at them. We shouted at them that we weren't in control, but they didn't panic as it wasn't heading right at them.

Fortunately it passed by them and landed itself on the service road just east of the parking lot! Not even a scratch!

So what happened? Wiggling the tx sticks, we saw the rudder, elevator, and throttle worked ok, but not the ailerons. The aileron servo stripped a gear internally. The high speed flutter of course did it in, but the servo is also 30 years old, and I've read gyros can cause a lot of extra wear and strain on servos because they are constantly making corrections.



We wondered if we had thought fast enough, could it have been flown to a safer landing with rudder/elevator control? Funny how fast things can unfold in an emergency.



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The sign features a silhouette of a person in flight gear on the left and a green square with a white airplane silhouette on the right.