



# SCHEDULE OF CLUB EVENTS



## April 2008

**April 8**  
SGVRCL Board Meeting

**April 19-20**  
RCX Expo  
Pomona FairPlex  
www.rcx.com

**April 22**  
SGVRCL Club Meeting

**April 26**  
1/2 Mac Aerobatic  
SGVRCL, Whittier Narrows

## May 2008

**May 13**  
SGVRCL Board Meeting

**May 17-18**  
Money Race: Q-500 424 only  
SGVRCL, Whittier Narrows

**May 27**  
SGVRCL Club Meeting

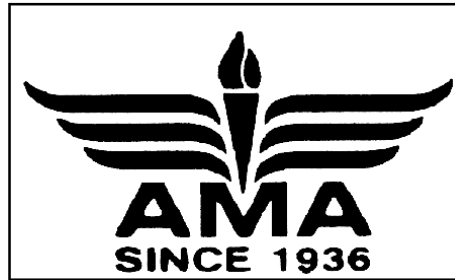
## June 2008

**June 10**  
SGVRCL Board Meeting

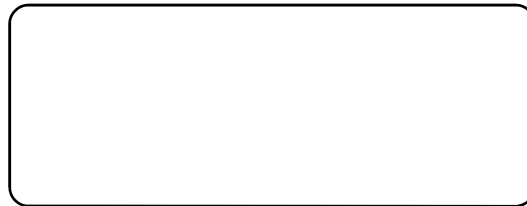
**June 7-8**  
Two Day Pattern  
SGVRCL, Whittier Narrows

**June 24**  
SGVRCL Club Meeting

P.O. Box 9052  
South El Monte, CA 91733



*AMA Chartered Club #154*



## **"INTERFERENCE"** **April 2008**



# 2008 CLUB OFFICERS

**President: JIM RICCIO**

626-963-3696 jimk6trw@yahoo.com

**Vice-President: STEVEN SAHAGIAN**

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**Secretary: TED HOLDREDGE**

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**Treasurer: STEVE LOPEZ**

562-908-4429 Email.SteveLopez@verizon.net

**Past President: JOHN KROHN**

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**Contest Coordinator: Open**

**Sergeant of Arms: FRANK WALTHER**

562-908-5995 frankjulia@earthlink.net

**Field Marshall: JERRY SWAIM**

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**Safety Cordinator: Open**

**Newsletter/Membership: MARK MELVIN**

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**Haberdasher: FELIX CERVANTES**

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626-338-3859 jan\_2468@yahoo.com

**Member At Large: EARL HAYMOND**

562-698-2722

**Member At Large: PAUL MOREN**

323-256-0519 m-pmoren@sbcglobal.net

**Member At Large: DENNIS MORAN**

714-930-5044 thuklet@yahoo.com

**Member At Large: Open**

**CLUB WEB PAGE ON THE INTERNET**

<http://www.sgvrcl.org>

Club members and newsletter readers are welcome to join our e-mail list. Sign up at:  
<http://groups.yahoo.com/group/sgvrcl>

**NEW MEMBERS**

New members are welcome and encouraged to join the SGVRCL, Inc. Please contact club Membership Chairman Mark Melvin to the left.

**MEETING INFORMATION**

**Business Meeting**

2nd Tuesday of the month: 7:00 p.m.

**General Membership Meeting**

4th Tuesday of the month: 7:30 p.m.

Note: There is no December General Membership Meeting!

**CLUB MEETING LOCATION**

The club has a new location for all club meetings. Sincere thanks go to Bob Chase for arranging the use of the El Monte Airport Administration building for our meetings. This new building, which has air conditioning and heating, is a first class venue for our club meetings.

The building is located smack dab in the center of the airport off of Santa Anita Ave. Look for the building with the curved roof. The address is 4233 Santa Anita Ave. (corner Lambert and Santa Anita.)

**R/C FLIGHT INSTRUCTORS**

**Chief-Instructor:**

Ken Meade (626) 282-1461

Skip Adams (818) 652-6806	Jim Seely (562) 692-4680
Carl Balmer (714) 827-4164	Lynn Burks (909) 860-5451
Felix Cervantes (626) 572-8044	Larry Chapman (626) 338-3859
Steve Lopez (562) 908-4429 (Helicopter Instructor)	

Hey Members, that's you!

Let's see more of your models at our monthly meetings.

The Prize for winning "Model Of The Month" is a cool looking large club coffee

***Model of the Month Contest:***

Now that we have acquired such a nice room to hold our meetings, let's keep it that way by making sure that the models we bring to our meetings have their fuel lines capped off and are drip free of oil. The last thing we need to do is wear out our welcome by leaving drip spots behind!

**Park Police Dispatch Number**

800-834-0064

This is the 24-hour dispatch number for the Park Police. You may want to jot this number down and stuff it in your wallet for future reference. When you've seen someone flying unsafely, this is the number to call if the flyer refuses to abide by the field rules.

**CHANGE OF ADDRESS**

If you need your newsletter sent to a new address the quickest and easiest way to let me know is through email. Send it to: [sgvrcleditor@earthlink.net](mailto:sgvrcleditor@earthlink.net). You can also call me on the phone (626-638-3251) or send a note to the club post office box: SGVRCL, PO Box 9052, South El Monte, CA 91733



## President's Message

Last month was the annual club auction, and it was a lot of fun. Like most of these kinds of auctions you can never predict how people will bid on things. Things that you might think would go for a lot, sell low. The things that you think would not sell at all we bid like crazy on. It always makes the auction very entertaining.

Larry Chapman had lots of coffee and donuts. Paul Gordon arranged to have the Space Station and Shuttle fly overhead at break time. Very impressive Paul! Thanks to Skip Adams, Zak Caldwell and Ted Holdredge, the auction went very smoothly. I don't know how much money was made for the club, but I would guess it was over \$100.00. You guys are getting good at these auctions, but if I were you I wouldn't quit my day job yet.

On the weekend of the big BMX race we used that Saturday morning to have a field repair day. I put a volunteer call on the club "E" group, and got 12 willing people. All the benches and tables got a coat of green paint, thanks to the work of Tai Liao, Frank Walther, and Frank's granddaughter Julia. The pilot barriers were rebuilt by Jerry Swaim, Jim Patton, Jim Hardesty, and Ted Holdredge. All the stuff in the two containers was taken out, the containers were cleaned (all the dead rats are gone.)

The contents now on the outside were evaluated and the stuff we had not used in years was put in a big trash pile outside the north container for disposal. All the now called good stuff was put back in the containers. This effort was

done by Ken Meade, Jay Millard, Kim Seligmann, and me. We all worked hard and by noon we were done. Thanks guys for all your efforts. Next time you are at the field check out the work, and thank the volunteers when you see them.

Thursday 4/3/2008 while I was at the field to fly the guy who runs the BMX track came through our gate with a center section of what looked like a black 1/3 scale Pitts 12. He had picked it up from the track along with other parts of the same plane. There were no servos, engine or any other parts that might be re-used. We guess that it most likely came from one of the afternoon flyers. The pilot must not read English or under stand pictures, and not smart enough to at least pick up his junk when he crashes in an area that he was not to fly over.

This kind of action is going to get the flying field closed in the afternoon. If you know who is breaking all the flight rules, you better give them a swift kick in any place that will get their attention. When it states that you are not to fly over the Range, BMX track, or any part of the park it means all the time, not just when you feel like it, or when club members are present.

*Jim Riccio*

President

### RADIO FIXERS!

Several weeks ago on a weekday a Time Warner Cable Company news crew came out to the club's flying field to tape a segment for their SoCal News web site.

The video clip is about 91 seconds long. Here is a web link to the video clip which is about 91 seconds long.

[www.sgvrcl.org/video/](http://www.sgvrcl.org/video/)

Put another candle on the cake of these..

### BIRTHDAY PILOTS

Simon Lin	Apr. 03
Carl Bailey	Apr. 04
Jim "JP" Peterson	Apr. 08
Jim Riccio	Apr. 09
Douglas Negrete	Apr. 12
Chester Polek	Apr. 14
Don Eberly	Apr. 17
A. Giandomenico	Apr. 19
Darwyn Wolff	Apr. 19
Steve Schooler	Apr. 22
Orville Forgays	Apr. 25
Mike Hedden	Apr. 25
Ron Regwan	Apr. 26
James Patton	Apr. 29
Ed Powers	Apr. 29
Robert Ableson	Apr. 30
Goran Lazarevic	Apr. 30

## Xmas Party News!

I have great news for the club concerning this year's club Christmas Party. As many of you know I work in the elevator trade building new elevators in high rise buildings. Currently I have been working for the past several months at a new Hotel going up in Beverly Hills to be called the "Montage" Hotel. It is well underway in the finishing stages and will open this fall, 2008. This plush Hotel is only the 2<sup>nd</sup> 6-Star Hotel in the US, and the 1<sup>st</sup> in California. Check out their web site to see a picture of the building ([montagebeverlyhills.com](http://montagebeverlyhills.com)).

I had the luck of meeting the chief designer of the hotel's kitchen, which of course was directly next to the elevator I was working on. I found out this gentleman is also an r/c plane modeler as well as myself. Well one thing led to another and after several lengthy discussions I was able to get the Montage Hotel to agree to an affordable price for our club to have its Christmas Party there at the Hotel when it opens. Their #2 ballroom called the "Marie Antoinette Ballroom" is the room where our party

*(Xmas Party continued on page 4)*

*(Xmas Party continued from page 3)*

will be hosted. It is located on the top floor with immense glass windows overlooking the city to the west where the world known "Rodeo Drive" is only two blocks away. There will be ice sculptures on every table, along with the finest china and silverware that only a 6-Star Hotel like the Montage could pamper us with. As a standard service to its entire guest list a Valet Parking attendant will greet you upon arrival.

The "Champagne Christmas Party" being planned will be a grand experience. This sumptuous dinner will offer some of your favorite foods, including a lavish fresh seafood display with a variety of giant shrimp, crab, and smoked salmon, hand-carved meats featuring a rotation of prime rib, honey-cured ham, turkey, and pork.

The Chef will prepare specials for the meal, which will include his signature dish, the "Crab Louie," named for hotel owner Louis Montage. Also on the menu; oyster stew, halibut, and other dishes adding to the variety and selection.

You can finish up your elegant evening with the scrumptious dessert buffet, offering the sweetest of temptations, complete with a cascading chocolate fountain with fresh fruit and homemade cookies for dipping.

The unbelievable thing about this Christmas Party reservation is the price. The Montage Hotel is offering all this to us for only \$20 per person. Of course this is possible only because they are celebrating the Grand Opening of this lavish Hotel, and this is a once in a lifetime opportunity.

Please make your reservations soon for this party on the Montage Hotel web site. Here is the direct link to log in: [www.aprilfoolsday.com](http://www.aprilfoolsday.com).

Your Club Party Planner  
Mark Melvin



## Ken's Pen

After all, it is a Park..

Getting buzzed. The loud sound kind. But somebody getting buzzed by models is the reason we are getting the loud sound kind of buzzer! Because "they" think they were buzzed! And we told 'em too! We asked 'em too!

If you're a weekend flyer you know what this is about. It's happened often enough. This thing puts out 100db of very irritating sound. Just like you were used to when recess was over at school. Some months ago Jerry Swaim proposed to the club officers that a loud "buzzer" be installed in the rifle range above the



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wall facing us, under their control. The board approved the expense; Jerry got permission from Mel at the range and did the work. Mel is past president of the range. He had been a primary leader at the range for years as the person mostly responsible for improving their safety-from us!

Before Cell (BC!) phones it wasn't easy to report our intrusions to the park. After Dialing (AD!) a cell phone became easy, contacting the park could be made in seconds, not

## Monthly Raffle Prizes

Raffle prizes for our past February club meeting were bought at Covina Hobby in Covina. This month's raffle prizes are from Pegasus Hobbies in Montclair.

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days. Then it was just a matter of time before model over flights and over their area became a thing of the past. This also reduced greatly the crashes inside. Historically there has been a hell-of-a-lot of them. Some time ago one early morning when I arrived I found a large pile of broken model parts scattered purposely in front of our container. We got the message and now tell the crashed model owners to be sure to pick up every little piece.

But we—and they—have been lucky. Lucky for them for sure because nobody there has been hurt. For us because we still have a field. I was there one day when a model crashed through their roof, ending right in the lap of a startled shooter! He was in a chair, relaxing, eyes closed. It must have scarred the \$hit out of 'em. He was mad. Real mad!

When Bill O'Belmito was our club president in the early 80's or so, he formed a work party one day and we climbed all over their roof, patching holes. 26 of them. The roof was aluminum those days and

*(Continued on page 5)*

(Continued from page 4)

we had been flying near and over it about 15 years. 26 holes in 15 years. Just in their roof! Imagine the total that crashed into their whole range? Many hundreds? For sure. A thousand? It's possible.

Some time ago somebody stole their whole aluminum roof one night! The whole 200 foot long roof! It was valuable aluminum lightly attached. In those years the park was open, unguarded at night. It was replaced with steel with its obvious armor like benefit for the people underneath. Thank you thief! I'm not aware of any recent roof versus model events.

But all that's history and we escaped unscathed. We don't fly over there anymore because as time progressed, Mel pushed harder with the parks help and we slowly taught all the guys to stay away from the range. That was pre-buzzer days.

Buzzing or buzzed. Let's say you're at home one day cutting the back lawn. A loud fast moving plane you could hear really strong, even over the mower, goes close by overhead. And worse yet, real low? Say it's a RC model, a big one maybe? Big prop and all. A real potential meat grinder? Or even just a little .46 size 6 pound'er going 80 MPH or so - which any idiot would realize that it could damn near take your head off?

Would you just stand there admiring it? Of course not. You would holler like crazy for the cops in an instant. Think about it. Over your own back yard?? I know you would.

That's their back yard. Can you see through the range concrete block wall and always tell when somebody is out there retrieving targets—or cutting the weeds? Of course not. So we have to assume that somebody is there, at all times. When they get threatened they hit the buzzer, just like you would, even if the model is only close. For them, even a close pass behind their bullet back stop is too close. What alerts them to the danger? The noise. And when the model is really noisy—the quicker the button gets pushed.

Sometimes they aren't even working out there when the model goes by. Then they use depth perception vision to judge its location, which we know isn't worth a crap. So expect buzzer errors on their part. At least they didn't call the cops or the park. They just gave us an alert, telling us noisily but politely, please move your model a little further out on the next pass. Please?

Obliviously they really don't say "please." That's a six letter word when 4 would do better in their situation. But keep in mind they like

to keep the blood flowing in their veins—and not on the ground. So if you hear the buzzer, even if your model seems from our standpoint to be clear—move it out a little is what they are asking.

Motor and prop noise alerts them. Maybe annoys them. And size opens their eyes wider. And higher speeds raise eyebrows. All mixed with distance makes their finger push the little self preservation button.

So even though it's obvious the model you are flying is outside the range and doesn't deserve the buzzer, consider that they felt motivated. Move it out a ways more. And quiet it down somehow. Even if it's expensive. Especially if it's big. After all, it is a Park.

73 (Best Regards)

*Ken Meade*

WA6IVD

*The SGVRCL welcomes this new member to the club!*

*Jerry Nielsen*



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I'm getting a late start writing the news-

letter article. So much going on and so little time. My daytime job is getting in the way of my club work. The old porta pottie is now gone. I guess that is the most visible difference you will notice. Especially when you need to use it and the other one is occupied.

On Saturday the 5th we had a short notice flying field work day. (I know that all of you who have been eagerly waiting to volunteer for the work day will be disappointed :-)). A lot was accomplished in four hours. I want to thank Jim Hardesty, Ted Holdredge, Tai Laio, Ken Meade, Jim Patton, Jim Riccio, Kim Seligmann, Frank Walther and granddaughter Julia for all the hard work. We cleaned out the two cargo containers, painted the benches and tables, and repaired the pilot stations. We were going to just repair the damage but as we began working it became apparent that a major rebuild was the only way to go. This put the option of installing chain link fencing on the back burner for a while.

Since the field was closed because of the BMX races it was a perfect time to do the work without bothering anybody. We sort of shot ourselves in the foot while cleaning out the cargo containers. We threw out some old spray paint cans and left them laying in the trash pile. Well someone found them and decided to graffiti one of the containers with our own spray paint. This is embarrassing so don't tell anybody. It's our secret.:-)). The BMX event turnout was well represented but not what I expected. I envisioned cars and bicycles everywhere, but that was just not the

case. Still there were enough people there to really be in danger if one of our airplanes accidentally crashed into the area. Closing the flying field was a good call by the park authorities. Don't forget the flying field will be closed again on the 4th of May.

It was brought to my attention that the BMX track is being used on Tuesday, Thursday and Saturday. The park has decided to lock the gates at the flying field at 4:30 p.m. on these days. Also mentioned was the discovery of what was left of crashed airplanes in the rifle range and BMX track.

I have sent e-mails to both the canopy project coordinator and project manager asking for an update on the delivery and installation of the promised canopies. So far I have not received any response. I will keep trying. The bids for the upcoming slurry coat for the runway and pits are coming in. A decision will be made soon as to who gets the job and when it will be completed.

*Jerry Swaim*

Field Marshall

## R-C EXPO

The Model Airplane News Expo is coming to Fairplex in Pomona, CA, April 19-20, 2008.

Model Airplane News would like to invite you and your club members to the event.

AMA members get in FREE with a membership card.

The Model Airplane News Expo will be featured in its own hall this year with a large indoor flight zone.

## ELECTRIC MOTORS 101

If you're like me, you sometimes use technology that you just don't know that much about. Take electric motors - how do they work really? I knew it had to do with magnets and electromagnets, and something about brushes, but I hadn't taken the time to figure out how they all worked together.

And now we have "brushless" motors - how do THEY work? So I did a little reading and have shamelessly cobbled together the following primer from various Internet sources:

In a typical "brushed" DC motor, there are permanent magnets on the outside and a spinning armature on the inside. The permanent magnets are stationary, so they are called the stator. The armature rotates, so it is called the rotor. Clever, eh? Picture a big horseshoe magnet. Now take a big nail and drill through the middle cross-wise, and put a wire through the hole - now the nail can spin head-over-heels. Wrap some wire around it, and then attach it to a battery. You have an electromagnet right?

Now this particular arrangement isn't that useful - the nail just sits there. Of course, if you were to reverse the current, it would flip around, right? And if you were really clever and fast, you could reverse the current again, just as the nail was flipping, and it would flip back. This is what the brushes in a brushed motor do. They make contact with terminals on the rotor (called the commutator) and as it spins, at just the right spot they break contact and reconnect on the other side, causing the electric field to reverse, spinning the motor around another half-turn (or one-third turn, as most electric motors

*(Continued on page 7)*

EXECUTIVE BOARD MEETING MINUTES

March 11, 2008

OFFICERS:

	ATTENDING	Y/N
1. PRESIDENT: Jim Riccio		Y
2. VICE PRESIDENT: Steve Sahagian		N
3. SECRETARY: Ted Holdredge		Y
4. TREASURE: Steve Lopez		Y

BOARD MEMBERS:

5. FIELD MARSHALL: Jerry Swaim		Y
6. CONTEST COORDINATOR: Steve Sahagian (interim)		N
7. MEMBERSHIP/ NEWSLETTER EDITOR: Mark Melvin		Y
8. CLUB MRCHANDISER: Felix Cervantes:		Y
9. REFRESHMENTS CHAIRPERSON: Larry Chapman		Y
10. SAFETY COORDINATOR: (TBA)		
11. PAST PRESIDENT: John Krohn		N
12. SERGEANT OF ARMS: Frank Walther		Y
13. MEMBER AT LARGE: (TBA)		

ADDITIONAL BOARD MEMBERS/GUESTS. (Quorum was present for voting)

Paul Moren  
Earl Haymond  
Frank Walther  
Dennis Moran  
Lee Von Der Hey

President Jim Riccio called the meeting to order at 7:00 P.M. Ted Holdredge called roll call. Jim Riccio called for any information that should be brought to the Board's attention. Steve Lopez gave the Club's treasurer report. Mark Melvin stated that the Club general meeting in March would not have the usual club raffle but is slated for the yearly Club auction. Jerry Swaim informed the Board of discussions he has had with the Parks and Recreation Department regarding the ongoing field improvements.

Old business or items left over from last month's Board meeting that was discussed.

- By-Laws.*
- March 15-16 Air races.*
- Slurry Coating at the field facilities.*
- 2008 Christmas Party.*
- Repair/replacement of the field's pilot stations.*
- Board Meeting minutes.*
- Open positions currently on the Board.*
- Club Banking.*
- Field Status.*

New business for the March Board meeting.

Jim Riccio gave a brief overview of the filming at the field last week by "Time Warner." Ted Holdredge brought to the Boards attention that he has the 2008 AMA Club Officers Sheet. Lee Van Der Hey asked for a show of hands of those individuals that will be working at the March 15-16 club event at the field. Mark Melvin has completed the update of the club roster. Ken Meade indicated that he is in need of Club hats. Mark Melvin also needs a copy of the field's rules and regulations for posting on the club's website. Felix Cervantes has ordered 10 new club shirts with the club logo. The current copy of the 2008 By-laws have been posted on the Club's website which will be voted on at the March Club meeting. Jim Riccio, adjourned the meeting at 8:47 pm.

Ted Holdredge  
Secretary

*(Continued from page 6)*

have 3 coils for efficiency.) The horseshoe magnet is your stator, the nail the rotor.

This setup works and is simple and cheap to manufacture, but it has limitations due to the need for the brushes to press against the commutator:

- It creates friction.
- At higher speeds, brushes have increasing difficulty in maintaining contact. They may bounce off the irregularities in the commutator surface, creating sparks. This limits the maximum speed of the machine.
- The current density per unit area of the brushes limits the output of the motor.
- The imperfect electric contact also causes electrical noise. "Brushes eventually wear out and require replacement, and the commutator itself is subject to wear and maintenance.
- Having the electromagnet in the center of the motor makes it harder to cool.

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So in comes the brushless DC motor (BLDC). In this design, you put the permanent magnets on the rotor and you move the electromagnets to the stator. Think about that. The electromagnets are on the stator — they're stationary. That's a problem because now you need something even more clever than a commutator and brushes to flip the

*(Continued on page 8)*

(Continued from page 7)

polarity of the current at the right moment. This very clever thing is the microcontroller in your Electronic Speed Control or ESC (no it isn't pronounced "escape!").

What it does is sense the position of the rotor (utilizing something called EMF feedback through the main phase connections, which I have decided I don't need to understand) to switch the field rapidly at just the right moment to pull the permanent magnets on the stator around at the RPM that you have requested. This system has all sorts of advantages:

Because the ESC controls the motor instead of mechanical brushes, it's more precise and more efficient.

- There is no sparking and much less electrical noise, a happy situation for our radios, particularly as the motors get bigger.
- There are no brushes to wear out.
- With the electromagnets on the stator, they are easier to cool.
- You can have a lot of electromagnets on the stator for more precise control.
- The timing of the pulses sent to the electromagnets on the stator can very precisely adjust the speed of the motor.

So that's how it works. But one more thing: what's an inrunner and what's an out runner?

An inrunner is a brushless motor with the permanent magnets rotating inside the electromagnets; in an outrunner this situation is reversed, with the permanent magnets on the casing of the motor and the windings of the electromagnets inside. Outrunner motors

generally have more torque, but spin somewhat slower. This makes them better for spinning large props, which our airplanes need. Inrunner motors spin a lot faster, but (since there's no free lunch in electronics) with less torque; this means that in order to get the same torque, you have to put the inrunner in a gearbox, adding weight, complexity, and most importantly, cost. However, if you can afford it, this is the most efficient setup for any given size of motor.

By the way, airplanes aren't the only things that use brushless motors. Computer hard drives, CD drives, and hybrid cars are some of the other uses. It's only a matter of time before someone takes the brushless motor out of a Prius and uses it in a plane. 75-percenter anyone?

by Vic Walton

## MURPHY'S LAW APPLIED TO MODEL AIRPLANES

The number of radio hits is inversely proportional to the flying skill of the pilot.

Glide distance is exactly equal to the distance between the spot where the propeller assumes the horizontal position and the nearest spot level enough for a landing minus 10 feet.

It always rains on your day off.

Just when you've finally obtained a vehicle that's large enough for you and your planes, your wife will claim it for use as the family vehicle, leaving you with the two-door sports car.

Like milk, every airplane has an expiration date. Some are sooner than others.

When building a model, you will always find the missing part, just as you have finished duplicating it.

If there is only one tree in an otherwise deserted area, your model will always fly into it.

When an expensive model is in the air, there will always be a young child within range playing with his model car, whose radio will be on the same channel that you're using.

Holding a transmitter always causes an overpowering itch all over your body as soon as your airplane takes off.

CA is a medical adhesive. As such, it is much more effective at gluing fingers than balsa.

When, during the construction of a model, you need three hands and yours are busy, the bottle of CA you were using will secretly lay down, spilling the contents to the floor and you, in your bare feet, will stand in it, gluing yourself in position.

The probability of an engine quitting is directly proportional to the distance the airplane is from the landing area.

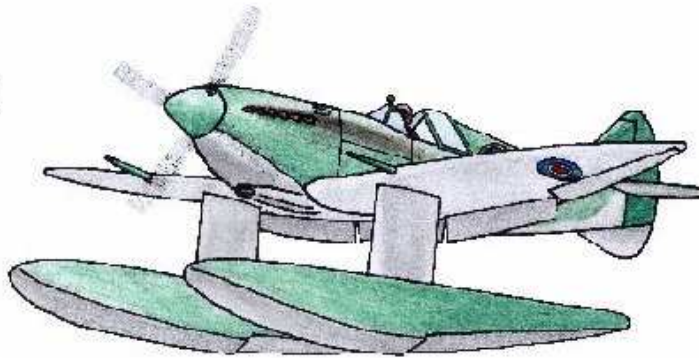
A new glow plug will last forever if you have spares, but only about a half-an-hour if you don't.

The size of your workbench has nothing to do with the size of your airplane, your engine, or your house, but with the size of your spouse's heart.

from The Flying Penguin,  
Robert Osorio, editor



NO WHEELS



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- A.M.A. SANCTIONED EVENT
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Ken Marsh (805) 646-1962 or John Dugan (805) 646-6898

## APRIL FLOAT FLY

8:00 a.m. A beautiful morning, calm lake, and the weather is warm. I checked for frequencies at the land field, Ken is on duty, everything is good to fly off Legg Lake. We had approximately 15 pilots and half a dozen guests. Thanks Jerry Nielsen for finding us, good to meet you.

As for flying and rowing, Paul Carrothers did a good job with the rescue boat. It looked like a porcupine, airplanes sticking out of the boat everywhere out there on the lake. As fast as he picked them up, more airplanes were splashing. Paul finally made it to shore.

I tested 2 new Futaba 2.4 receivers, one in the Seamaster and one in the Aeromaster. The response is much faster; I like this new system of flying. Earl did it again, he cooked us a nice lunch and Bob brought his super potato salad, it was delicious. Thanks Ken for working in the hot sun doing frequencies at the land field. The next float fly is at Lake Casitas, April 19 and 20, 2008. Our next float fly is May 12, 2008 at Legg Lake. See you all there. We love the park,

*Paul Moren*

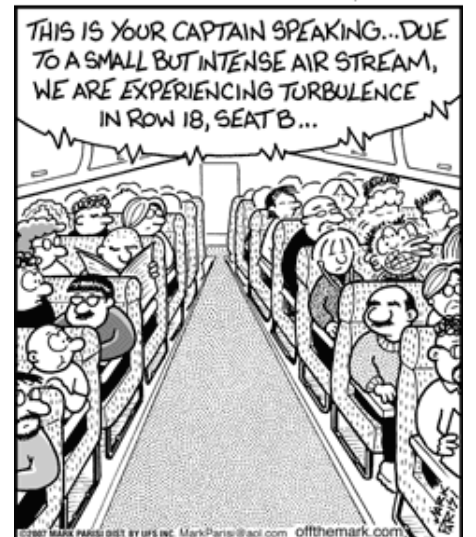
off the mark.com by Mark Parisi



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San Gabriel Valley Radio Control League

# **Half-MAC IMAC practice sessions**

**Saturday April 26, 2008  
Whittier Narrows, South El Monte, CA.**

**Pre-Basic, Basic, Sportsman,  
Entry Fee \$10.00**

**Aircraft: Any plane that looks like a full size Aerobatic airplane**

**Pre-Basic & Basic any plane is OK**

**Max. engine size: 110 cc.**

**Min. engine size NONE.**

**2008 IMAC sequences for Basic and Sportsman**

**Pre-Basic written by IMAC sequences committee**

**Pilots check in starts 7:30AM. Pilots meeting 8:30AM**

**Prizes to 3<sup>rd</sup> place**

**Show your AMA card to enter the park free**

**AMA membership required**

**AMA sanction # Pending**

**Information:**

**Co-CDs: Larry Chapman [jan\\_2468@yahoo.com](mailto:jan_2468@yahoo.com)**

**Jim Riccio [jimk6trw@yahoo.com](mailto:jimk6trw@yahoo.com)**

**Web Site: [www.sgvrcl.org](http://www.sgvrcl.org) or check at the field for all  
IMAC sequences and Pre-Basic sequences**

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of ball races;  
20 pieces in all!

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List \$329.98

95% Factory Assembled

Almost ready to fly R/C helicopter

**Specs**  
Length ..... 25.8in  
Rotor ..... 27.3in  
Weight ..... 28oz



Prepare to be amazed at what you can do with this versatile E-flite helicopter! Strong, lightweight and fully 3D aerobatic, the Cypher 3D is almost ready to fly right from the box. Supplied with a high quality brushless outrunner motor and matching ESC, it is suitable for use with 3-cell Li-Po batteries.

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Belt drive tail rotor	CCPM main rotor control system	Auto-rotation one-way main gear	Includes brushless motor & BL-ESC

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COME IN  
& CHECK  
IT OUT!**

**READY TO RUN  
with motor, ESC,  
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AND radio!**

No. 145604  
List \$189.95

## RAGE

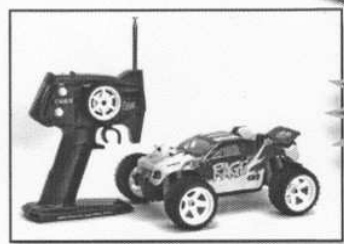
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**AT FAIRPLEX**  
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