



SCHEDULE OF CLUB EVENTS



August 2008

August 12
SGVRCL Board Meeting

August 26
SGVRCL Club Meeting

September 2008

September 9
SGVRCL Board Meeting

September 23
SGVRCL Club Meeting

October 2008

October 4 & 5
Quarter Midget Race
422 & 424 only
SGVRCL, Whittier Narrows

October 14
SGVRCL Board Meeting

October 28
SGVRCL Club Meeting

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



AMA Chartered Club #154



"INTERFERENCE"
August 2008



2008 CLUB OFFICERS

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Member At Large: Open

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. 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

The end of July was busy, with the runway rework and the re-marking of taxi ways and pits. I hope you have had time to take a look at the runway. The paving company (Premier Paving Inc.) took the better part of two days to complete the work. They took two dump trucks of asphalt away that they dug up to fix the big cracks. They will recycle that material. If



you take a close look you can see where the trenches were dug. Most were about 18 in wide and 3 in deep and 10 to 30 ft long. The recycled asphalt was layed in the trenches and rolled flat.

This asphalt makes the slurry coat different than the old slurry coat so the filled trenches show. The work that was done has made the runway much smoother. If we have enough money we should have taken the total runway down 3 in. and repaved, but we did what we could afford.

You will also see that the slurry coat is not very thick. The slurry coat is a sealer to help keep the water out of the asphalt, and it will only last 18 months or so. You can see the smaller cracks as they were filled with a rubber type



crack sealer and are not as smooth. They went back over the runway and double and triple sealed over the smaller cracks. The small cracks in the taxi and pits are not as smooth. At the time of this article I'm still working on the changes to the signs. Hope to have them back up by Aug. /17th.

I want to thank Larry Chapman, Paul Carothers, and Earl Haymond for the work they did on the two containers. Thanks for the donation of the two fans from Earl, Paul and Larry put two powered vent fans in the first container, and put the old turbine type vent in the second container. We still need to do some work on the power vents as they are a little noisy. This should make both containers a little cooler this summer.

I want to apologize for the number of auctions we have had the last couple of months. They start out to be just a small auction for the equipment/parts that had been given to the club by the families of club members who had passed away. The next thing you know there is all kinds of other stuff up for auction. This made the club meeting last late into the night. I have asked the board of directors to develop a plan for holding auctions. I will make their plan available to you soon.

Have you had a chance to take a look at the new club web page? It

Put another candle on the cake of these..

BIRTHDAY PILOTS

Simon Cabrera	Aug. 05
Terry Mills	Aug. 05
Carl Balmer	Aug. 10
Al Falck	Aug. 12
Robert Davey	Aug. 13
Wes Cleaver	Aug. 20
Skip Adams	Aug. 22
Paul Timpano	Aug. 22
David Jennex	Aug. 23
Jay Millard	Aug. 23
Mike Leahey	Aug. 26
Ron Johnson	Aug. 28

has been completely reformatted by Jerry and it looks great. The next time you are on your computer spend some time and check it out. (www.sgvrc1.org) Take the time to navigate all the sections and you will see all the neat stuff. Remember you are encouraged to submit items to the web page. The more we get involved in the web page the better it will be. Thanks Jerry for all the work. I'm hoping to get Jerry to talk about this page and how it works at the next club meeting.

In the next month we will get the start pads on the taxi way. They will be 16 ft. X 13 ft. X 3in. with two tie down rings in each. The pads will be about 15 ft. down the taxi way from the pits and flush with the grass. There will one on each taxi way. If the helicopter guys can get their act together and pick a location for the heli pads we will also put them in. If you have any experience working cement or have any cement working tools we sure could use your help. Let me, Larry Chapman or any board member know.

Jim Riccio
SGVRCL President



Ken's Pen

The other day when I asked a visitor to the field to join us he asked, "How much?" After I explained he wanted to know, and he asked "What do I get for my money?" That kind of stopped me because I always thought the answer to the question was obvious. But it isn't! We fly at a public facility so isn't it normal for a visitor to think that everything supplied for our activity is provided for by the park and therefore the taxpayer? Namely himself!

We need a BIG sign! Yes, another one. This one will be intended to inform the uninformed! That means just about every visitor we get!

Anybody that's been there more than several times should know what the Club does furnish. But do they? Why would they care or ask as long as they can fully use the place? When you read this list below and see something you weren't aware of, keep it in mind. Add it to the items you already know about. This list of things is what the Club Members and supporters pay for. The items are what we feel is needed to operate a well equipped, safe RC facility including the equipment and materials to hold several types of contests.

Let's start with the visitor as he walks through the field gates. Yes, the Club supplies padlocks on all four gates. After you go through a gate step inside onto the nice sized pit area asphalt. That's OURS too. Then walk on

out to the runway on OUR taxiway. Then show him one of OUR six safety barriers on OUR asphalt walkway. And return to the pit area on OUR other Taxiway. Both Taxiways are ours of course.

While you're out at the flight line take a good look at OUR runway. All 45,000 Square Feet of it is mostly ours except for maybe 10% of it which the park put in back in the late 70's. With the taxiways and pit area included, the club has paid for and maintained about 55,000 square feet of asphalt. Including the painted lines and any stencils.

Oh yes, while out at the flight line, ask the visitor to notice those 6 Safety Barriers the club built and installed to protect his a\$\$.

When you get back in the pit area ask the uninformed visitor to take a seat—on OUR Club benches. All of them are ours, good or bad paint and all. Let him set his model on OUR Club work tables. All ten of them. Advise him to read OUR rules signs and maps posted more than several places and easy to see. These are county approved Club created rules and paid for signs. Advise him to look at OUR two bulletin

boards for OUR notices. Bring to his attention OUR pit area Airport style wind sock and pole. Show him how to use OUR club's three frequency control stands. Walk the visitor into the picnic area and show him OUR club Memorial Tree and marker. Then walk over to OUR two storage and office containers, both furnished and filled by the club.

Don't forget to point out OUR American Flag and Pole out side. And OUR attached work bench. Set the visitor down in front of OUR computer with its RC Simulator. Set up OUR club trainer and buddy box so he can see what it is like to fly RC—with OUR club furnished instructor. Maybe he already knows how to fly RC and if so show him OUR supply of equipment and materials needed to run several types of OUR contests. Everything from shade to chairs to soft drinks in an iced cooler with people to make it happen. Have him step out of our container and point out the famous Whittier wall. And OUR little 5 foot by 100 foot red sign. And OUR red flags on top of the wall.

It will take about ten minutes to show a potential new club member

(Continued on page 5)



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(Continued from page 4)

what he will get for his dues, besides a club hat furnished by OUR Haberdasher and the world best, OUR excellent newsletter. Oh yes, I forgot to mention OUR dedicated webmaster and excellent website with all its features. How about OUR Group Email system. But you don't have to be a member to use them. And last but not least for sure, all the people that make it happen, especially the dedicated club officers who spend as much time making it all happen—as they do flying. All OURS and included for the really small dues. The smallest in the area by a mile!

So after the tour the potential new guy you are trying to get joined up looks at you and says, "Is that all?" You have my permission to throw him out on his ear. Thank you!

But if he's too big to do that then walk the "freeloader" over to the grass. The park furnishes that. Tell him to pit and fly from there. Oh yes, he can use the porta pot and the trash cans. The park furnishes them. All that? Yes, all that. Grass, potty and trash. No, they don't own the land, we all do.

We are the dedicated group of people that since 1962 has started and made it happen in cooperation with the park—and still makes it happen today. Shouldn't all users of OUR area be one of us? Ask the guy next to you at the field if he belongs and knows!

73 (Best Regards)

Ken Meade

WA6IVD
SGVRCL Life Member,
and damn well proud of it!

AUGUST 2008 FLOAT FLY

Wow! It's good to be back to Float Flying! I missed the last one because of our vacation. This second Monday was a LALAPALUZA! I did the BIG one and flew the Sea Master on 2.4. into "the tree on island #1." The rest of the 18 flyers were testing new airplanes with some good luck and lots of splashes and boat rescues. Vincent and his son Curt came to watch, Vincent is feeling better.

We had two new guests, Jim Feldman and Joshua (don't know his last name), both with Cherokees on float type airplanes, they flew well. Phil's new 80" Cub also flew well. Larry Chapman did the "BIG ONE" too, he looked away and flipped his Air cruiser into the water.

This group of guys seems to love this float flying stuff, no matter how bad it gets. Jay's carbon fiber prop got into his floats and knocked his airplane silly but Jay did an expert job of landing it right side up, he is a pro.

And now for the thank you parts; Thanks Larry for cooking lunch; thanks Kenny for doing the frequency's, still not many guys on 2.4.

Special thanks to "Indiana Carothers" for going into the jungle on island #1 with his slingshot and getting the Sea Master down to a more retrievable height. It is still out there.

The next float fly is September 8th.

We love the Park.

Paul Moren

From Rich Hanson

AMA District 10 Vice-President

In 1993, when I first took on the task of representing District X, I never really gave much thought to how long I'd serve. Quite honestly I didn't envision it being more than a few years. Well, there's certainly truth in the adage, "time flies when you're having fun". Before I knew it fifteen years had passed.

A lot has changed over the past 15 years. The hobby has grown in its capabilities, diversity and complexity. We've seen substantial advancements in electronic technologies, building materials and engine design. The advent of lithium batteries and brushless motors has made electric flight a practical reality. The expansive growth in technology has brought with it new challenges and concerns, and AMA remains committed to meeting these



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challenges and securing the future of model aviation.

The advancements experienced in model aviation have also enabled the feasibility of unmanned commercial flight, and the phenomenal success of unmanned aircraft in the defense industry has spurred a ground swell of domestic applications. FAA is currently in the process of developing regulations to govern the use of unmanned aerial system (UAS) and these new regu-

(Continued on page 6)

(Rich Hanson continued from page 5)

lations have the potential of impacting the modeling community. In its effort to develop new regulations the FAA has commissioned an Aviation Rulemaking Committee (ARC) comprised of industry representatives and stakeholders and AMA has been invited to participate in this process. AMA has taken a proactive stance towards protecting the modeling interests by creating a dedicated position to represent model aviation and I've been asked to fill this position and work with the ARC.

I'm excited about representing the AMA on the committee and look forward to the challenges associated with the rulemaking process. The unfortunate downside is that it's not feasible to effectively represent District X and also dedicate the time and energy necessary to participate on the ARC. As such, I've decided to step down as the District X Vice President at the Summer Executive Council meeting.

Associate Vice President Jim Giffin will take over the reigns as District VP and will complete my current term of office. Jim is from Redding, California, is the outgoing IMAA President and brings to the District a wealth of knowledge and business expertise. I will make myself available to Jim as best I can to ensure a smooth transition in the District's representation. For my part, I have thoroughly enjoyed my tenure as the District X VP and I look forward to continuing to serve the modeling community at the national level. I would like to express my appreciation for all the hard work put forth by the District X staff and my sincere thanks go out to the clubs, officers and AMA members of District X for your support and confidence. So for now...

Keep'm Safe and Keep'm Flying!

Electric Airplane! 1:1 Scale?

Take your everyday metal moni motoglider, trick it out with a custom battery pack and you've got the ElectraFlyer C, a small electric airplane that debuted at the AirVenture show in Oshkosh, Wisconsin, in July

core surrounded by an outer shell of carbon fiber and glass fabric.

Once in the air, the ElectraFlyer C cruises at 70 miles per hour. Top speed is 90 mph and the stall speed is 45. The plane can fly for 90 to 120 minutes before the battery needs recharging. When the



Web Site: <http://blog.wired.com/cars/2008/08/the-company-cla.html>

2008.

The plane, which received its airworthiness certificate in April, features a 5.6 kWh lithium battery with a projected life cycle (the number of times it can be depleted and recharged) of 1,000 cycles. The battery has a max weight of 78 pounds and can be custom-built to fit the available space in an airplane. It provides juice for a motor driving a 45-inch superlight PowerFin propeller made of a foam

battery winds down, just plug it into an 110V outlet--your house is full of them--and you're good to go in just more than six hours. Bump the voltage to 220 and you're flying again in two hours.



NAME THAT CAPTION!

Come up with the funniest caption for the picture below and win 2 free tickets for the August club meeting raffle. Email your entries to the editor.

editor@sgvrcl.org



Monthly Raffle Prizes

Last month's raffle prizes for the meeting were bought at Robin's Hobbies in Glendale.

This month's raffle prizes are from Covina Hobby in Covina.

The **SGVRCL** thanks all of our newsletter advertisers for supporting our club. Please support the advertisers by patronizing their stores!

NEW MEMBERS

The SGVRCL welcomes these new members to the club!

*Frank Gonzalez
Vince Henderson*

This month's plane from Nitro Models



for the meeting raffle is the Cap 232.

Guest Speaker

The Guest Speaker for our club's August 2008 meeting is Mr. John Caley, a Delta Airline pilot, and former B-52 Bomber co-pilot. John was a guest speaker at one of our meetings several years ago and gave a video presentation of a military mid-air refueling operation. The comments afterwards were very positive, and since John asked me if he could come back for another presentation, I could only answer, "Certainly!"

I think John has some more video footage to show, crashes and aviation bloopers, and will explain why and how they happened. I'm sure it will be another great speaking presentation that you won't want to miss. Meeting time, 7:30pm this coming Tuesday.

Mark Melvin,
Editor

Board Meeting Minutes

To save space in the newsletter a copy of the minutes of the previous month's board meeting can be read online at.. sgvrcl.org/boardmeeting.pdf

off the mark.com by Mark Parisi



HER RELATIONSHIP BECOMING TURBULENT, FLIGHT ATTENDANT EMILY ZACK PUTS HER TRAY IN THE UPRIGHT POSITION.

off the mark.com by Mark Parisi



PANIC ON FLIGHT 117 AS THEY DISCOVER A BOMB ON BOARD.

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CYA TIPS!

By Jerry Smith

You know, CyA (cyanoacrylate) is getting to be downright expensive, especially when you are building a big airplane. But, with a little management on your part, you can hold the usage to a minimum and get a little more mileage out of a bottle.

One good way to use it is for pinning a part in place--that is, to hold it in place and then apply the cheaper white glue, or epoxy, to do the real holding. I have done this many times in the past with great results. When applying white glue, use it sparingly. Most modelers apply too much, adding unnecessary weight to the model.

Here are a couple of helpful hints I ran across that will make things go easier when using CyA:

1. Once opened, always leave the cap off the bottle. Why? The cap is not made of the special thermoplastic that the tip is made from and CyA will stick to it, gluing it in place.

2. When a blob of CyA forms across the end of the bottle tip, knock it off with the back edge of an X-Acto knife. For worse clogs, take a rag and hold it against the tip until the CyA bonds to the rag. Hold the rag tightly against the tip, and twist the bottle while pulling it back. Grab onto the blob with a pair of pliers and twist off.

3. Never stick a pin or anything else into the tip of a CyA bottle to open it or to remove a clog. This will introduce foreign material into the bottle and scratch the inside of the tip, which will cause more clogging. It is better to replace the bottle top with a new one if this becomes a prob-

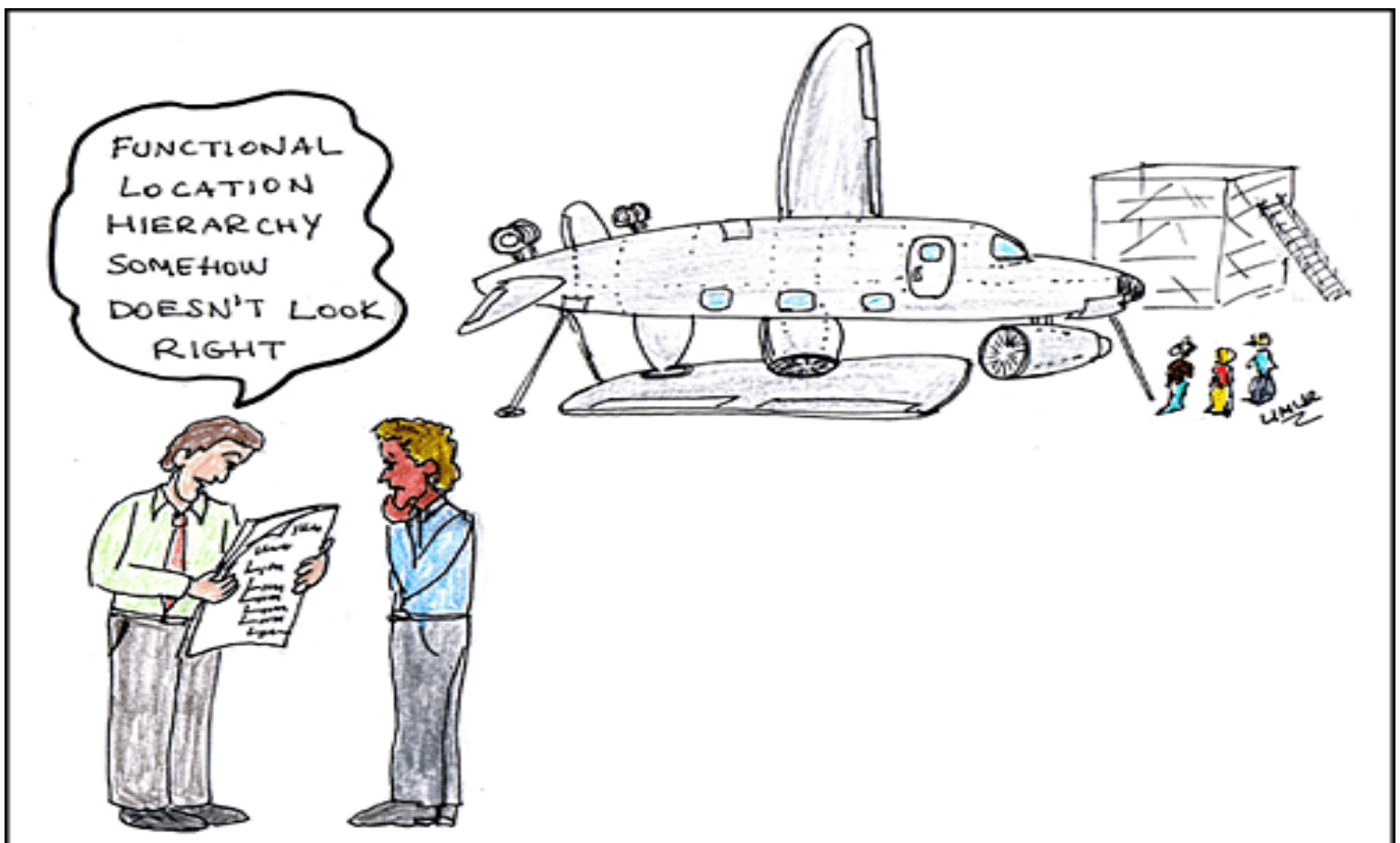
lem. Keep a small bottle of acetone handy, and place your clogged tips in it. The next time you need one, it will be free. Always open a bottle by cutting off the tip with an X-Acto knife. Don't squeeze the bottle when doing so, and do not have it pointed at your face. Bad news!

4. Use accelerator sparingly and only when needed. Don't flood the joint with it. A light mist is all you need. Too much accelerator will weaken the glue joint.

These are some of the tips I have run across, and hopefully you can add them to your idea folder, making CyA more cost effective and agreeable with your modeling dollar.

From Air Scoop, Chuck Mills, editor

via Flare-out, Jim Cook, editor



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