



SCHEDULE OF CLUB EVENTS



June 2008

June 10
SGVRCL Board Meeting

June 7-8
Two Day Pattern
SGVRCL, Whittier Narrows

June 24
SGVRCL Club Meeting

July 2008

July 8
SGVRCL Board Meeting

July 12
SGVRCL Member Fun Fly
Whittier Narrows

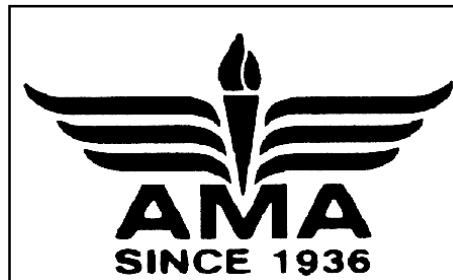
July 22
SGVRCL Club Meeting

August 2008

August 12
SGVRCL Board Meeting

August 26
SGVRCL Club Meeting

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



AMA Chartered Club #154



"INTERFERENCE" June 2008



2008 CLUB OFFICERS

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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

June is a quiet month, with only the Pattern contest that was early in the month, June 7 & 8. The turnout was good with 22 planes. They had 8 rounds on the two days. If you got a chance to check it out, the first thing you take note of is they are very quiet. The engines are big 4 strokes with tuned pipes that make very little noise. Seven of the planes were electric powered. The only thing that made electric planes different from the glow powered planes is they didn't make any smoke.

I was very glad to see Pattern return to Whittier. Thanks, Lynn Burks for the well run contest. Those of us who fly big gas motor planes better take note of the noise we make. The day is coming when we will need to quiet down our planes. You don't need to make a lot of noise to get great performance.

July 12th will be our club picnic and fun-fly. Set that Saturday aside and bring your family to enjoy the lunch on the club. They will cheer you on as you compete in the fun-fly events like the bomb drop, taxi run and many more. There will be lots of open flying too, and we will have the simulator and the buddy box plane for your family to try out your hobby. Jerry Swaim will be setting up the fun-fly events. If you remember last year we had a great time and lots of laughs. Larry Chapman will set up the lunch with lots of good things to eat. Dust off your old trainer, Aircruiser, or what ever you fly for just fun. Bring

your plane that is your pride and joy to show off for your family, who don't get to see you fly very often.

Got some bad news, Gary Glasband's father Joe passed away. Gary, please accept our condolences, and our thoughts are with you in this time of loss. As I get more info I will pass it along via the "E" group.

Here is a short report on the IMAA fl-in at Chowchilla. The club had 11 members present and 16 planes. The flying was good when it was not raining. The wind blew Thursday and no one tried to fly or even set up canopies. Friday morning it rained a little and flying was held up till about 10:00 AM. The rest of the day was great. Saturday it rained in the morning and flying didn't get started till about 11:00 AM, but was good all afternoon.

The Saturday evening dinner was



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good and we had a great time. In fact even with the rain we had lots of fun, the comradely is always great. Thanks to Larry Chapman and his big trailer we had a place to talk and drink coffee during the rain.

The June Monday float fly at the lake was well attended. There were airplanes of all sizes flying.

Put another candle on
the cake of these..

B I R T H D A Y P I L O T S

Gary Stevens	June 01
Jerome Winn	June 01
Ronald Coultrap	June 10
David Hill	June 06
Bill Rosie	June 09
Wayne Brown	June 13
Paul Gordon	June 16
Rohit Singh	June 17
Chester Parker	June 18
Ricardo Vargas	June 28
Jerry Mount	June 30
Timothy Ahl	June 30

From small electric Cubs to Jay's 75 cc float monster. I think everyone got in all the flying they wanted, with only one crash and one in a tree. Lunch under the trees in the park was great, thanks to Earl Haymond and his cooking, and Anthony Giandomenico with his Elk or Moose burgers. Anthony grilled up some onions and Jalapeño peppers that added zip to the burgers. Great job Paul Moren, keeping the float fly running smooth and Ken Meade for working frequency control at the field.

The June club meeting is when Frank Walther goes for his flight in the AT6.

Frank won the drawing from all the people who worked the Q500 races to get the ride. The AT6 will be parked at the ramp at El Monte Airport during the club meeting. Come early and check it out. Thank You Lee Von Der Hey for making the ride possible.

Fly friendly,
Jim Riccio



Ken's Pen

Goof up!

It's hell to have to relearn a lesson on flying RC the hard way. When you have been in the hobby for awhile every one of us has experienced the stink of a goof. I've smelled a primary error three times over the years and that smarts! Three times now it's been because I didn't follow my own preaching's! Check the dumb controls for correct direction operation before taking off! I usually do this while taxiing out. But if human error can creep up, it will. In this case I can partly blame the radio design. Got'ta blame anything but me!

"Till" had a new small PT19 with a Futaba T6XA basic computer radio. The LCD screen top line reads the channel numbers and has a little tiny arrow indicator, the reversing status for each channel. I had been going through all of the PT 19 controls setting up the reversing, end points, dual rates and expo. While setting it up one of the first things you do is correct control direction. But later on somehow I reversed the ailerons again and didn't perform that one last check while walking out to fly. Too busy shooting the breeze with Till! Confident that all was correct based on previous tests in the Pit area, I ignored my preaching's. A distraction of any type will keep the "check list" so to speak, in the pocket. Not out where it *must* be read. Okay, so none of us write a check list down and follow it, too much of a pain. Full size pilots always run a written check list. They want to live awhile I guess! So ours has to be mental. 99.999% of the time, no problem. It's that other little digit that really gets 'ya!

I fault the radio readout design because with other brands inadvertent reversing is pretty hard to do. The Futaba T6XA LCD screen channel numbers are real small along with the tiny little arrows that indicate direction. Changes are not obvious. You have to carefully check each of the four basic controls for direction. Apparently the computer in the radio "defaults" to Ch 1 which is the ailerons, when other commands like D/R are looked at. So if a wrong key is hit while looking for some other command the change isn't obvious and crap can happen. Especially if you're like me and make really dumb mistakes!

Oshkosh, WI.

Sadly fuel cost will probably eat into the annual Experimental Aircraft gathering that takes place in late June every year. Having attended 10 years ago in '97 and '98 with a bunch of us from the local area, we probably got to see the event at its peak attendance, somewhere around 11 to 12 Thousand aircraft. Most were general aviation types that you see at every airport but around 3.5 Thousand were there to show off their rarity. Some 125 being on Floats of some type at the close by Lake. Even though we tried hard, pictures just don't cut it. Even video won't do. I haven't even looked at the many video tapes or stills since! One advantage in coming years is that the crowds will be smaller I'm sure!

So what are some of the outstanding highlights I remember? 17 P51's. A very noisy Concord landing and taking off. A 747 low pass. A Gee Bee doing slow rolls. A Douglas Dauntless, the type of dive bomber that sank 4 Jap Carriers in one day. 60 T6's in a formation fly by. A U2 landing! Waking up at dawn in the camp ground to the Utralight Morning Parade right overhead. Walking for hours and hours

at a time. Being bug eyed hour after hour at the really rare aircraft parked side by side, row after row. Hundreds of them! Bipes galore. Twins all over the place. A beautiful Fairchild 24, all orange! 13 Cubs! A VW powered home built who flew in all the way from CA! 2100 miles! Not a single piece of trash on the ground. Seeing continuous streams of landing aircraft all lined up in the air, small specks off into the distance. Landing three at a time! The thousands of volunteers making it happen. Listening to the tower talk 'em in. The many hundreds of retail booths. The hundreds of displayed aircraft for sale. New kit designs for sale. From super fast hot rods with NASCAR type V8's to Put Put's with pilots hanging out in the breeze. A fantastic museum. Worlds smallest Bipe? 4 foot span! A B17 selling rides. A 30's Trimotor doing the same. Pairs of P51's coming and going. The every afternoon huge War Bird fly by followed by the acrobatic show. The brief rain showers and finding a friendly wing. The bicycle storage area for those who had one, to ride in from the camp grounds. The huge number of tents under wings. The various busses and trams. The impressive price of onsite food. The fanny pack with everything I would need during the day. Especially film. The Porta Pots everywhere. The gang shower buildings. The huge distances and long walks. The bulletin boards with hundreds of notices. Touring the surrounding country side in the evenings. Shopping in Oshkosh. Doing laundry!

So I'm still preaching – "Don't die until you have seen Oshkosh." Spend at least two days there – at least! I spent 20! And loved 'em all.

73 (Best Regards)

Ken Meade

WA6IVD

MONTHLY FLOAT FLY

Monday, June 9

Hi Float Flyers, it was another perfect morning at Legg Lake. We had 14 pilots that flew their airplanes. We had some celebrity airplanes that flew and landed very well. They were Jim Riccio's Cessna 150, Jay Mallard's Extra Edge with floats. Jay put on quite an air show; I have never seen a float plane do 3D aerobatics and then make a good landing. Jay parked it at the grassy edge of the

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lake.

We had some excellent standard flyers too, Felix's PBY did well until the batteries went low, he landed on the other side of the lake. Felix rowed out and picked it up and returned it to shore. Great to see him feeling good again. Earl lit the BBQ at 11:15 so that the coals could cook down. Anthony brought fresh elk burgers, he also cooked up a stir fry. At about noon we had a "burger Fest," the guys all enjoyed themselves.

Best flight of the day goes to Paul Carothers, he landed his Sea Master in the tallest tree at the lake. We ate our lunch as the airplane yelled for help. Paul has a fish line which

is shot with sling shot, he will retrieve it, I hope, on Tuesday.

The next float fly is Monday, July 14, 2008. I will not be at this float fly as that is the last day of our vacation. Felix has a key and will open the gate at 8:00 a.m. Frank Walther will call in the frequencies to Kenny, I hope. Don't forget to FLY SAFE.

Last words, Vincent, the NAMBA Safety Warden, says he is getting lots of calls from the Park. He spoke to us about safety. We all understand the importance of safety. I remarked that we fly off the lake only four (4) hours on the second Monday of each month. I don't think that we cause that many problems in that short of time. It was

good to see him at the float fly. Thanks Vincent. Thank you Kenny for doing the frequencies again. We Love the park!

Paul Moren

Monthly Raffle Prizes

Last month's raffle prizes for the meeting were bought at Hobby People in Lake Forest. Big Thanks to Mark and Dennis for helping round up the prizes!

This month's raffle prizes are from Pegasus Hobbies in Montclair. The SGVRCL thanks all of our newsletter advertisers for supporting our club. Please support the advertisers by patronizing their stores!



This month's plane from Nitro Models for the meeting raffle is the

PSI-D MUSTANG

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



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From The Field Marshall

If you have not noticed it yet, the top of the wall where "Landing Zone Only" is painted is now yellow. I replaced the green because some fliers were confused and thinking that it was okay to fly over that area. This is still a landing zone only.

I had hoped that the new runway slurry coat would have been applied before now, but glitches in the process have held it up.

Also the park is really dragging their feet with the promised pit area canopies. Also other items we have requested of them have not been addressed. They did however spray the edges of the paved areas with weed killer.

We had a pattern contest on the 6th and 7th of this month and if you were not there you missed some great precision flying. July 12th is our annual club sponsored Fun Fly event.

Don't miss this even if you do not plan on flying in any of the events. Just watching everybody else will be worth the trip to the field. And besides there will be a great BBQ going and you are invited.

Jerry Swaim

Field Marshall



SGVRCL Inc. 2008 Club Fun Fly Saturday July 12th

Challenging flying events
Trophies for 1st 2nd and 3rd place
(and worst crash plus \$20.00)

Lots of laughs

BBQ

Airplanes and helicopters

Open flying time after final event

editor's notes...

In case you missed it in the President's message, at our next club meeting on June 24 there will be a full size AT-6 parked outside of the El Monte Airport terminal building for the sole purpose of taking club member Frank Walther up for an aerial joy ride. This is his reward for helping out at one of the club's recent races, his ticket being chosen at random from a bucket holding tickets of other hopeful riders. Come to the June meeting and see Frank's grin after the ride when he climbs out of the plane!

Also in Ken Meade's monthly article he talks passionately about his several trips to the greatest air show in the world, the "EAA Adventure" in Oshkosh, WI. The internet link below will take you to the pictures I took at Oshkosh two years ago when I last visited. Remember, you gotta go at least once in your life, and I've been twice already!

The link: picasaweb.google.com/mightypilot
The albums are EAA Monday and EAA Tuesday.

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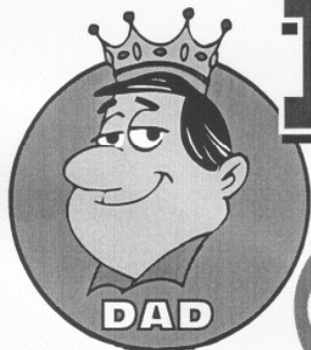


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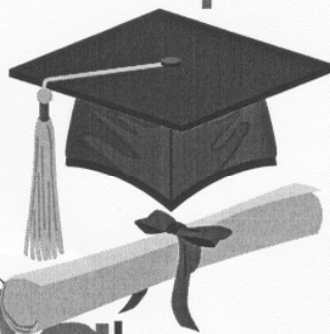
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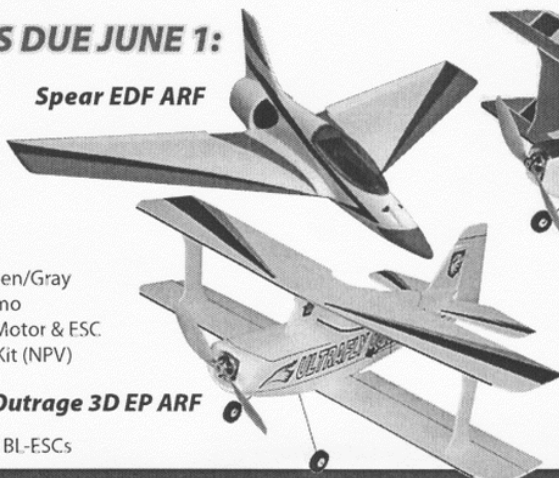
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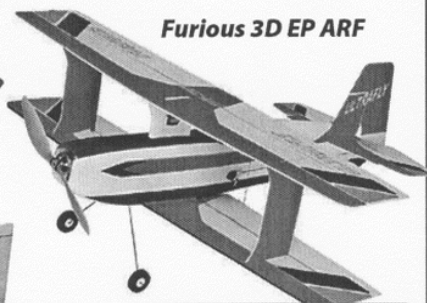
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