



# SCHEDULE OF CLUB EVENTS



## October 2008

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

**October 14**  
SGVRCL Board Meeting

**October 28**  
SGVRCL Club Meeting

## November 2008

**November 11**  
SGVRCL Board Meeting

**November 25**  
SGVRCL Club Meeting  
Board Member Elections  
Big Raffle

## December 2008

**December 9**  
SGVRCL Board Meeting

**December 23**  
SGVRCL Club Meeting  
Big Raffle

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



*AMA Chartered Club #154*



***"INTERFERENCE"***  
**October 2008**



# 2008 CLUB OFFICERS

**President: JIM RICCIO**

626-963-3696 jimk6trw@yahoo.com

**Vice-President: STEVEN SAHAGIAN**

909-596-5614 h4oskier@verizon.net

**Secretary: TED HOLDREDGE**

562-425-8924 twholdredge@aol.com

**Treasurer: STEVE LOPEZ**

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

**Past President: JOHN KROHN**

562-692-4177 jfkrohn88@aol.com

**Contest Coordinator: Open**

**Sergeant of Arms: FRANK WALTHER**

562-908-5995 frankjulia@earthlink.net

**Field Marshall: JERRY SWAIM**

626-967-9920 rcflie1@gmail.com

**Safety Cordinator: JIM PATTON**

909-395-6769 jamespatton@ups.com

**Newsletter/Membership: MARK MELVIN**

626-638-3251 sgvrcleditor@earthlink.net

**Haberdasher: FELIX CERVANTES**

626-572-8044 felixc1930@yahoo.com

**Refreshments: LARRY CHAPMAN**

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: 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](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

This has been a very fast year; here we are at the end of October. We have had 4 very successful contests and made a few bucks for the club. The runway got a new top coat and looks good. All we need to do is have fun at Toys-for-Kids in December to close out the year. Next year you will have a new president and I will become the past president, and I'm looking forward to that. The best part is you will not have to suffer through my newsletter articles next year.

The last big racing contest has been completed with good results. The club will have made about \$1000 or so. The pilots who flew in the race were happy. It was three days of lots of work, thanks to all you members, we had enough workers to man all the flight stations and we got it done. Lee has a number of items that were donated to him to give to you guys who worked the contests. For every day you worked during the three contests a ticket with your name on it will be in the raffle. Lee will have a drawing at the October club meeting, good luck to all the workers. You don't need to be present to win.

Toys-for-Kids is coming up on Sunday, December 7th. This is a fun day and we hope to get lots of toys to give to kids who are down on their luck. Pick up a \$10.00 toy for boy or girl, unwrapped, and bring to the Toys-for Kids. We will also accept your \$10.00 bill.

If you have been to the El Monte airport you have seen the signs

about the construction work that is going on from Oct. 26<sup>th</sup> to Nov 6<sup>th</sup>. They will be replacing all the flooring in the terminal building. As our club meeting is on the 28<sup>th</sup> we will be meeting on the patio of the restaurant. If there is any change we will pass it on to you via the club "E" group and club web site (sgvrcl.org). There will be someone at the terminal building the night of the meeting to direct you where to go.

The plans for the 2009 AMA show are coming along. Your show team is Ted Holdredge, Steve Lopez, Skip Adams, and Zak Caldwell. They are working on the booth layout, and making a list of workers for the show. If you would like to work in the club booth see one of these guys.

The Club Christmas party will be at the Covina Bowl on Friday night December 5<sup>th</sup>. The cost is \$25.00 per ticket. Get your ticket from Larry Chapman, Ken Meade at the field or any board member. The dinner will be at 6:30 PM with Happy Hour before that. Take part in the gift game by bring a wrapped gift worth about \$10.00, and put your name in the pick box. The game is very simple. If you want to play bring a wrapped gift put it on the gift table. Put your dinner ticket stub with your name on it in the pick box. I hope Carl Balmer will be the game host again this year. Carl will pick a stub from the box. When your name is called you will come to the gift table and select a gift, open it and show it to everyone. Carl will call the next name from the box. That person can either pick a gift from the gift table and open it, or take one that has already been opened. If you lose your gift you will go to the gift table and select and open a new one. This goes on till all the gifts

Put another candle on  
the cake of these..

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

Joseph Mendez	Oct 01
Ray Rycewicz	Oct 04
Steven Sahagian	Oct 04
Francheska Walther	Oct 05
Marty Wittenberg	Oct 10
Ed Phillips	Oct 13
Phillip Legendre	Oct 14
Don Sheffer	Oct 15
Robert Larimore	Oct 24
Jerry Nielsen	Oct 24

have been open. It is great fun, with lots of gifts moving around the room.

The time has come to start thinking about the 2009 board of directors. Some of the present board members may chose to remain on the board for 2009. They will ask you to reinstall them on the 2009 board and you as members must by simple majority vote do that. Any present board member may be rejected by a vote of the membership. The board openings that are vacant will be filled by nomination from the club membership in the October or November general club meeting. These nominees and the returning board members will be voted in at the November general club meeting. That will make up your 2009 board of directors. The new board will meet with the 2008 Board at December board meeting and select the 2009 President, Vice President, Secretary, and Treasurer along with all the remaining club officers. Most of the returning board members will remain in their 2008 jobs.

By now you have seen the 2009 pilots ID information that is in this newsletter. I hope you find it okay.

*Jim Riccio*

President



## Ken's Pen

Shouting "Landing Reverse" is often heard these days. It's that time of the year when the wind at the field does its abnormal thing. It's called Off Shore or in some cases Santa Ana's. The normal right hand landing pattern over the yellow landing zone on the wall becomes more difficult. If you can see the mountains clearly it can be likely that the wind is going off shore and all the haze or smog being blown out to sea. A quick glance at the wall mounted red flags will confirm any situation.

Landing into the wind verses downwind is always more favorable because the aircraft GROUND speed as it touches down, will be reduced by the wind speed, times 2. That's a big change. Besides the much lower touchdown speed, the model will have in my experience, more stability. Since we can't see the movement of the air, we can only watch the model and its reaction to a wind condition.

Wind as you know, comes in waves, similar to waves of water on top of an ocean. When Surfers ride a wave cresting, it's downwind and their forward speed in relation to the surface is small as the wave rises slowly. What the surfer is looking for is the peak to develop and at the moment it crests with him being right on top of it. Imagine an aircraft doing a similar maneuver, coming on shore rising slowly as the wave builds. But then there's a major difference in the two. While the Surfer gets all the action

depending on gravity for excitement, an aircraft will be in deep trouble as the "air wave" falls out from under it after it crosses the peak!

Of course there are many variables depending on the wind direction and speed - or the section of the wave the aircraft is in. Waves of air are very seldom perfectly straight. An aircraft crossing a wave downwind might be slewed sideways or drop one wing rapidly as it passes a crest that's anything but square to the wing. Add that to the total rapid descent when it passes the crest. We've all seen that happen, the rapid descent that is, mostly more aggravated when landing downwind. The model is going along fine at what appears to be a safe speed when the bottom drops out and the model slams into the runway. Not all downwind landings will have that happen. Just the ones where bad luck or timing comes in. We can't see the crest—only see its result with the model being slammed into the runway when it falls off one. So timing is a matter of luck, not skill. Usually the model also hits the ground with the penalty of a much faster ground speed a down wind landing has. Remember? Its wind speed times 2!

Then there's the model trim. It can play a part too. A nose heavy model will be in trouble even more so than a well balanced one. Being nose heavy causes the wing to stall at a higher speed. Not good for a bounce free landing in any case! Wing loading, drag, idle speed and prop pitch have a role here too.

Now let's land into the wind. First the touch down speed will dramatically be reduced. That alone is sufficient reason to land into the wind. Wind speed times 2, remember, between the two directions. Second if the model should happen to hit a wave crest its speed will be transformed into lift as speed is sacrificed. A touch of power or a reduction of the up elevator you're holding—or both—will control the extra lift. In any case the "ballooning" result is a much, much better chance of a damage free landing.

Okay, so any idiot knows it's better to land slow. But the darn model must be into the wind to take advantage of it! It appears that at Whittier there is way too many people not comfortable doing it—so they

*(Continued on page 5)*



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(Continued from page 4)

don't! Even some top pilots appear to get the shakes just thinking about it—so they don't! It's sad to see damage occur when it isn't necessary. If you fall in the category it's time to improve your skills! So when nobody is looking give it a try. There's no excuse. There's not a darn bit of difference in skill level for either direction. None! Usually we do stand further from touch down landing left to right so there can be a different view. Big deal. Yes the wall won't be there to give landmarks. Big deal. Yes if you don't really yell loud "Landing Reverse" somebody might have a problem. Big deal. Just be a big mouth. Yes, I'm sure your instructor brought the subject up and even had you practice it. But you forgot. Yes you know that other fields can land in a left hand pattern normally and you should know how.

The big deal is—landing the model at the slowest possible ground speed at touch down. Landing gear has a tendency to stay attached that way and propeller blades have a tendency to stay equal length.

73 (Best Regards)

*Ken Meade*

WA6IVD

### Monthly Raffle Prizes

Last month's raffle prizes for the meeting were bought at Hobby People in Pasadena.

This month's raffle prizes are from Robin's Hobbies in Glendale.

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

### 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](http://sgvrcl.org/boardmeeting.pdf)

### NEW MEMBERS

The SGVRCL welcomes these new members to the club!

**DAVID HAAS  
NEAL PERSON**

### OCTOBER FLOAT FLY

Well, we all expected high winds for Columbus Day, but they didn't happen. Thirteen flyers came out anyway to fly and we had lots of room for our chairs and airplanes, not too much excitement either.

There were 3 boatmen at the lake, they shared the water with us. I couldn't say anything, it was their holiday too.

Kenny did the frequency tags, not too many fliers at the land field either. Thanks Ken for doing tag frequencies. See you guys at Lake Casitas on the 16<sup>th</sup> and 17<sup>th</sup>.

Next Legg Lake is Monday, November 10. We love the park!

*Paul Moren*

This month's plane from Nitro Models



for the meeting raffle is the Super Falcon

### Meeting Note!

Hi Gang! If you have not been to the El Monte airport in the last week you have not seen the signs that the Admin building will be closed for new flooring, between Oct. 26th and Nov. 6th. As our club meeting is Oct. 28th we need to meet somewhere else. I have made arrangements with "Annia's Kitchen" at the airport to use their patio for the meeting. As the seating may be limited you might bring a chair and a coat as it could be cool. If you know a club member who is not on the SGVRCL E group please let them know. See you there..

*Jim Riccio*

### JET MAN FEAT

A Swiss daredevil crossed the English Channel strapped to a homemade jet-propelled wing Friday, parachuting into a field near the white cliffs of Dover after a 10-minute solo flight.

Yves Rossy leapt from a plane at more than 8,800 feet (2,500 meters), fired up his jets and made the 22-mile (35-kilometer) trip from Calais in France.

Rossy passed over a thin strip of land in front of South Foreland lighthouse, looped over onlookers and opened his parachute, his wings still strapped to his back.

The trip across the Channel is meant to trace the route of French aviator Louis Bleriot, the first person to cross in an airplane 99 years ago.

More at:

<http://snipurl.com/jetmanfly>

<http://jetmanlive.com/>

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**Introducing KI6TOG!**

Above is Norman Louie's callsign and I hope all you Amateur Radio Operators will send him a note of welcome - and any else that would like to of course.

In RC Norman just recently soloed and is practicing his soft landing techniques hard almost every day! Last weekend Norman went to a free 2 day licensing class out in Santa Monica successfully completing the course and passing his Technician Class ticket.

Now he's shopping for his first radio so that when he wants to he can chat with the rest of us who use our San Gabriel Valley Radio Control Repeater Association system! It's on the 2 Meter Band @ 146.085 with an +600 KHz split and a 110.9 (CTCSS) Tone Squelch. At the field we have a unit in the container with the call sign of KG6ZKS that any ham can use while there.

The KA6AMR/Repeater was originated in the 80's by guess who - KA6AMR! Jim Peterson holds the license and is a SGVRCL Life Member. Thanks to Kim, KA1WCC, we have worldwide communications via the Internet besides our local capability using Handhelds, mobiles and fixed stations. Thanks to our current SGVRCL President, Jim Riccio and his electronic genius along with

Kim to furnish the brains, our system is kept operational.

Our Repeater has battery operated emergency capabilities for disaster communications! Hopefully we will never need it but it's there in case. So our system isn't just for chatting about RC, it's pretty darn well thought out and sophisticated!

The best part of this system, it's ready to use by any ham and free. Supported financially by donations, and technically by Jim and Kim - so we all can enjoy it.

So a BIG WELCOME to Norman, now also known as KI6TOG. Enjoy!

73 WA6IVD

*Ken Meade***Food For Thought:**

When was the last time you had a safety check of your plane that was done by someone other than yourself? Checking for loose or broken hinges, control horns mountings, push rod and hardware, safety clips where needed, servo mounts and control arms, receiver, switches and battery mounting, engine mounting for loose or missing bolts, and loose firewall?

Think about it.

*Jim Patton,*  
Safety Coordinator

**Whittier Narrows R.C. Field  
Pilot ID Requirements**

The Pilot ID is to be implemented Jan. 1, 2009. It requires that all pilots wear their AMA card in plain view on their upper body any time they are or will be flying a R.C. aircraft at Whittier Narrows R.C. Field.

This is very simple to implement and you always have your AMA card with you. If you would like the SGVRCL will laminate your AMA card in plastic and put a clip on it, or furnish a plastic sleeve with a clip to put your card in. They only ask for small donation to cover the cost (must be the real AMA card, not a copy.)

This will start January 1, 2009. You will have until January 31, 2009 to get your 2009 AMA card. You will be asked to not fly if you don't have your AMA card visible on your person after January 1, 2009. Between January 1 and January 31 your 2008 AMA card will be accepted.

The present frequency control system will still be in use for those who are flying on 72 MHz or 6 meter ham band. For pilots who are visiting the Whittier Narrows flying site, with the presentation of a valid AMA card, the SGVRCL will give you a plastic sleeve to put your card in.

Any pilot who doesn't have an AMA card, SGVRCL will sell you one on the spot. Your receipt will be used as your AMA card till it comes in the mail. If you have forgotten your card, you will

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have to go home and get it or buy one. New pilots may fly with the use of a buddy box and a qualified AMA pilot as PIC (PIC =pilot in command.)

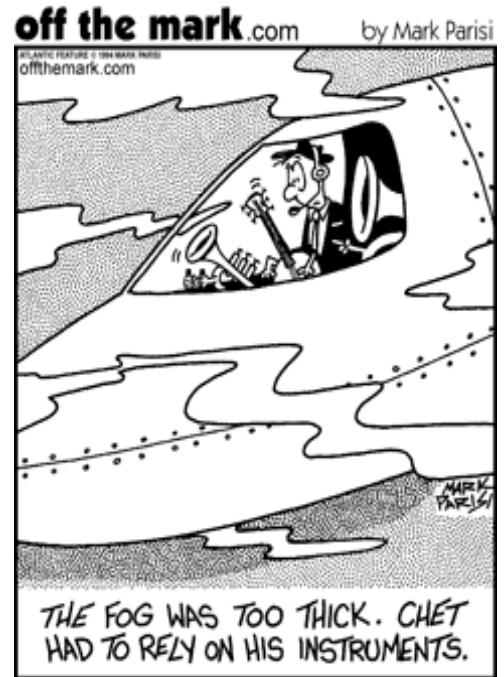
If park personnel find you flying without your AMA card or the receipt in plain view you will be asked to stop flying. If you persist you will be asked to leave the park. Remember the park police is on the other end of his/her radio.

The AMA card is used as proof of PL & PD insurance; we fly model aircraft that are not tethered to the ground in any way. With the freedom of control in three dimensional space comes the possibility and responsibility that your aircraft could become a liability.

The LACP&R wants to be sure that you have insurance to cover any liability your plane might become involved in. Should the Park get into a law suit and loses, guess who else will lose. (YOU AND ME.)

They will close the flying field in a flash.

Jim Riccio



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# N.M.P.R.A. Championship Race October 3&4, 2008

Photos by Ted Holdredge



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