



# SCHEDULE OF CLUB EVENTS



## 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

## November 2008

**November 11**  
SGVRCL Board Meeting

**November 25**  
SGVRCL Club Meeting  
Big Raffle

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



*AMA Chartered Club #154*



***"INTERFERENCE"***  
**September 2008**



# 2008 CLUB OFFICERS

**President: JIM RICCIO**

626-963-3696 jimk6trw@yahoo.com

**Vice-President: STEVEN SAHAGIAN**

909-596-5614 h4oskier@verizon.net

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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**

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**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

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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: 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

Well here we are in the 9<sup>th</sup> month of the year, time sure goes fast. You know what they say "time goes fast when you are having fun." As we approach the fall the weather will be getting cooler, and the day will be getting shorter. More night time to build and less day light to fly in. It will be time to think about the club election for the board of directors in November, the Club Christmas party in December, and the Big End Of The Year Raffle at the November club meeting. Guess we should finish up the things that are in the works.

October 4<sup>th</sup>&5<sup>th</sup> is the big 422 Quarter-40 race. This will be the NMPRA Championship Race. There will be lots of good pilots trying to be the best of 2008. If you have never seen a Q-40 race you must see this one. These planes cover the 10 laps on the big course in about 1 minute, which is a lap every 6 seconds. We need lots of people to work this event because things happen fast. If you have not signed up see Kenny, he has the worker list. The contest director Lee Von Der Hey has been keeping a list of all the guys who have worked the first and second races. The guys who work this race will be added to the list. Lee has a bunch of neat stuff to give to the workers at the end of the racing. Sign up and get on the list, you could be a winner. Lee needs someone who is willing to be the cook for the event. If you would like to help with this effort please contact Lee at e-mail "leevonderhey@earthlink.net" or call 818-554-3517, or Kenny.

Felix has the new Orange "T" shirts for sale, \$12.00 each. This is a test

run so get your order in now. If they sell well he will order more. Felix also has a supply of regular Club Orange Shirts, Green Jackets, and the new Club Hat.

We are hoping to get the start boxes on the taxi ways this month. Each box will be 13 ft. by 16 ft. and have 2 tie down rings installed. The installation of these start boxes will complete the list of gigs we got when AMA did a safety check on the field. We will ask persons with planes with engines larger than 1.2 CI or 20 CC to use the start boxes. This is on a volunteer basis, but I think you will get a lot of flack if you start your 50 cc engine in the pits.

The board has been trying to find a fix for the 2.4 Ghz radio dilemma. Pre 2.4 Ghz the frequency control system has been our way to verify that the pilots who fly at the field are AMA members. The advent of 2.4 Ghz radios doesn't require any frequency control system. There has been no easy way to verify that the 2.4 Ghz pilots were AMA members with the AMA insurance. Who cares you ask? The LACP&R requires that you have PL&PD insurance to fly at Whittier Narrows. They have accepted the AMA insurance as meeting their requirements. The SGVRCL has taken the lead in coming up with a system that is easy for the park to verify insurance.

The solution we have chosen to implement at this time is to require 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, and not on some board that you can forget. The club will laminate your AMA card in plastic and put a clip on it for you free. This will start Jan. 1, 2009. You will have until Jan 31, 2009 to get your 2009 AMA card. You will

Put another candle on  
the cake of these..

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

Alfredo Guting	Sept. 01
Les Bridges	Sept. 05
Zachary Caldwell	Sept. 07
Jerryl Shankland	Sept. 09
John Cvitanich	Sept. 10
Stanley Wagner	Sept. 11
Michael Wauschek	Sept. 12
Lindell Webster	Sept. 15
Pavel Martinec	Sept. 16
Bob Canavan	Sept. 17
George LaCorte	Sept. 18
Ken Meade	Sept. 19
James Hardesty	Sept. 20
Zachariah Lammers	Sept. 22
Michael Purkey	Sept. 25
Sam Sammelman	Sept. 25
Cipriano Dominguez	Sept. 26

be asked to not fly if you don't have your AMA card visible on your person. Between Jan, 1 and Jan. 31 we will accept your 2008 card. The present frequency control system will still be in use for those of us who are still on 27 Mhz or 6 meter ham band. We are still working on some sort of guest card for those pilots who don't normally fly at Whittier. This doesn't take place for some time, the board is open to any ideas you have of a better way to solve this problem. Please let me or any board member know.

At the September club meeting we have one of our members Tai Liao giving a hands on demo on the A123 batteries and how to set up your electric plane. Tai has spent many hours working with electric planes and the new A123 batteries. This should be a very informing demo for all of us who would like to know more about electric flying. Bring your questions.

Keep the rubber side down on landing!

**Jim Riccio**

SGVRCL President



## Ken's Pen

In last month's issue I led an imaginary non-member around our field pointing out what the SGVRCL members and donations have done for the place. Of course the LA County Parks and Recreation Dept. and the US Army Corp of Engineers are responsible for us having a field in the first place! They have allowed us to use the many acres of property we use and over fly. They furnished all the mowed grassed areas and its needed on going maintenance. They also take care of the trash service, Porta Potty and rule enforcement.

Added to their part of our facility's cost most recently is the new Shade installed in each end of the pit area. Unfortunately, their budget only allowed what we got--but it's better than nada! Also unfortunately, if we would have had control of the money they cost, we could have done the whole pit area. Maybe not as pretty but certainly as useful and durable. Oh well!

This month I'll tell the same imaginary non-member about some of the non-cash donations that were made by individuals, including members and friends. At least the items that I'm aware of. This is the material and equipment not actually purchased by Club Funds.

Most recently when the new asphalt slurry coating was being applied it was noticed that only the Runway and Pit Area were to be coated, not the Taxiways or Flight Line Walkway. The clubs tight budget didn't allow for it. One of our members thought it would be better if those areas should be

done also. So he donated the \$500 additional cost on the spot. Do you see the Red Flags flying on top of the wall? All material donated by individuals. The whole "Office" container? Donated! \$1500 bucks worth by one guy. The fans on top? Donated. The tables in the pit area you put your model together on? Donated. The bench's you sit on? Donated by an Eagle Boy Scout. All the paint used to keep 'em green? Donated. The Gas Lawn Blower I clean the place with in the morning? Donated. Gas too! The weed killer we use when the county doesn't



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have any? Donated. The American Flag we raise on weekends? Donated. The Red Plastic fencing material at the flight line? Donated. Just about all of our signs scattered around the place? Professionally made, we got'em for material cost only. The recently acquired filing cabinets in the storage container? Donated. The two club trainers, motors and radio systems? Donated along with the Flight Simulator program by AMA! The Computer the Flight Simulator is on? All donated. Our ready to fly Float plane? Donated. Floats and all. The Orange Club Trainer? Donated. And the piece I like the most, the bright black club Marble Memorial Plaque for Charlie in the picnic area. Donated.

We get small stuff donated all the time. Little things like thumb tacks or rubber bands or staples. Event printed posters, event rules and

plastic covers. Even tape of all kinds and a pair of scissors. Lots of little stuff like CA and epoxy, but try to fix something without 'em! All the brooms we have were donated and some of the other yard tools. Donated! First Aid supplies? All donated!

These are all items that cost somebody money. But the best thing we get is donated labor. Not a single member has ever been paid for his labor. Not a cent. To top it off, I'm not aware of a single member ever getting reimbursed for any costs incurred like transportation in performing this free labor!

Which reminds me! Oct. 4 and 5 is Contest Director Lee Vonderhey's Quarter Forty Race! Guess where we get all the labor for it! Thank you Lee, you're a neat asset to the club and its coffers! So lets

back him up by showing up Saturday morning the 4<sup>th</sup> and giving him all the help he needs. I'll be there for sure.

73 (Best Regards)

*Ken Meade*

WA6IVD

Bill "OB" O'Belmito, KA6EFG, died Saturday evening of a heart attack.

Bill was a past President of the SGVRCL during the 1980's, and maybe other officer posts too. A very active modeler until his eyes became a problem. A Giant Scale buff, he was also a two time member of our "Seven Spirits Team" that flew a model cross country.

Bill was a close friend for many years.

Ken Meade

## September 8<sup>th</sup> Float Fly

Well, Indiana Carothers does it again with his trusty slingshot. September 8<sup>th</sup> was no exception to the August 11 Float Fly. 16 Pilots and some new guests all enjoyed the "Lake." Our new guest was Barry (guest of Joe Balish) who flew a small electric powered Cub, it flew great. Barry is quite a pilot.

My rebuilt Sea Master flies better now, I had no problems. Vincent's new Sea Bird I helped flight test is a little tail heavy, not much of a problem to fix, we had two good flights on it. It flies good with plenty of power from an OS LA 40, good job Vincent. Our best flight of the day goes to UPS Jim, he landed the Club Trainer in the east pine tree, and Indiana Carothers went into action with his sling shot and tennis balls. He got it out of the tree almost undamaged, thanks Indiana.

There were 6 boatmen at the lake at 8 A.M. They were having a good time running their boats, I spoke to one of the boatmen, they knew we are here on the second Monday of each month but they did not know which one was the second Monday. Vincent showed up and straightened it all out and saved the September 8<sup>th</sup> float fly. They cleaned up their stuff and stayed to watch us fly. A very nice bunch of guys, thanks boatmen. Thanks Anthony for shooting the elk and cooking it for our lunch (great burgers).

Thanks Jim R. for backing up Kenny on frequencies, still not too many on 2.4. It's the way to go for the lake. Get well soon Phil!

We love the Park.  
Paul Moren

Next Float Fly is October 13, 2008  
(A warm up for Lake Casitas)

## NAME THAT CAPTION!

The winner of last month's "Name That Caption" contest is Ken Meade with this entry: "Hey Riccio, slow down, we don't want to break the sound barrier this low!"



### 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)

### Monthly Raffle Prizes

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

This month's raffle prizes are from Hobby People in Pasadena.

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

## GUEST SPEAKER

Dear SGVRCL members, do you want to know how to fully charge a 2300 mAh A123 battery in 6 min at 20A? Do you want know how current (A), voltage (V) and propellers size/rpm are related? Do you want know how to estimate the motor constant kV?

If you answer at least one yes, then come to our club meeting on Tuesday night, September 23. I will have 3 electric motors RUNNING to answer the questions above.

Cheers, Tai Liao  
SGVRCL Member

*Being that our Guest Speaker's topic for this month's club meeting is battery charging for electric planes, I thought the article on the Internet listed below would be timely for its safety factors.*

*SGVRCL Editor*

Safety Considerations for  
Electrical Powered Flight  
<http://snipurl.com/battsafe>

## NEW MEMBERS

The SGVRCL welcomes this new member to the club!

*Stephen Williams*

R/C PLANES / CARS / HELIS / & BOATS

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## There's Safety in Testing

by Neil W. Hansen, Safety Officer

It's always a good idea to give your radio control system a ground range check before the first flight of the day. This ensures that the entire control system is working. Turn on the receiver and the transmitter, and check control surfaces for proper movement. Also, make sure metal fences or large objects are not within 10 feet of the model. Point the model toward you, and walk about 100 feet away. Point the transmitter antenna directly at your model with the antenna collapsed. The control should operate properly. If it doesn't work, you probably have a weak system or interference.

To give your model a sensitivity check, continue to walk farther away from your model, with the transmitter antenna pointed directly at it, until you no longer have control. This may happen up to a quarter of a mile away, and if you shift your transmitter antenna from pointing directly at the model, you will regain control. I did this test and got about 400 feet away before it stopped working, and a minor shift in pointing the transmitter antenna caused me to regain control. This test gives you a feel for how important it is not to point your transmitter antenna at your model in flight, especially if the model is pointing toward or away from you.

You will feel a lot more confident of your radio control if you do a range check before your first flight of the day.

from SRQ Flight Line

## CHOOSING YOUR FIRST AIRPLANE RADIO

Here are a few points to consider:

**Number of channels:** This does not refer to the radio frequencies but the number of separate control channels. Normally, one channel controls one servo. There may be several switches or controls that affect the same servo. Most power airplanes require three to four channels. Most new pilots will purchase

If you already own a radio system, it may be an advantage to select the same brand so that your servos, switches, battery packs and chargers are interchangeable. If you are in the market for your first radio, this may not be so important.

**Trainer Systems:** This feature allows for two transmitters to be connected by a trainer cord. One transmitter (the master) is held by the flight instructor. The other is held by the student pilot. The instructor has



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a four-channel radio.

**Airplane Radio Features:** There is an almost endless list of features available with the new microprocessor controlled transmitters for airplanes. The most important is servo reversing. This makes servo installation a breeze. New pilots will learn to fly without the advanced features of most radios. These features improve the performance of more advanced airplanes.

**Servo Connectors:** There are four major brands of radios available to American modelers. Of these, only two use the same servo connectors.

control of who is in control of the aircraft. This is a popular way to teach new pilots to fly. In order to connect two transmitters together, they must be of the same brand and must also be compatible with each other. If you are going to use a trainer system, you should consider this.

**Airplane Type:** Most trainer-power aircraft will accept the standard size servos and battery packs. However, if you are starting with an electric aircraft or a sailplane, you may want to consider one of the special four-channel systems offered by some manufacturers. Remember that these specialty radios

are not as versatile as the standard versions and usually are more expensive. For sailplanes, there is a version that comes with two microservos instead of the three standard servos. It also has a smaller battery pack.. This is more suitable to sailplanes where weight is critical. For electric airplanes, there are versions that include an electronic speed controller (sometimes combined with the receiver) and two microservos. The speed controller replaces the throttle servo and provides power for the receiver and servos. This reduces weight.

**Transmitter Modulation:** The choices here are AM, FM, or PCM. Originally, all radios were AM. When FM became legal, higher quality receivers began to appear. FM adds slightly to the price of a radio, but it is generally considered well worth it. The advantages are mostly signal reliability. The real choice should be between FM and PCM. PCM radios are FIVI radios with advanced digital encoding. This allows an entire order of magnitude improvement in signal reliability. Since it is more expensive, few four-channel radios incorporate PCM technology. It is usually available in the more expensive, feature laden radios of five to nine channels. PCM may be the most significant reason for choosing a more elaborate radio with more channels and more features. It is the reliability of the radio that is important here.

**Service:** Airplanes have a tendency to crash. This sometimes requires service of the radio equipment. Of the four major brands, three have service centers on the west coast. One is in the Midwest. The warranty terms of most radio brands are similar. Generally, a defect shows up immediately, not a couple of years later. This is not a significant factor in the choice of a new radio purchase.

**Frequency Choice:** There are 50 frequencies (also called channels) for use in model airplanes, plus 10 more that require an Amateur Radio License. The main thing to consider here is the pit location. Each organized flying field has a designated pit area for each frequency. If you have a friend who is going to teach you how to fly, do not choose the same frequency.

from The DCRL Newsletter,  
Andy Kane, editor

## YOU MAY BE A REDNECK PILOT IF....

1. You fuel your airplane from a mason jar.
2. You have mud flaps on your wheel pants.
3. You have a gun rack hanging on the passenger window.
4. Your preflight includes removing all the clover, grass and wheat from the landing gear.
5. You have more than one roll of duct tape holding your cowling together.
6. You use a Purina feed sack as a windsock.
7. Your matched set of luggage is three grocery sacks from Piggly Wiggly.

8. You've ever just taxied around the airport drinking beer.
9. You figure the weight of mud and manure on your airplane into the CG calculations.
10. There are parts of your airplane labeled "John Deere."
11. You've never actually seen a sectional, but have all the Texaco road maps (but they're 20 years old).
12. You answer all calls from female controllers with, "That's a big ten-four, little darling."
13. There's exhaust residue on the right side of your aircraft and tobacco stains on the left.
14. You have to buzz the strip to chase off all the sheep and goats.
15. You use your parachute to cover your plane.
16. You have fuzzy dice hanging from the magnetic compass.
17. You have a shotgun and hound in the baggage compartment.
18. There are grass stains on the propeller tips.
19. You navigate with your ADF tuned to country music stations.
20. Your airplane has a sticker that says, "I'd rather be fishing".
21. Just before impact, you were heard saying "Hay, y'all, watch this!"



**422 / QUARTER-40**

**N.M.P.R.A**

# **CHAMP RACE**

**SAN GABRIEL VALLEY RADIO CONTROL LEAUGE**

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**A.M.A. SANCTION # 08-1897**

**WHEN: Oct. 3<sup>rd</sup> practice day, 4<sup>th</sup>&5<sup>th</sup> race days**

**CD: Lee Von Der Hey (818) 554-3517 [leevonderhey@earthlink.net](mailto:leevonderhey@earthlink.net)**

**3300 West Clark Avenue Burbank, Ca. 91505**

**ENTRY FEE: \$75.00**

## **NOTES:**

- \* ALL ENTRIES MUST BE RECEIVED BY 10/03/2008 6:00 PM! THERE WILL BE NO EXCEPTIONS TO THIS. PLEASE MAKE CHECKS PAYABLE TO **S.G.V.R.C.L.**
- \* THERE WILL ONLY BE 4 PILOTS PER FREQ. OR TEAM (2.4) FIRST COME FIRST SERVE!
- \* **PILOTS MEETING WILL BE HELD DURING THE BANQUET FRI. EVE. @ THE DOUBLETREE INN.**
- \* RACING WILL START 9:00 AM SHARP.
- \* THIS IS ONE CONTEST WHICH IS FLOWN OVER THE COURSE OF TWO DAYS. WE WILL BE FLYING BETWEEN 8 & 10 ROUNDS .
- \* AIRPORTS: LAX OR BURBANK AIRPORT
- \* HOTELS: MOTEL 6 (626) 572-6076 ABOUT \$60.00 PER NIGHT ( FAIR TO GOOD)  
KNIGHTS INN (626) 288-6666 ABOUT \$60.00 PER NIGHT (FAIR TO GOOD)  
DOUBLE TREE (323) 722-8800 FROM \$109.00 TO \$189.00 PER NIGHT (NICE)

**\$\$ THERE WILL BE A "JIM SHINOHARA MEMORIAL CASH DASH" \$\$**

**( SEE PILOTS NOTES FOR INFO )**

***GO FAST, TURN LEFT & HAVE FUN***

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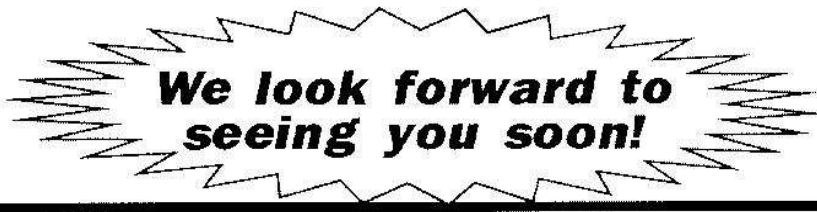
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**Thank you!**

**Thank you club members! We appreciate your patronage to Hobby People and the support you give to the hobby. We look forward to seeing you soon!**

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