



SCHEDULE OF CLUB EVENTS



February 2009

March 2009

April 2009

February 10

SGVRCL Board Meeting

March 10

SGVRCL Board Meeting

April 14

SGVRCL Board Meeting

February 24

SGVRCL Club Meeting

March 14-15

Springfest 424 & 428
SGVRCL, Whittier Narrows

April 18-19

Radio Control Expo
Fairplex, Pomona
Info: rcx.com

February 28

Float Fly
SFDRCM, Santa Fe Dam

March 24

SGVRCL Club Meeting
Annual Club Auction

April 28

SGVRCL Club Meeting

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



AMA Chartered Club #154



"INTERFERENCE"
February 2009



2009 CLUB OFFICERS

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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 stein!

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

Hello once again to my monthly column in the newsletter. First things first, I'd like to thank Ted Holdredge for heading up the 2009 AMA Convention task

Everything was well under control thanks to Ted again, and I was able to peruse the vendor's booths checking out all the new goodies on display. The club once again sold all of the tickets we had printed for the weekend, and several ticket buyers became very happy raffle winners!

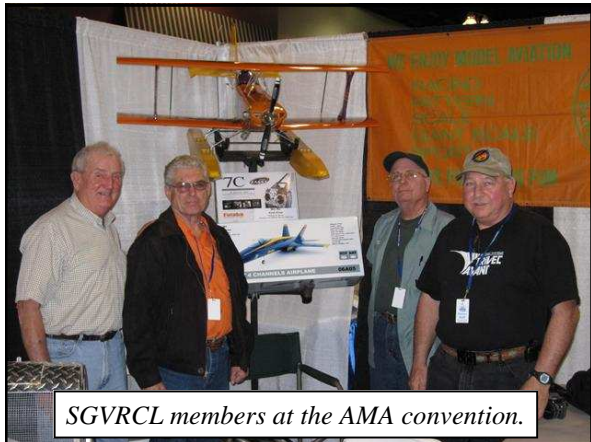
Please continue to be as vigilant as possible towards safety when you fly. On the day of the January meeting there was a crash of a plane outside of our flying area. Fortunately there were no injuries to people or damage to property—and we'd like to keep it that way in the future!

There is a Float Fly scheduled this month on the 28th hosted by the Santa Fe Dam Radio Control Modelers club. I know several of our club's members were looking forward to this event but in the past week issues have come up with their flying site, and the Fly-In for the moment is on hold. Hopefully by our club meeting on the 24th we'll know if the event is going forward or not.

Pull your ladder off from the wall of your garage and check out those piles of RC stuff on top of your shelves. Yes, next month at the March meeting, is our Annual Auction. Just think of it as our "AA Meeting!" So bring all your unused stuff to get rid of, because someone will surely take it off

Put another candle on the cake of these..
BIRTHDAY PILOTS

Frank Walther	Feb. 01
Willie Miralles	Feb. 03
Ward Hanawalt	Feb. 10
Jeff McRae	Feb. 11
Ka Kit Wong	Feb. 15
Joe Chirco	Feb. 18
Paul Moren	Feb. 20
Felix Cervantes	Feb. 21
Charles Malone	Feb. 26
Bob Sahagian	Feb. 27



SGVRCL members at the AMA convention.

force last month, and lining up the workers at the event, and making sure everything ran smoothly. Thank you also to each of the club members who came to the convention center each day to work their "shift." I stopped in to check on the status of our club's booth on Friday, bringing club applications with me for the purpose of handing out to prospective members.



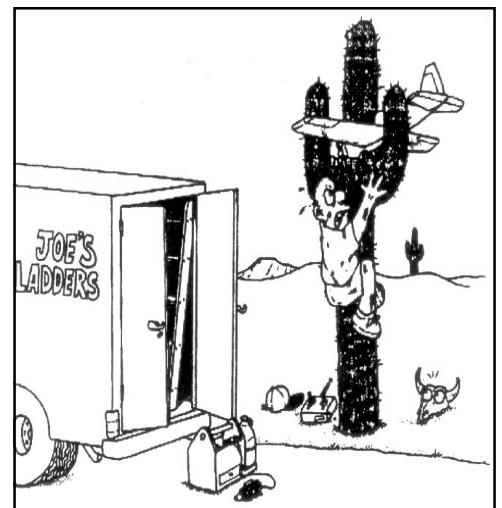
Huge collection of antique RC radios.



Giant scale for sure!

your hands—and don't forget to bring your cash too!

Mark Melvin
President



Joe wasn't the smartest cookie in the world, forgetting he owned a ladder company!



Ken's Pen

So what happened? It was a large, very well done kit built AT6, 3.7 CI powered with retracts on the first and last flight. The unfortunate loss was caused by pilot disorientation. In my opinion it was not because of a lack of skill, experience maybe, but not skill. It was because of several quick visibility changes that under different circumstances, like time of the year, would not have happened. Time of the year? Yep.

It was about 10 AM on a late January morning in very clear bright blue sky. The Sun was halfway up. But more importantly at this time of the year the Sun is in the most southerly part of the path. Standing at the flight line facing west watching a model, the Sun would be well behind and over your left shoulder. If you could look it would appear to be coming right up the 60 Freeway.

Entering a reversed direction left to right landing pattern well past the end of our runway, the model was right wing up, in a left turn, setting up to come towards the runway. The whole model was brightly lit by the Sun. About half way into the 180 degree turn the model's bright visibility disappeared as its path left the sunlight, putting it into full shadow from our point of view. What could now be seen was a dark outline of an aircraft—all in very dark shadow. Normal visual aircraft references were gone in an instant, the pilot could not tell the wings position. By

this time the model had progressed well into the left turn towards the runway. Surprised by the loss of visual reference, the pilot tried to level the wing.

I was standing right behind and next to the pilot, watching. It happened very quickly and I'm not sure what took place that put the pilot in trouble. I couldn't see the models wing position well either. The model was large and easy to see even far away, especially while all lit up by the Sun. But the contrast change into shadow was quick and caught us by surprise. Apparently

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side of the freeway. It wasn't. The physical size of the big model fooled both the plot and I. Commonly known as depth perception; size makes a fool out of many— if not all of us.

This time of the year wind changes



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the pilot over rolled the left turn recovery putting the model in a right bank. Then application of up elevator put the model in a right turn, moving the model dangerously even further away, compounding the problem of visibility. Then it nosed over from about 200 feet up, the pilot fatally confused by lack of visibility.

So what can we learn from this sad event? I thought the model was this

direction to "out of the north" more often than not. Landing into the wind for best touchdown speed does require a southern entry, left hand pattern. When doing so we must be very, very aware that this time of the year the sun is well into that same southern sky. That this time of the year a clean bright blue sky is common and model sunlit or not, is in high contrast, especially when its position puts the model

(Continued on page 5)

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into full contrast shadow. That a model's color itself may emphasize shadow. This one was a low gloss silver. Ugh. We know that bigger models can fool a pilot's depth perception easily. It fooled me.

Earlier on the downwind leg I had commented to the pilot about going too far away. It appeared to me that it was getting into dangerous territory—and continuing on. What I said to the pilot was probably "Don't go too far." But at the speed that the model was flying, maybe 80 MPH, it only takes seconds.

I can't fault the pilot; after all, maybe I waited too long to comment. Maybe I didn't put the emphasis needed into my comment. The model at the time of the warning I gave was still well lit and plainly visible, so I'm sure the threat wasn't obvious to him.

While buddy box teaching in the future I'm going to be putting much more emphasis into going too far away. I usually verbally warn the student, then wait to see if the pilot will make the correction in what I think is "in time." I'll be changing the warning to one in pre-flight telling him that it's a guessing game with too many variables, that as soon as I'm aware of the potential danger, real or not and in my opinion, I will take the model back with no warning announcement. Then when it's on the way back, explain why.

Wasting precious time as a model moves further away to give a warning, can be fatal.

"Fatal." A tough word! No problem as long as it's preceded by "Can be."

73 (Best Regards)

Ken Meade WA6IVD

Monthly Float Fly

Well we almost got to fly by 10:00 a.m. It was raining pretty good but nine fliers showed up and we had some fun flying. Paul #1 brought out his new very nice Sea Master ARF, but it had servo problems and did not fly.

Jay had a good flight with his new Parakeet design, 2.4 gas engine. Felix flew his new PBY very nicely; we didn't get to cook because of the rain. It's too bad we didn't get to test Norman's new float plane and he also brought soup to share for lunch, well next time for sure.

Also a rumor is out there that there will be no Float Fly at Santa Fe Damn on the 28th of February, so keep your ears open for that one. The next SGVRCL Float Fly is Monday, March 9, 2009. BE THERE!

We love the Park,

Paul J. Moren

NEW MEMBERS

The SGVRCL welcomes these new members to the club!

GEORGE A. BERNHARDT
WILLIAM INGALSBE
JIM PALMINTERI
CHRIS ROADES
NEAL SMILE

Club Meeting Raffle Prizes

January's raffle prizes for our club meeting were bought at Covina Hobby in Covina.

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

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February Meeting Guest Speaker

The guest speaker for our February meeting will be Cermak again, who will talk about their newest products in their line of gas engines.

This month's plane from Nitro Models



for the meeting raffle is P51 Mustang 60

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

Hi Guys, just talked to Ken Shapiro our Dist. X IMAA Director on the phone. The Memorial weekend Fly-In at Chowchilla is off. He was not able to find a site in the center of the state to have the event this year. They are planning a Fly-In on Memorial weekend at Sacramento.

He is looking for a club and a place to have one in SoCal. I was not much help. The Whittier Narrows field is not big enough to support a large number of motor homes, and our runway is a little short for some of the big scale planes.

If you have any suggestions on a site for an IMAA Memorial weekend event here in SoCal please contact Ken Shapiro at GoGiantKS@aol.com.

Jim Riccio

22 Ways to Kill your Club, or Things Not to do if you want to be a Good Member.

1. Don't attend meetings, but if you do, arrive late.
2. Be sure to leave before the meeting is over and make sure everyone hears you leave.
3. Sit in the back so you can talk with other members during the meeting.
4. Never have anything to say at meetings; wait until you get outside, then always be negative.
5. After the meeting, find fault with club officers and fellow members.
6. Hold back your annual dues as long as possible, or better yet, don't pay at all.
7. Never accept an office or serve on a committee.
8. When everything else fails, abuse the club's officers.
9. At meetings, agree to everything, then go home do nothing.
10. Don't bother enlisting new members; let others do it all.
11. Don't tell the club how its policy can help you, but if it doesn't help you, tell everyone else it's useless.
12. Do nothing more than what's necessary, but when other members roll up their sleeves and willingly use their ability to help matters along complain that the club is being run by a clique or dictator.
13. Talk cooperation but never cooperate.
14. Get all that the club has to give but give nothing in return.
15. Threaten to leave the club if something isn't the way you want.
16. If you are asked to help, always say you don't have the time.
17. Leave the club because you don't like one of the club officers.
18. Never read any of the mailings or seek information. You might find out what's going on.
19. If appointed to a position never devote any time to it, let someone else do it all.
20. Always criticize club officers whenever the opportunity arises.

21. Overlook your own short comings and concentrate on what they are not doing.

22. Repeat all the unpleasant things about your club to anyone who will listen.

Being a good member takes work. The club will benefit from the effort that you put into it. With your help this can continue to be a great club!

WEIRD PLANE OR WHAT?

Touch and go contest winner!



CLUB WEAR!

The SGVRCL has these club related clothing items for sale. Contact Felix Cervantes at (626) 572-8044, the field, or meeting.

Club Shirt

Short Sleeve-Orange \$28
\$22 for new member

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