



# SCHEDULE OF CLUB EVENTS



## January 2009

**January 9-11**  
AMA Convention  
Ontario Convention Center

**January 13**  
SGVRCL Board Meeting

**January 27**  
SGVRCL Club Meeting

## February 2009

**February 10**  
SGVRCL Board Meeting

**February 24**  
SGVRCL Club Meeting

**February 28**  
Float Fly  
SFDRCM, Santa Fe Dam

## March 2009

**March 10**  
SGVRCL Board Meeting

**March 14-15**  
Springfest 424 & 428  
SGVRCL, Whittier Narrows

**March 24**  
SGVRCL Club Meeting  
Annual Club Auction

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



*AMA Chartered Club #154*



***"INTERFERENCE"***  
**January 2009**



# 2009 CLUB OFFICERS

**President: MARK MELVIN**

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**Vice-President: JIM PATTON**

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**Field Marshall: JERRY SWAIM**

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**Member At Large: PAUL MOREN**

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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

So how goes it? Well the SGVRCL finally nabbed me as your club president after all these years. How many years do you ask? Close to 30 years by my calculations. As most of you long time club members know I've been doing the club newsletter for many years. I did the newsletter for two years in the late 80's and then picked it up again in the early 90's and have been doing it ever since. In addition to being editor I have been doing the membership chairman duties for the past 8 or 9 years.

In the recent end of year club board officer changeover I was pleased to have Kim Seligmann agree to take over the membership position, and Jerry Nielsen, our current web site master, volunteer to take over the newsletter editor slot as well. The funny thing is that I forgot to resign from the board so technically I was available to hold a different position. So when it was asked if I would be club president for 2009 I was stunned. So stunned I couldn't get the words out to turn it down. And that's how I became your new club president—really!

As I mentioned previously I've been in the club for many years. Believe it or not I flew every weekend in the 80's, but over time my trips to the field have been less frequent. As a result probably few people now would recognize me at the field, except for the long time members. I should have more time to build so I do plan on making frequent appearances at the flying field starting in February.

I thought in my inaugural President's Message I would do some sort of short auto-biography on myself so everybody could better get to know me. My story actually starts only a few miles from the club flying field. I was born in Monterey Park at the old Garfield hospital in July of 1959. I grew up in the San Gabriel Valley until the age of 8 or so when I moved to the City of Orange and finished schooling there and graduated from Orange High School in 1977.

One year after high school I moved back to the San Gabriel Valley and started working for a bakery (McDonalds) in the City of Industry that lasted for 26 years. Four years ago I quit that job cold turkey for the elevator construction trade and became a journeyman mechanic just three months ago. Not much to report on for a working career but hey, it's only two jobs!

As for flying that started in 1978 when I made my first visit to our club's long time flying site. At that

Put another candle on the cake of these..

### BIRTHDAY PILOTS

Frank Luisi	Jan. 02
Rudy Betancourt	Jan. 07
Larry Kaneshiro	Jan. 11
Robert Flores	Jan. 14
Ross Negrete	Jan. 14
Bob Campbell	Jan. 15
Bob Padgett	Jan. 15
Johnny Hernandez	Jan. 16
Timothy Thompson	Jan. 24
Richard Correa	Jan. 28
Ray Forsyth	Jan. 29

time I had just met Bob Haley and his son Michael, who flew regularly at the field. My dad was a pilot and also had built some RC planes in the 60's so I was hooked right away. Bob helped me build a foam Piper Cub for my first plane, and a Kraft radio was purchased from Jet Hanger Hobbies in Lakewood. Ken Meade was at the controls on the magical maiden flight! I think it was a full year of flying at the field before I joined the club in 1980.

In 1979 the first national RC Marathon flight was taking place. I was



1981: The RC Marathon team known as the "Seven Spirits +1." That's me in the bottom center.

too new a face and rc-pilot to help out with the club's team. But in 1981 with the second marathon flight going on I was able to convince the others to let me join them, if nothing else to be a spectator. Kenny has mentioned this wonderful event many times over the years in his monthly articles and I was grateful to be part of it. Sadly, Bill O'Belmito and Charlie Abrahams in the picture are no longer around to share the memories with.

In 1984 my flying bug got the best of me and I ended up taking flying lessons at Brackett Airport in La Verne and got my pilot's certificate in a Piper Tomahawk N9120A. I later upgraded it to a commercial pilot certificate and added an instrument rating. My end goal was to be an airline pilot so I earned an A.S. Degree in Commercial Flight from Mt. San Antonio College in Walnut. My eye sight was never the best, and didn't have the money for additional flight training so that's how I ended up building elevators for a living.

I've already been too long winded for a small newsletter article so I'll close here. Besides I am doing the newsletter for one more month (January 09) and am just starting it on Friday morning, four days before the January meeting. We have six new members to the club this month. I hope to see them along with the regulars on January 27 at El Monte Airport.

*"To most people, the sky is the limit. To those who love aviation, the sky is home."*

**Mark Melvin**

2009 SGVRCL President

## WEIRD PLANES OR WHAT THE??



*Not a good idea to land this honker of a plane on the Hudson River!!! How well would it float???*



*It'd take a lot of birds sucked into these 10 engines to take this plane down!!!*



**Ken's  
Pen**

It was a cold Saturday morning this particular weekend and several miserable long hours were spent trying to solve a fuel line air leak on James' ARF 40 size Lucky Stick. It was a tough one! After much frustration, time, and many tests, the ARF fuel tank aluminum tubing was suspected to have a split in its manufactured seam. We replaced it. But even that didn't help! While testing the tank outside the model, bubbles of air were still seen right

around the end of the brand new inexpensive red colored fuel line. It turns out it must have been old material. It wasn't holding a good seal on the tank's aluminum fuel tube and air was seeping past it! I've never seen that before and I've seen a lot of fuel tubing! With a good, made in USA thick walled silicon line installed—problem solved! Hurray! But it took several cold and frustrating hours. Finally! A simple stupid piece of fuel tubing three inches long! Two hours worth!

On to the test flight! James' Lucky Stick proved to be way too sensitive in pitch and roll. It needed more Expo and to have the throws cut down. Since it was an older Hitec and not familiar to me, help was sought. Finding the right guy who knew his stuff was easy and the changes were introduced. Everything tested good so the transmitter had its new settings put into memory. Keep in mind that both I and our volunteer who helped are not beginners! Everything had checked right before setting that memory by two experienced guys! Now we were ready for the second test flight. As you may have guessed already that's why I'm writing this, not because of a stinking piece of 2 hour pain-in-the-ass-fuel-tubing!

It was a disaster. A collection of small human errors that in normal circumstances should have been caught easily. All this time the

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Stick's motor had proved to be unreliable in idle. You could hear the bearings going around and around a long ways off! Anyway, James and I had been carrying the model out with the motor running, afraid to set it down and taxi knowing it would die. We had done the same thing the previous test flight a ½ hour before. James set the model right out directly onto the runway so we could make an immediate take off for its second test flight that day. As soon as it broke ground it started to roll to the right. Instinctive correction rolled it into a hard, fast cartwheel crash, all to the right. Shixxxxx!

We found the wing's two halves had separated since they hadn't been glued together, just slid together on the plywood joiner. Hmmmm. But that wasn't the problem. The problem is - were human!

I've almost always caught reversed ailerons during the routine check we all do while taxiing out, or even well before. Almost. I think this is the fourth model in 34 years that I've test flown and somehow managed to not catch the reversed ailerons. In this case we had just flown the model ½ hour before. In this case we carried the model out breaking normal routine. In this case the model was too far away from me. I was standing behind a flight safety barrier fence and the model was at the runway entrance.

I couldn't see the ailerons and check it's action as it was set on the runway—which I've done many times—and had done the previous flight. But it was just flown and all had been fine! Why waste precious time and walk up close—where I could see the aileron clearly—when it had just flown?

Error one was to not correct the idle problem.

Error two was to not test all control moment for direction after setting the memories. Not just for movement but for DIRECTION of movement. Right Aileron goes up with right stick. Repeat after me 100 times. Right aileron goes up with right!! Don't just wiggle the dang stick to see if they move! Open your brain and eyes and look! Any other control being reversed is not fatal. Ailerons are! Check 'em EVERY flight!

Error three was to carry the model out - breaking routine.

Error four was not completing the normal right aileron up with right stick check while taxiing – or just before take off.

Error five was to get up that morning!

Error Six was to call it a "Lucky Stick". Well, it sort'a was lucky since James rebuilt the front of the fuselage and it's flying today.

So now I'm going to go stand in front of a mirror and raise my right hand. Guess what I'm going to swear at?

73 (Best Regards)

*Ken Meade*

WA6IVD

## NEW MEMBERS

The SGVRCL welcomes these new members to the club!

**THOMAS MOK**  
**MICHAEL PAISNER**  
**ROBERT STEVENSON**  
**TIMOTHY THOMPSON**  
**MATTHEW VANEGAS**  
**MELVIN YOUNG**

## Getting Lost?

The scene is from back when cockpits had round dials, flight engineers and navigators. The crusty old-timer captain is breaking in a brand new navigator.

The captain opens his briefcase, pulls out a .38 and rests it on the glare panel. He asks the navigator, "Know what this is for?"

"No, sir," replies the newbie.

"I use it on navigators that get us lost," explains the captain, winking at his first officer.

The navigator then opens his flight bag, pulls out a .45 and sets it on his chart table.

"What's THAT for?" queries the surprised captain.

"Well, sir," replies the navigator, "I'll know we're lost before you will."



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**SWAIM SPEAKS!!**

**HAPPY NEW YEAR!** Yes we are in 2009 and the club is off and running in full force. We had our first Board member meeting and it looks like the club is going to be busy. We started scheduling the various contests for the year, float fly dates, construction projects, Christmas party location, guest speakers, and all that other stuff that just magically happens during the year.

We scheduled two fun flies for this year and one of them will be in October and will include a swap meet type of thing. Speaking of things happening I scheduled a couple of weekends to install the new 120 size and bigger airplane starting pads. These will be on the two taxiways a few feet west of the pit area.

We will need lots of help on Saturday February 7<sup>th</sup>. We will start clearing out the grass and building forms for the cement. The next Saturday February 14<sup>th</sup> will be the cement pour day.

I know that the 14<sup>th</sup> is Valentine's Day but try to come out to help if possible. We will really need the most help on the 7<sup>th</sup> so if you can only help on one Saturday please make it the 7<sup>th</sup> and bring your shovel. Hopefully

we can find a small Bob Cat (not the animal) to do most of the digging.

The AMA EXPO show was held over the weekend of January 10<sup>th</sup>. The club sold over 560 raffle prize tickets. First prize was a 2.4 radio system and the second prize was a complete F18 electric powered jet with radio and running gear. Would you believe that the radio went to a young lady who bought only one ticket? She gave the radio to her Grandfather who is just getting into radio control flying.

I volunteered to work the club booth on Saturday and it was costly. After my work shift was over I proceeded to spend around \$600.00 dollars on goodies including a new Spectrum DX7 radio system. If you happen to bump into my wife don't let her know or you will be visiting me in the hospital recovering from a beating. Humm I wonder if she reads these club newsletters?

*Jerry Swaim*

Field Marshall

**Monthly Float Fly**

Gosh it's January 12, 2009, the weather is just beautiful. Felix had the gate open before 8:00 a.m. and Kenny called in with frequencies ready to go. We had about twelve flyers again with a few special guests such as Norman (his first time on the cub trainer on floats) and Ron Coltrap's beautiful daughter at his side, she can fly, how about that!

Now let's get down to business, now you guys know that I love to eat so this was the lunch menu: Earl H. Lima Beans and Ham, Phil Herrera Chili, Bob's super Potato Salad, and Jay baked a big loaf of Bread and Cup Cakes. Jay is not only the best builder, he can cook too, and Larry even stayed for the cinnamon rolls. Thanks to all the cooks, lunch was great.

NEXT, THE FLYING REPORT. The rescue boat was slow, most of the flyers are getting good at float flying, they don't splash as much. Jay's new Parakeet is trimmed and flying great. Indiana Carothers left early again (are

*(Continued on page 7)*



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(Continued from page 6)

computers more important), how can he do that. You guys know Anthony Giandomenico had surgery last Thursday, we all wish him well, get flying soon.

Thanks again Kenny, you and the club make it possible for us to use the lake. We quit about 1:30 p.m. It was a great day.

We love the park!

*Paul Moren*

## January Meeting Guest Speaker

The guest speaker for our January meeting will be Cermak who will talk about their newest products in their line of RC aircraft.

## 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)

## L-N-R TOYS

Ambassador RTF  
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Anyone Interested In GWS Products, Ambassador Airplanes or HydroFly 2 by MegaTech

Contact Richard Correa (562) 242-8071

## Club Meeting Raffle Prizes

November's raffle prizes for our club meeting were bought at Pegasus Hobbies in Montclair.

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!



## AEROS CRAFT?

The picture is not a hoax. It is an actual design concept for a new blimp. Check it out. Dubbed the cruise ship in the sky, the 174mph, 400-ton craft is more than an acre in size.

<http://snipurl.com/aerocraft>



In addition to communicating with the local Air Traffic Control facility, all aircraft in the Persian Gulf AOR are required to give the Iranian Air Defense Radar (military) a ten minute 'heads up' if they will be transiting Iranian airspace.

This is a common procedure for commercial aircraft and involves giving them your call sign, transponder code, type aircraft, and points of origin and destination.

A conversation was overheard on the VHF Guard (emergency) frequency 121.5 MHz while a pilot was flying from Europe to Dubai. It's too good not to pass along. The conversation went something like this...

"Iranian Air Defense Radar: "Unknown aircraft you are in Iranian airspace. Identify yourself."

**Aircraft:** "This is a United States aircraft. I am in Iraqi airspace."

Air Defense Radar: "You are in Iranian airspace. If you do not depart our airspace we will launch interceptor aircraft!"

**Aircraft:** "This is a United States Marine Corps FA-18 fighter. Send 'em up, I'll wait!"

Air Defense Radar: (no response... total silence)

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# SGVRCL, INC.

Established in 1962

San Gabriel Valley Radio Control League  
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Club Web Site: [www.sgvrcl.org](http://www.sgvrcl.org)



Chartered Club #154  
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