

Radio Waves

Newsletter of the Santa Fe Dam Radio Control Modelers

March
2009

President	Wayne Brown	(562) 818-8181	Vice President	Frank Ross	(626) 337-5190
Secretary	Gary Stevens	(626) 914-6779	Treasurer	Ed Roberts	(626) 966-2725
Editor	Earle Levine	(626) 254-9315			

NEW - web site www.sfdrmc.com

e-mail SFDRCM@hotmail.com

Meeting March 11, 2009 Arcadia Red Cross

President's Desk

Here we are, wiser and smarter. You can go to the club website and see the documents that Gary Stevens prepared for our club. The entire board contributed along with many club members. Gary did a magnificent job of directing, creating, assembling and getting our thoughts on the table. We also have a special thanks to Dick Neal for providing helpful drafting and tactical advice.

The field was opened again Saturday, February 28th, with an abundance of flyers. Roughly 40 members enjoyed a beautiful day and a refurbished field. Watching the camaraderie and members working with each other enhanced the day of flying and made every thing worth the effort. It appears that the difficulties have enhanced our bond, and reminded me of years past.

I visited the Chino Prado Dam flying site while our field was under construction and felt that our field would benefit from similar maintenance and become more user friendly. I have a contractor's proposal for similar work that we can discuss at the March meeting.

Frank Ross will have his list of airplanes that have been successfully sound tested at the March meeting. Please review the list to see if you have airplanes that needs to be tested.

Last months raffle had approximately \$450.00 to \$500.00 value of merchandise on the table. The board is working hard to present quality raffle merchandise to enhance the clubs treasury. Thank you to the **Club members** who have chosen to give money and/or merchandise to the raffle anonymously. We have an abundance of merchandise to make our raffles worthwhile. We give Special thanks to **Robin's Hobbies** for stepping up with special contributions. **Hobby People** has donated a Real Flight simulator; **Jim Feldman** has contributed a Knockabout; **Pacific Aeromodeling** contributed a high quality starter and charger. When you visit and patronize these vendors tell them Thanks.

Thank you for your support and remember that the March 11th club meeting needs you and bring money for the raffle.

Wayne Brown



March Birthdays

John Carri	Larry Navarro
Dylan Cervan	Pat Mazzotti
Richard Eastvelt	Buzz Shutt
Wen Hampson	Dick Palmer
Tony Lim	

FIELD EMERGENCY PHONE NUMBERS

USE ALL 10 DIGIT WHEN CALLING FROM CELL PHONE

SANTA FE DAM PARK	626 334-1065
IRWINDALE FIRE	626 337-8919
IRWINDALE POLICE	626 962-3601
DUARTE FIRE DEPT	
1105 Highland	626 444-2581
PARK POLICE	800 834-0064

Instructor List

The individuals below have *kindly* volunteered to serve as training instructors. We all had to learn from someone and most of us feel good about giving back. Being an instructor *is* an imposition on time and energy. New instructors are always welcomed. Following the rules below will go a long way to make the student / instructor experience happy and enjoyable for both.

√ Training by appointment only. Do not show up at the field and expect someone to break away from their activities to help you. They might or they might not.

√ **MOST IMPORTANT!** If you make an appointment, **keep it**. If you can't, call your instructor as soon as possible. We all have cell phones. This is our biggest cause of losing instructors.

√ Bring all the supplies you need - fuel, propellers, rubber bands, glow plugs, glow starter. You will need a compatible **buddy box** and **cord**. Bring your own or arrange with instructor. This is a must!

√ Follow the instructors instructions. Some of the things might be seem routine or boring but they are all part of the skills you need.

√ If you don't understand, as why! You will hear new words and expressions. Ask what they mean!!

√ Instruction is free, but that doesn't mean you can't offer your instructor a soda or snack!

Peter Del Colliano	(213) 760-1766
Tom Traeger	(818) 926-0874
Kent Smith	(909) 578-8529
Jerry Suszcynski	(626) 335-3253
Richard Arbogast	(626) 358-9394
Tony Ferraro (helicopter)	(909) 971-9592



Hobby People®

Tonys Hobbies

1315 N Hacienda Blvd
La Puente, CA 91744
(626) 917-5290



Hobby Zone

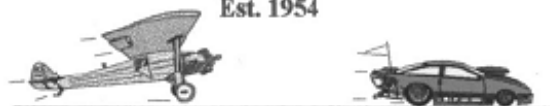
Edwin - (818) 546-2291

www.hobby-zone.com

Hobby Zone now will only be available by telephone and internet

COVINA HOBBY CENTER

Est. 1954



Radio Control Model Airplanes and Cars
Plastic Kits, Tools, Airbrushes Trains (HO & N)
140 N Citrus Ave Ed, Marge, Eddie, Terry Bzovy
Old Town
Covina CA 91723 (626) 331-1910
(626) 331-1910 Covina CA 91723 (626) 331-1910

From the Secretary's Desk

From The Secretary's Desk

The Buddy System for Safe Flying

The last thing a SCUBA diver grabs before entering the water is his buddy. The "Buddy System", used by sport diving enthusiasts for decades, brings an additional measure of safety to an activity where a moment of carelessness, a lapse of judgement, a brief distraction, or an equipment failure can have serious consequences. As pilots of RC airplanes, we can benefit from the "Buddy System" too.

Your buddy can help adjust the trims on an unwieldy model and can monitor your flight time avoiding an unnecessary dead-stick landing. Having a trusted friend at your side adds another set of eyes and ears that might become aware of an otherwise undetected hazard such as an approaching full-scale aircraft or a bicyclist on the runway. An observer can help you recover control of a model whose orientation you've momentarily lost, and his guidance can help you safely land a deadstick airplane. He can assist you by calling your flight intentions and confirming that other pilots at the flight line have heard them. When we venture too high or too far, our helper can coax us back to safer airspace.

Give it a try! Ask someone to come along when heading out for your next flight. Offer to be another pilot's spotter. It's a thoughtful and pleasant way to share our enjoyment of flying.

Gary

Southern jokes

Florida - The owner of a golf course was confused about paying an invoice, so he decided to ask his secretary for some mathematical help. He called her into his office and said, 'You graduated from the University of Florida, and I need some help. If I were to give you \$20,000, minus 14%, how much would you take off?' The secretary thought a moment, and then replied, 'Everything but my earrings.'

Alabama - A group of Alabama friends went deer hunting and paired off in twos for the day. That night, one of the hunters returned alone, staggering under the weight of an eight-point buck. 'Where's Henry?' the others asked. 'Henry had a stroke of some kind. He's a couple of miles back up the trail,' the successful hunter replied. 'You left Henry laying out there and carried the deer back?' they inquired. 'A tough call,' nodded the hunter 'But I figured no one is going to steal Henry!'

Texas - The Sheriff pulled up next to the guy unloading garbage out of his pick-up into the ditch. The Sheriff asked, 'Why are you dumping garbage in the ditch? Don't you see that sign right over your head'.

'Yep', he replied. 'That's why I'm dumping' it here, cause it says: 'Fine For Dumping Garbage'.

Frank Ross



A BIT OF TRIVIA FROM ED:

Are you a GEO-Genius? In which ocean is Ascension Island, home to one of the Sthree ground stations for the Global Positioning System? Answer at the meeting.

Ask Jim Feldmann about his trip to Glacier National Park and Jerry Suszcsynski about his trip to Italy.

Jim Feldmann has been busy trying to get his recently acquired Kit Fox full scale to fly.

Norm Takasagawa is our top Octogenarian. I am a close third.

The most wasted day is one in which we did not laugh.

Happy Flying ,

Ed



Let's Get Back to Building

From AMA Sport Aviation Jon Putnam

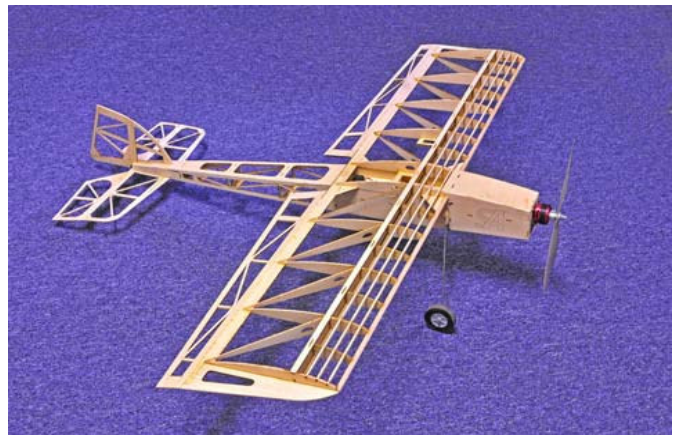
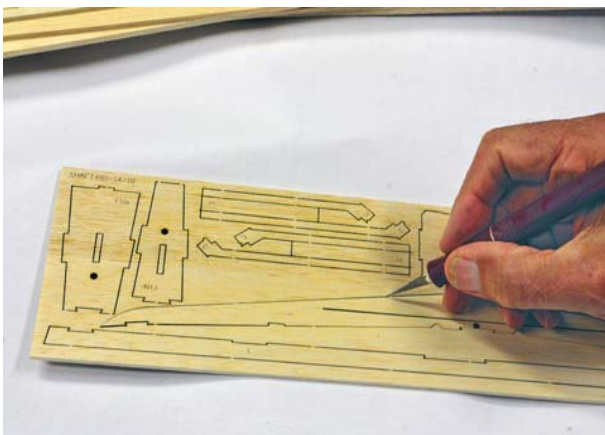
Text and photos by Jerry Smith

I can remember when kit building was the way of life. If you wanted an RC airplane, you had to build it. In those days, kits were a pile of wood, a set of plans and maybe a pre-bent landing gear, if you were lucky. Sometimes the ribs and bulkheads were printed on a sheet of wood and you had to cut them out with a sharp razor. If that wasn't the case, you had to transfer the parts drawn on the plans to a sheet of wood and then cut them out. This took a considerable amount of time depending on how well they were drawn and how accurately you cut them out, which made them directly proportional to the fit. Things were not very exact in those days, and any gaps in joints were filled with glue; most of the time with white glue! There were no instruction manuals and all of the information necessary to build the airplane was shown on the plans. Die-cutting the parts then came along and the parts fit was considerably improved. That is, if you didn't get a kit made with worn-out dies. The balsa wood was not handpicked and the firmer wood did well under the die, but the softer wood was smashed before the die cut it. In those days, we called this "die crunching," not die-cutting. To this day, there are manufacturers that still use this method of cutting parts on sheets of wood. The skills required to build an airplane were numerous and not every builder had all of them. Sometimes, the airplane didn't look exactly like what was pictured on the box.

During that time it was also popular to build your own radio gear; Heathkit, Ace RC and Royal Electronics were some who sold kits to the builders. I remember building a Royal Electronics kit (Sid Gates), a 4-channel x-mitter, receiver and servos, a plain radio with manual trims and nothing else, not even servo reversing. I had more fun with that radio. Of course, with today's miniaturizing of equipment and proprietary rights, it would be impossible and undesirable for this to happen again. In those days of building that was what we had and what we did.

But all of this was soon to change in our hobby. In the mid 1990s, we began to see kit building with laser-cut parts. This method of cutting improved the parts fit so much that you could literally lock the parts together, apply the glue and it was done. This improved accuracy did a great deal to speed up the building process and provided a truer airframe with a faster, easier build. Things began to get even better when they improved the laser cutters.

Everywhere as more and better ARFs in every size began to appear on the dealer shelves, kit building became less popular and turned most modelers into assemblers and fliers, rather than builders. Many of the builders began to justify building as opposed to buying an ARF and the ARF won hands down. Not only with materials and time, but also with their building skills as they couldn't match what was now being produced in the way of an airplane. Most of the ARFs today show excellent craftsmanship, fly extremely well and are precision engineered. But all this is about to change. Have you noticed that the price of ARFs has gone up? That's because the labor cost in the Far East has risen and in the future it may be cheaper to build your own airplane. We may see more kit-built airplanes on the market, that is, if the prices of the ARFs keep going up. One company refused to import ARFs and that is Balsa USA. They still turn out kits with die-cut parts. No ARFs there. Maybe they saw this coming and decided to stay in the kit market. Or, it could be if no one else sold model kits, they would have a bigger market from the builders that refused to buy ARFs. There is no question that ARFs really impacted our ever-changing hobby.



Santa Fe Dam R/C Modelers

P.O. Box 93

Duarte CA 91009-0093

Meeting
March 11, 2009
Arcadia Red Cross
HUGE RAFFLE!!



First Class Mail