

Radio Waves

February
2010

Newsletter of the Santa Fe Dam Radio-Control Modelers

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NEW - web site www.sfdrmc.com

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Meeting February 17, 2010 Arcadia Red Cross

FLOAT FLY FEBRUARY 27TH

The weather continues to make for very nice flying in spite of a lot of rain; the rain is coming down as I write this article, come and join us at our flying site, the more the merrier.

Remember:

o Our February meeting date has been changed to the Third Wednesday, February 17th. All meetings following that February meeting will be on the second Wednesday of the month.

o Our next Float Fly is scheduled for Saturday February 27th.

o The club renewal period for 2010 ends February 28th. Starting March 1st all applications fees for membership will at be the new members rate.

It is nice to have our Safety Director Kent Smith's article of provocative thoughts included in this month's newsletter. Keep in mind that both Kent and Mike Jones are Safety officers and they are very helpful at the field.

Field Cleanup

Saturday February 20th, it starts when you get there. Bring blowers, brooms and the tool that helps you solve that thing at the field that annoys you.

The club has purchased a few indoor micro helicopters that will be available in the raffle or you may purchase one for \$27.00 each. We have a few Slow Sticks, Batteries and Motors available again, see Frank Ross.

We plan to have the first two open field flying days on March 27th and April 24th. Our idea is to have the Duarte entrance open for the day, advertize as much and as effectively as possible, so that we can attract school age kids to come and fly our trainer planes on buddy boxes. Ron we need your 60-size trainer ready to fly and show every one how it is done... Just a little friendly ribbing, I have one also that needs work. To the serious side, we have applied for a grant from AMA to help with the cost of this outreach. Tom Traeger presented the idea as crafted by AMA at our January meeting.

Go Visit Our Website!

Earle is featuring the Giant Scale turbo jet Helicopter that took to the air at our field on January 30th. Thanks to our club member Gogian Yee for recording the event.

We are considering upgrading our Field Safety Rules in the near future, if you have any thoughts please write them down and pass them on to one of the EC members or Safety Officers.

Curt Sidles from Maxford USA will be our quest speaker this month. They are the company that brings us unique models, like the various sizes of the Jenny biplane that Kent Smith and Victor Noiron fly. **See you at the meeting Wednesday, February 17th 7:30 p.m.**

Wayne Brown



February Birthdays

Raymond Clark	02/04
Ray Larson	02/01
Mark Thomas	02/03
Ron Caveness	02/16
William Johnson	02/21
Barry McLean	02/05
Alfred Mirazo	02/06

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
METHODIST HOSPITAL	626 898-8000

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

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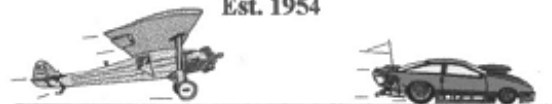
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Secretary's notes.

The new year has begun with great weather for flying, with only a few days of inclement weather. Isn't it great to live in California? I am reminded that the float fly is just around the corner, so mark your calendar for Sat, Feb 27th and dust off those "Hanger Queens", polish the floats and get ready for a fun filled day. The chef will be preparing scrumptious lunch with all the trimmings, so bring your appetite to the SFDRCM Float Fly. Oh yeah, the deadline is near for membership renewal, so to beat the deadline of March 1st and to avoid full membership fees, get your money in the mail pronto and a key will be mailed to you immediately. That's it for now, so until next time, have fun and fly safely.

Dennis

Things to Think About

There are two things I would like to address to the club. Before I do I would like to make it clear that these are not pending rules. They are not something you're being told to do. There just suggestions that make since and are safety related.

The first has to do with gas planes: Everyone knows the volatility of gasoline and how explosive it can be, especially in its vapor state. I think most of us have seen what can happen when you discharge a static spark while refueling a car. Recently at the field I have seen more then one gas refueling set up that included a electric fuel pump strapped to a gas can with batteries, buttons, wires etc. Now given low voltage DC is relatively safe, but it still can produce a spark when making or breaking contact. There is also the possibility of a wire breaking and causing a spark. My opinion is that this has all the makings of a Molotov cocktail. So please ask your self if you feel this set up is the safest way to go?

The next item has to do with programming you transmitters Fail Safe function. In the past I would program mine to chop throttle and in essence go to straight and level, or at least what I thought it would be. Jim Feldmann brought to my attention that if you program your plane to go into a spiral it would stay within the field area. This is a very good idea considering the proximity of the City of Hope and the freeway. Should the fail safe kick in and the plane goes into a slow spiral then if you do get control back the plane is within sight. If the plane is set up for straight and level then all you can do is wave by by to the plane and wonder where it's going to land. The latter is not a very promising situation. Please give thought to how you set up your Fail Safe.

Once again these are not a club rules, they kinda fall into the realm of common sense.

Fly safe and see ya at the field.

Kent Smith
Field Safety

And you thought our crashes were expensive

Pilot error caused an MQ-1B Predator aircraft to crash during a training mission at Creech Air Force Base, Nev., Aug. 3, 2006, according to an aircraft accident investigation report. There were no injuries or fatalities from the accident. **Damage to the aircraft totaled \$1,436,765.** Other than damage to the aircraft, there was no other government property loss. The Predator was assigned to the 11th Reconnaissance Squadron at Creech.

The accident investigation board determined that the pilot, a civilian contractor, inadvertently depressed an incorrect switch while attempting to retract the aircraft's landing gear. By pressing the incorrect switch, the pilot commanded the aircraft's engine to shut off while the mishap aircraft was approximately 500 feet above ground level. The pilot attempted to glide the aircraft back to the runway **but the aircraft crashed slightly off the runway.**



Another one in the berm !!

From the Keyboard of the VP

To begin with I think we all owe Jim Feldman a round of applause for working on Mike Brown to get some more barriers removed. It certainly helps on those landings and we all know I need help there (I believe I hold the record for the most worse landings).

Secondly, I want to thank him for all the help he has given to modelers throughout the years we are lucky to have such people as he in this great club.

Thirdly, I want to thank him for designing a really great flying airplane called the Knockabout (and it is a great design no matter what its called).

Speaking of his design, I recently had the privilege of converting two of his designs to electric power. Those who have seen them fly will probably agree that they fly well, if not, talk to either Ron Coultrap or Wayne Brown.

Jim was most generous in helping with the selection of components for the conversion. One was powered at seven pounds and the other at nine pounds of thrust. With the changes he made to his original design it made the project go much smoother. I'm sure he won't mind me passing the info on to you, so if you would like the information let me know and I can provide it to you.

Keep the electrons flowing and enjoy flying.

Frank Ross

2010 SFDRCM Renewal

Renew your SFDRCM membership now and don't worry about it later!
Take a minute, write that check and get on board for the great year ahead.



Name _____

Address _____

City _____ ST _____ ZIP _____

Phone _____ e-mail _____

AMA# _____ Birthdate _____

Do not mail newsletter - I will read it on the website

We need copy of 2010 AMA Card by Dec. 31 (AMA faxed receipt ok)

RATE _____ \$80

I agree to obey the club and AMA safety rules.

Signed _____

____ Renewal enclosed ck # _____ Date _____

____ Payment sent thru Paypal to SFDRCM@HOTMAIL.COM

Bring to meeting or mail to SFDRCM, PO Box 93, Duarte CA 91009