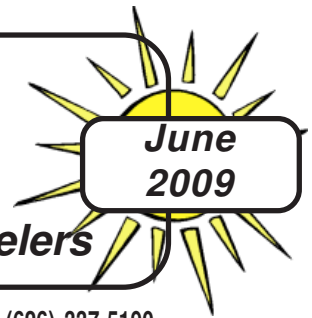


# Radio Waves

Newsletter of the Santa Fe Dam Radio Control Modelers



President	Wayne Brown	(562) 818-8181	Vice President	Frank Ross	(626) 337-5190
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Editor	Earle Levine	(626) 254-9315			

NEW - web site [www.sfdrcom.com](http://www.sfdrcom.com)

e-mail [SFDRCM@hotmail.com](mailto:SFDRCM@hotmail.com)

**Meeting June 10, 2009 Arcadia Red Cross**

## President's Desk

We are looking forward to our upcoming June 10<sup>th</sup> meeting. Our **raffle** will have a Great Planes G4.5 Flight Simulator that allows you to download our flying site. The raffle will also have things such as a Slow Stick, Hanger 9 battery checker with two loadings available (0.5 amp, 1 amp, and no load), plus other goodies.

Please visit our club store we have added a few things at the request of members, so, take a look.

Members have donated good flying planes that are now available. We are trying to find the best way get them into the hands of the right people and enhance the club treasury at the same time. The answer might be to have a one-plane auction occasionally, if we find one in our inventory that works, we may try it this month.

Frank Ross, our VP, has been trying to keep up with the guest speaker scheduling and I am afraid I haven't facilitated that effort and therefore we may not have a guest speaker this month, but he is still working on it.

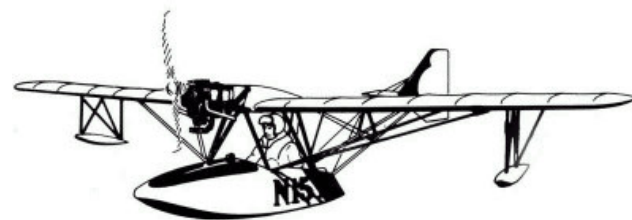
You can now bring your special project to display at the meeting. Participants will receive a raffle ticket for a chance at the raffle items.

See you at the next meeting Wednesday, June 10<sup>th</sup>, 7:30 p.m.

*Wayne Brown*

## October Float Fly

The club has scheduled a float fly for October 24 at the Santa Fe Dam Recreation Area. This gives you plenty of time to ready that float plane. This is always a great day so plan on attending with family and friends.



## Instructors Wanted

Our instructor list is getting a bit dated. We would like to hear from those of you that would like to help some beginners off to a happy start in the hobby. You don't have to be a 'super-hot-dog' pilot. Anyone that can safely and consistently take off and land a trainer and fly our pattern is a good candidate. You will show the student the basics of controls, pre-flight, safety, and field rules, and help them get some stick time and confidence on a buddy box. The great reward is that first solo and recapturing the fun that got you into this in the first place. The club even has trainer planes and buddy boxes available. Please let an officer know or email us at [SFDRCM@hotmail.com](mailto:SFDRCM@hotmail.com).



## June Birthdays

David Flynn	Gary Stevens
Leon Huerta	Justin Thomas
Mike Jones	Wayne Brown
Scott Popjes	Don Birmingham
Thomas Ramsden	Fernando Cantoran
Kent Smith	Ron Coultrap

## 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!

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

**Hobby People**

## 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

## New Park Superintendent

We have been in touch with new park superintendent Chris Graham. He has studied our history and been to the field and seems favorably impressed. Our positive record, field improvements, safety record and community involvement all reflect positively. We have invited him to our meeting, so if he comes, introduce yourself and express our appreciation for our flying site.

### Tonys Hobbies

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



## Hobby Zone

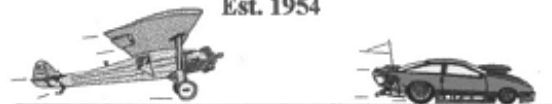
Edwin - (818) 546-2291

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Old Town  
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(626) 331-1910 Covina CA 91723 (626) 331-1910

## From the keyboard of the VP

I seems more people are beginning to experiment with electric powered flight, so this month I thought I would touch on a few rules of thumb for determining the required power plant for your aircraft. I'm not an expert, but these rules have proven to be adequate for successful flight.

**First** you'll need the flying weight of the desired aircraft. This is determined by adding the weights of the flight pack (servos, receiver, battery, controller, motor and prop) to the airplane weight. All of these weights can be obtained from the manufacturers.

**Second** decide what performance you desire from the following: Barely flies = 1/2 lbs of thrust (or 50 watts motor power) per lb of plane. Sport flying = 1 lb of thrust (or 100 watts of motor power) per lb of plane. High performance (3D) flying = 1.5 lbs of thrust (or 150 watts of motor power) per lb of plane. Select a flight pack that gives your desired performance.

**Third** select a motor. Some motor manufacturers give actual thrust measurements for various props and batteries so you just use the right combo for your desired results. Other manufactures give a range of plane weight the motor will fly, always use the lower weight for the best performance as the upper weight is the just fly weight. Still other manufactures will give you the maximum watts the motor will put out without damage. Use only 80% of this number in calculating the weight of plane the motor can handle. For example: If the max watts are 625 then,  $625 \times .8 = 500$  and  $500/100 = 5$  lbs (a .40 size sport plane). Another specification to be aware of is the unloaded rpm per volt (kv). Higher kv motors use lower voltages and vise versa.

**Fourth** select the motor controller (ESC). You will want your controller to provide what the manufacturer shows as the maximum efficiently current, but no more than the maximum ten second current specification. Current requirements usually turn out to be about 10 amps per pound (1 lb plane uses 10 amps, 2 lbs 20 amps, etc.). You should be aware that not all controllers (usually the higher current types) provide an internal regulator to power the receiver and servos. If not provided you will need to get a separate regulator (BEC). Also verify that the ESC will operate with the required battery voltage.

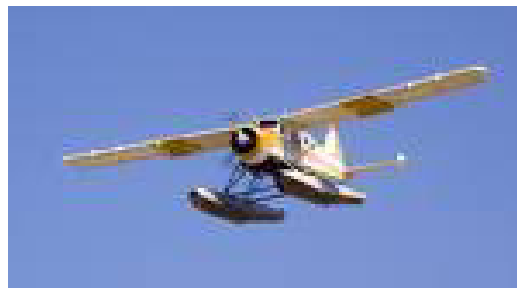
**Fifth** select the battery. The motor requirements determine the battery voltage to be used. For example: If the determined thrust or wattage requires 11.1 volts a three cell Lipo (or 9 cell Nicad) battery would be used. We normally select a battery that will provide a 6 min flight at maximum throttle (max efficiently current). Batteries are specified in milliamp hours (one amp/1000), another words the battery will provide X milliamps for one hour, or X/1000 amps per hour. For example: A 1000ma battery provides 1 amp for one hour, however we require ten times that much current for a 1 lb airplane. Draining the battery at ten times the capacity (10C) depletes the battery ten times faster, therefore we divide the time by ten which gives,  $60\text{min}/10 = 6\text{min}$  of flight time.

I know there are some real experts in the club I welcome your commits.

*Frank Ross*

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## ***From the Secretary's Desk***

The first quarter of 2009 brought many changes to the Club. New leadership arrived with three new members in the Executive Committee. The Club underwent a temporary field closure, a significant runway reconfiguration, and we've implemented a 400-foot flight ceiling.

The length of our runway shrank from 879 feet to 500 feet. The southeast end of the runway now terminates in a concrete "Black Hole" that will likely destroy your airplane if you land a bit long from the West or touch down a few feet short on approaches from the East. What used to be an embarrassing excursion onto the dirt has become cause for airplane replacement.

Westbound landings are a bit like landings on an aircraft carrier. If you're even a tiny bit short on your landing approach you'll experience a very sudden stop when your plane hits the concrete barrier. We must all get comfortable landing on a runway whose useful length is significantly less than 500 feet.

With our shortened runway, landing into the wind is more important than ever. Get used to landing "from the freeway" if the wind is coming from the West. Burn a few tanks of fuel practicing touch-and-go" landings and you'll become a pro at landing in either direction.

Given the new runway configuration and the variability of the winds at our field, I hope that all pilots will feel free to ask for help in landing their aircraft if the need arises. We've all experienced flights started in near-calm conditions only to find ourselves having to land in strong winds or choppy turbulence created by southerly winds rolling over the dam. Having another experienced set of eyes at the flight line can help you make a successful approach and landing.

On another subject, I want to pass along this reminder that springtime brings out the snakes. On April 21 the little guy pictured below slithered across the pit near a group of seated members. The week before, Tony Villanueva found another rattler between two cars parked at the field.

If caught in the hot midday sun, snakes will naturally seek the shade that can be found under tables, chairs and cars. That places them uncomfortably close to us humans and our pets, so keep your eyes open for their presence.

The percolation basins beyond the berm provide ideal habitat for snakes. Keep that in mind when retrieving downed planes. Injury from falling down on the boulders is not the only risk! With the tall growth of weeds in the basin it's difficult to see what you might be stepping on. It might be good to have someone keep visual track of you from atop the berm.

*Gary*



Steigler



Brown

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton , England . His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying the B-17 over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England . He then saluted Charlie Brown and turned away, back to Europe .. When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day. When asked why he didn't shoot them down, Stigler later said, "I didn't have the heart to finish those brave men. I flew beside them for a long time. They were trying desperately to get home and I was going to let them do that. I could not have shot at them. It would have been the same as shooting at a man in a parachute."

Both men died in 2008.

Submitted by Ed Roberts



Steigler, left Brown, right

## Troy Built Models Supports Club

The folks at Troy Built Models have graciously given us discounts for item for our raffle. The specialize in high quality large scale sport, jet and scale models and supplies. And a few pretty girls on the website don't hurt either. Check them out at

[www.troybuiltmodels.com](http://www.troybuiltmodels.com)



# Events Listing

## Scale Squadron Scale Fly In

6/06/09-6/07/09 - Chino, CA (C) Scale Squadron Scale Fly In. Site: PVMAC Field. John Randy Wilbur CD, PO Box 91 Irvine CA 92650 PH:949-683-9662 email: [rwilbur@videotecheng.com](mailto:rwilbur@videotecheng.com). Visit [www.scalesquadron.com](http://www.scalesquadron.com). Anything scale can fly, sorry no turbines. Sponsor: SCALE SQUADRON SO CAL

## Giant Scale/Night Fly

6/06/09 - Van Nuys, CA (C) Giant Scale/Night Fly. Site: Apollo XI Model Airport. George Finch CD, 18127 Wakecrest Drive Malibu CA 90265 PH:310-459-1577 email: [gwinch@aol.com](mailto:gwinch@aol.com). Plane must be 1/4 scale or 81" wingspan. Sponsor: SAN FERNANDO VALLEY RC FLYERS INC

## Canyon Crosswinds Scale Fun Fly

6/13/09 - Castaic, CA (C) Canyon Crosswinds Scale Fun Fly. Site: Club Field. Wally Briggs CD, 4507 West Ave N Quartz Hill CA 93536 PH:661-722-0029 email: [wallyb470@yahoo.com](mailto:wallyb470@yahoo.com). Visit [www.canyoncrosswinds.com](http://www.canyoncrosswinds.com). Sponsor: CANYON CROSSWINDS

## Rotary Fun Fly

6/13/09 - Irvine, CA (C) Rotary Fun Fly. Site: Black Starr Field. John Randy Wilbur CD, PO Box 91 Irvine CA 92650 PH:949-683-9662 email: [rwilbur@videotecheng.com](mailto:rwilbur@videotecheng.com). Visit [www.flyblackstarr.org](http://www.flyblackstarr.org). Sponsor: ORANGE CO ROTARY MODELERS

## Howard Reed Memorial Pylon Race

6/19/09-6/21/09 - Van Nuys, CA (AA) Howard Reed Memorial Pylon Race for 422, 424, 428. Site: Apollo XI Model Airport. Dave Hendrex CD, 310-214-0613. Fri: 1pm to dusk practice, Sat: 424 and 428, Sun: 424 and 422, 608 ft runway, come race some of the fastest racers in the world, a Western Coast Racing Series. Sponsor: SAN FERNANDO VALLEY RC FLYERS INC

Santa Fe Dam R/C Modelers

P.O. Box 93

Duarte CA 91009-0093

**Meeting  
June 10, 2009  
Arcadia Red Cross  
HUGE RAFFLE!!**



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