The FLYER

Devoted to the Building and Flying of Radio Controlled Aircraft

Vol. 2024**, Issue 5** **The Monthly Newsletter of the Livermore Flying Electrons RC Club** **May 2024**

Everyone is Welcome to LFE Meetings!
LFE club meetings are held at 11am on the first Saturday of each month at the LFE field.

2024 LFE Board of Directors

Group A (2023/2024 term):

Lenny Farin	(650)766-4864
Julius Bertolucci	(925)373-1687
Jay Raimondi	(510)459-5185
Lou Rodriguez	(925)640-3496
Jeff Hollfelder	(415)559-5156

Group B (2024/2025 term):

Tom Bilotti	(510)207-6076
Jerry Crans	(510)504-0744
Ed Becker	(925)518-0674
Billy Truelove	(925)895-7554

2024 LFE Club Officers & Flight Instructors

President	Lenny Farin
Vice President	Julius Bertolucci
Treasurer	Tom Bilotti
Secretary	Gerry Crans
Membership Chairman	Lou Rodriguez
Safety Officer	Brian Dethier
Field Maintenance Chairman	Tom Bennett
Quartermaster	Jay Raimondi
Flight Instruction Coordinator	Jeff Hollfelder
Flight Instructors (Fixed Wing)	Tom Bennett
	Chris Orsini
	Eric Schellenberger

Newsletter Editor and Web Master: Edward Becker
Email: Newsletter@lferc.com

Newsletter Deadline: Any information to be included in The Flyer should be submitted to the email listed above no later than the 25th of the month for inclusion in the next newsletter. All submissions should be in plain text or Microsoft Word format in 12-point Arial. Permission is hereby granted to reproduce any part of "The Flyer" provided source credit is given.

Club Information:

Real-time weather and field cameras – www.lferc.com and select "Weather & Cameras"

Board of Directors: directors@lferc.com

Mailing Address:
Livermore Flying Electrons RC Club, Inc.
P.O. Box 2182
Livermore, Ca. 94551

From The Editor

By Ed Becker

LFE Newsletter Editor

Greetings LFE club members! The club has a Fun Fly event tomorrow, Saturday, April 27th. It should be a lot of fun, so come out and enjoy! Check your email for a message from Billy Truelove with all the details.

Bugs!

Around the beginning of May each year our club receives an annual infestation of insects that can leave nasty bites on the lower legs that itch, and in some cases even bleed. The best advice is to stay out of the tall grass, cover your legs, and apply insect repellant on your shoes, socks, and lower legs. The good news is that the bugs are at our field only for a few weeks and are usually gone by early June.

See you at the field and at the next meeting!

-Ed Becker

Quest Innovation Fair 2024
By: Lou Rodriguez

Livermore Flying Electrons was represented at the Innovation Fair on April 13, 2024, at The Alameda County Fairgrounds in Pleasanton. This annual event is organized by Quest Science Center in Livermore. It is attended by hundreds of families.

Jay Raimondi, Norm Arndt, and Lou Rodriguez worked the entire day for the benefit of LFE and YFE (Young Flying Electrons). Special thanks also go out to Violet, Jay Raimondi's granddaughter, for her enthusiasm in helping out.

There was good engagement and excitement from young kids, teenagers, and adults. Nearly 200 paper airplanes were constructed by future Aerospace Engineers. An RC simulator was provided for prospective pilots to test their flying acumen. Several RC airplanes were displayed. Topics such as basic flight controls, FPV, and stabilization systems were demonstrated. Small quadcopter drones were also on display to share that aspect of our hobby.

Model aviation presents an opportunity for young students to have fun while learning. Many STEM (Science, Technology, Engineering, Math) related subjects can be introduced and explored through RC aircraft activities. The experience can lead to careers in Technology, Engineering, and other professions.

Several new youth "Student Pilots" have joined LFE as a result of the Innovation Fair. LFE needs to be involved in the local community for the future health of the club. "Young Flying Electrons" is a program developed to benefit LFE and the local community. (See the YFE flyer included in this newsletter.)

Some pictures from the Innovation Fair are included here.

The Bread Always Lands Jelly Side Down!

What does this have to do with airplanes? Well, it has to do with your transmitter.

If you stand your transmitter on end (and we all do this, it's a natural thing to do!), and it decides to fall over, 99% of the time it will fall on its front. That's the side with the sticks on it.

When it falls on it’s front, it always pushes the throttle wide open!

So follow this scenario: You start your engine, peak it up and head for the flight line carrying your plane and transmitter. When you reach the flight line, you place the plane on the ground. Its nice slow idle gives it no tendency to roll, and because it is a little nippy, you decide to put on your flying gloves. You put the transmitter on the ground with the antenna up so that it's nice and unstable and proceed to put on your gloves. Nothing can go wrong. You are standing right there (hopefully you didn't go back to your flight box for gloves!). A slight breeze, a .01 earthquake or a flying insect tips your transmitter and suddenly your engine is at full throttle and you are in the middle of a dandy fire drill!

Sound familiar? How many times have you seen or done something similar? I hope you have only done it once—and survived unscathed.

Another case of Murphy's law occurred on a bright and balmy day when one of our members went to the field to continue his self-training on his helicopter. After starting his engine and carrying the helicopter out to the runway, he discovered that his transmitter was still set up for one of his other models and, as such, a couple of the servos were reversed for the helicopter. No matter, the transmitter has servo reversing switches in the back under that little panel. So, with the engine idling and the help of another flier who just happened to be standing by watching, an attempt was made to correct the polarity of the offending servos.

Guess what? During the process of reversing the switches, the servo controlling the throttle was reversed and the engine went from a docile idle to a wide open whirling dervish! So, here you have a helicopter with some controls reversed and an engine at full throttle!

Guess what, Virginia, there was no Santa Claus that day. Minute pieces of that helicopter can still be found resting among the sagebrush north of the field. Fortunately the only casualty was the helicopter.

First Aid

If you ever do get caught by a prop because you did something stupid, perhaps my experience will help you.

I was teaching a young student to fly RC and in the process I was peaking the engine on his trainer. Both the student and his dad were behind the table. One of them was holding the airplane and the engine was running full throttle. I was in front of the table and rather than walk around the table to get behind the airplane, I decided to reach in from the side to adjust the needle valve. When you adjust the valve from that angle, it is easier to rotate your wrist to turn the needle rather than turning it with just your thumb an index finger.

One problem existed. Rotating your wrist

rotates the muscle of your thumb into the back of the prop. Well, in an instant the prop scooped out a chunk of meat about the size of a half dollar. Now I am really bleeding!

Pressure on the wound! That will slow the bleeding. I always carry a roll of plastic electrician's tape in my flight box. It has various uses, such as sealing the cracks where wing sections join, etc. I made a thick pad by folding up several paper towels, applied that under pressure directly to the wound and then wrapped it tightly around my hand with the tape. It wasn't very sanitary but it stopped the bleeding and allowed me to drive myself to the hospital.

With the stuff from my flight box I did a pretty good job of first aid. Remember, think! Don't panic!

From *Sierra Signals*
Frank E. Chase, editor
Carson City NV

Speaking of Safety

by Tim Sherwood

from *The Fly Paper*
Jack Allinger, editor
South Bend IN

Tunnel vision. How many times have you been flying and had the bejeezes scared out of you when another plane flew through your field of view?

It is amazing how little we actually see when we are flying our model aircraft. The intense concentration that it takes to fly via remote control makes it difficult to maintain a good field of peripheral vision. This tunnel vision is one of the reasons that a spotter is so important to safe flight operations. The extra set of eyes will expand your vision even more and can be of tremendous help in an emergency, but there is something else you can try.

Pattern flyers work very hard at expanding their field of view as this improves their situational awareness allowing them to make full use of the aerobatic "box" and to place their aircraft precisely within it for each maneuver.

After reading a pattern flyer's article about expanding the field of view, I've tried it, and yes, a little work can be done. The first thing that you work on is to relax while flying. Work at relaxing? Isn't that an oxymoron? Once airborne and trimmed out, throttle back and get comfortable. Take a few deep breaths and loosen up. Now look around, practice looking ahead, behind, above, and below your aircraft while keeping your plane in view using your peripheral vision.

This may sound complicated, but think of your field of view as a TV screen. Normally you see a picture that is "zoomed in" with the aircraft filling up most of the screen. To look ahead we are going to see the airplane slide over to one side of your "screen" and magically appear to shrink. The farther ahead we look, the smaller the plane will become. To look ahead and down, the plane slides to the upper corner on the "screen," and so on.

Sounds silly doesn't it? Try it and with a little bit of practice, you can begin to see more of what is actually out there. This makes it easier to keep track of where you are over the field and will give you a greater degree of precision in placing your aircraft exactly where you want it for maneuvering or landing. This can be a big help in an emergency such as an engine-out situation. If you know precisely where you are, you can execute a better dead stick approach to a safe landing. It may also help spare you the embarrassment of making a beautiful three point landing ON TOP of your flight box, or taking off directly into one of the infamous balsa-eating trees that ring our favorite flying fields.

Tips and Techniques

CA Glue

by Dave Price
Buy a few extra tips for your CA bottles. As they clog up, place them in a glass jar with a little acetone. This way you will always have a free flowing tip. Try not to use a pin to free the clog. This might scratch the inside plastic surface causing the CA to dry in the tip.

from *Plane Talk*
Charles Brooks, editor
Berea KY

Fuel Tubing

When you install your tank use a different color tubing for the fuel feed line and the pressure/vent line. I always use red for the fuel line and grey, green or blue for the vent. This way you never have trouble connecting the wrong lines after installation.

from *Plane Talk*
Syd Russell, editor
Snohomish Radio Aero Club

Ceased Engines

Do you have some engines that have been sitting, safely tucked away for another day? Have you pulled one of those engines out of storage for your latest creation only to find it is stuck together like it had CA poured into the carburetor? If so, try this. Get out your covering heat gun and blast the motor until it gets too hot to touch. Let it cool off and the engine should be freed up and ready for a complete tear down and cleaning. Alternatively, you can place the engine in an oven set at 200 degrees.

from *The Flightline*
Tom Minger, editor
Fremont CA

Cutting Fiberglass Cloth

Next time you have to cut fiber glass cloth, place it between two pieces of wax paper. The wax paper will prevent it from pulling and fraying during cutting.

from *Skatgazette*
Gary Beggan, editor
Grayslake IL

How to Clean that Oil-soaked Air Frame

by James Strauss
Ever notice how some people fly their planes 300 times in a year and then sell it at an auction because it gained almost 3 ½ pounds from soaked-in oil. Problem is, we tend to fall in love with the external of our planes and don't pay attention to the inside until we get it home.

It is possible to restore even a severely soaked airframe with a little elbow grease, time and patience. You'll need a 12-16 oz. Bottle of rubbing (isopropyl) alcohol and an 8-10 oz. box of corn starch. Strip the covering off the affected areas. Make a "soupy" slurry of the starch and alcohol mixed together. Using a two inch paint brush, apply the mixture liberally to the oily area. Wait 20 minutes, then apply a second coat (make sure the alcohol is replenished so the mix stays soupy).

After drying overnight, use a stiff bristle brush (I use another 2" brush cut off half way down) to clean off the now oil-laden corn starch. Repeat this process until the starch come off in nearly powder form again. Last wet a cloth with alcohol and wash the wood. When it dries, the wood is almost as good as new and is ready to fly with new vigor.

from Valley Aero modelers
Dan and Charlie Weiland, editors
Appleton WI

Building Tips

When building fuselage sides, one over the top of the other, the problem is separating the two halves because of the CA running into the gap between them. The CA is hard to cut through and you can mutilate the structure trying to get it apart. This has not been a big problem when

using conventional model cement because it's fairly easy to cut the sides apart. I've been using strips of plastic bags across the joints to keep the CA from getting between the sides, however, these strips tend to slip and slide and the clear plastic is hard to keep track of. Chuck Swift came up with the idea of using scotch tape for these frameworks. It works slick!

from *The Flightplug*
Art Swift, editor
Woodland Hills CA

The Secretary's Report

By Jerry Crans
LFE Secretary

Next Meeting May 4th

Meeting of April 6th at LFE Field

Meeting called to order by Farin 11:30

Introduction of Guest/New Members: Ryan Scott

Approval of minutes of last meeting.

Committee Reports

Membership: 157 members.

Treasurers Report reported by Bertolucci

Events Chair: Swap meet April 13th Fun fly April 27th

Instructors Report: No training

Quartermaster Report OK

Safety Officer Report Rizwan Hassun new safety officer

Field Maintenance: Grass needs cutting.

Technology group report: Ok Runway cameras need to be aligned

New Business: Lou Rodriquez resigned from the membership job end of month. Still will stay on LFE Board. Board looking for someone to take over membership.

Show and Tell: None

Adjournment 11:48