



The FLYER

Devoted to the Building and Flying of Radio Controlled Aircraft

Vol. 2025, Issue 4

The Monthly Newsletter of the Livermore Flying Electrons RC Club

April 2025

Everyone is Welcome to LFE Meetings!

LFE club meetings are held on the first Saturday of each month at the LFE field.

2025 LFE Board of Directors

Group A (2025/2026 term):

Jay Raimondi (510)459-5185
Julius Bertolucci (925)373-1687
Doug Clarke (925)789-7542
Norm Arndt (619)540-3933
Vacant

Group B (2024/2025 term):

Jerry Crans (510)504-0744
Ed Becker (925)518-0674
Billy Truelove (925)895-7554
Ken Butler (925)437-1641

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

2025 LFE Club Officers & Flight Instructors

| | |
|----------------------------|---|
| President | Jay Raimondi |
| Vice President | Julius Bertolucci |
| Treasurer | Tom Bilotti |
| Secretary | Gerry Crans |
| Membership Chairman | Terry O'Rourke |
| Events Coordinator | Billy Truelove |
| Safety Officer | Rizwan ("Riz") Hassan |
| Field Maintenance Chairman | Tom Bennett |
| Quartermaster | Doug Clarke |
| Chief Flight Instructor | Tom Bennett |
| Flight Instructors | Jeff Hollfelder Lou Rodriguez Mark Freseman |

From The Editor
By Ed Becker
LFE Newsletter Editor



Greetings LFE members! The club's LFE Raceway Spring Race has been rescheduled to Saturday, May 10th. Coming up next is the club's Spring Swap Meet on Saturday April 26th. Come on out and see the inventory of R/C model products for sale. You never know when you might find some valuable little parts that can be used on a future project. Here are the LFE events scheduled for 2025:

Saturday, April 26th - LFE Spring Swap Meet

Saturday, May 10th – LFE Raceway Spring Race

Friday and Saturday, August 15th and 16th – Warbirds Over Livermore (includes a Night Fly event on Friday!)

There will be more events to come, probably a Fun Fly, a summer Night Fly, and a Fall Swap Meet. I will also be adding other local events to the LFE Website, so check for updates!

Board Elections

At the March club meeting, Norm Arndt was elected to fill one of the vacant Board openings in Group A (2025/2026 term). Norm is a long-term R/C hobbyist, a Civil Engineer with a professional Engineer designation, and has made numerous contributions to the club, including working on the lease and with the City of Livermore to obtain permits for the newest container. Norm has also worked with young flyers and has worked with Lou's YFE team. On behalf of the club, thank you Norm.

Best regards,

-Ed Becker

President's Column

By Jay Raimondi
LFE President



Hi Members,

Spring is in the air, the weather and sun are improving, lots to report as we now enter our great flying season. On the event side, be sure to get your spare aircraft and accessories ready for the spring swap meet coming up the weekend of the 29th, the YFE/LFE innovation fair event will be held on April 12 as will Ken Marshall's Heli Event at the Marshall Ranch. Billy's Car race has been rescheduled to 5/22 due to a wet field. Earlier this month we hosted the Livermore Cub Scouts as sponsored by Dan Goldman, it was a great event thanks to Tom ND SW Eric who instructed. Lou's San Jose State's Aeronautical Engineering team was out this month as well as Rachel Schmidt's Amador UAV team who will become regular club members. Drones are back with many of us re-inspired with the advent of digital video, once again, Mahmoud, Riz, Billy and SW Eric have been exceptionally helpful. We have deep resources in the area as time goes on to include growing 3D printing resources for all kinds of parts. If you have an STL file, we should be able to get it printed for you. For builders and new flyers, see Lou, Norm or KenBro re Lou's project polaris build program in April.

I'm happy to report that Kenbro has all three Workstations running realflight, ready for the instruction season, the Pilot's lounge work area has never been better. Check it out before you run home for parts, tools and adapters. Thanks goto Wayne for his gracious donations of several models that resulted in \$450 of donations to the club to help support track improvements and new flyers with a quality craft. Last, Membership now stands at 151 and growing nicely with lot's of new serious flyers and youth members. Our parking lot has never been more packed when the weather is nice.

Important to note: our first serious BBQ event will be on Saturday, 4/6 Doug and team will be serving baby back ribs, smoked beans, slaw, elote corn on the cob. It will be special. Please let Doug know if you will be attending so we can get an accurate headcount.

Thanks again to all the volunteers who form the backbone of the club,

Jay
LFE Club President
Jay@raimondi.net
510-459-5185

Dan's Cub Scout Pack Visit



**San Jose State Aeronautical Engineering Team
- Spring Project Launch**



Transmitter – Servo Setup

By: Lou Rodriguez

Proper control setup is essential for a good-flying airplane. The following procedure is recommended for RC Scale and Sport airplanes. Flight control values are not appropriate for extreme aerobatics.

1. Start by setting a “New Model” in the transmitter without any programming in it.
2. Plug the Aileron, Elevator, and Rudder servos into the receiver. Remove the propeller before powering the receiver.
3. Full transmitter stick travel (ailerons, elevator, and rudder) should provide 30° to 40° servo travel on each side of neutral. Adjust the transmitter **Travel** or **End Point** option to achieve this.
4. Position the servo arm on the output spline so it is at 90° (or as close as possible) to the pushrod direction. Use **Sub-Trim** as needed for fine adjustments.
5. Pushrod connections should provide for 20° to 25° of control surface deflection in each direction. Move the pushrod connection outward on the control horn (ailerons, elevator, rudder) or move it inward at the servo arm as needed to reduce control surface movement.
6. Set the following **Exponential** values:
 - A. Ailerons: 35%
 - B. Elevator: 25%
 - C. Rudder: 0%
 - D. Nose wheel steering (if using a separate channel): 50%-70%
7. **Dual rate** switch(es) should be set to 100% for high rate, 70% for low rate.

Control response will be adjusted as needed after the first flight(s). Minor changes can be made with the transmitter (trim, end points, and dual rates). Adjust the pushrod length and position on the control horn as needed.

Control **Mixes** can be used for **Aileron-Rudder** mixing or **Flap-Elevator** mixing to improve flying characteristics. Some airplanes will benefit from having 5% to 10% Rudder mixed in with Ailerons. The Ailerons are the master, and the Rudder is the slave channel. The rudder should move a very slight amount, and in the same direction as the aileron stick command.

Extending flaps may cause an airplane to pitch up (nose high). Down elevator can be mixed with the flaps to compensate. The Flaps are the master channel, and Elevator is the slave channel. Slowing flap servo movement to 2 seconds is also recommended. Typical Flap deflection is:

Flaps up: 0°

Flaps mid-position (Takeoff position): 10° to 15°

Flaps fully extended (Landing position): 30° to 40°



The Secretary's Report

By Jerry Crans
LFE Secretary

No meeting minutes available at the time of publication.