



# The FLYER

*Devoted to the Building and Flying of Radio Controlled Aircraft*

Vol. 2025, Issue 5

The Monthly Newsletter of the Livermore Flying Electrons RC Club

May 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](mailto: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 25<sup>th</sup> 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](http://www.lferc.com) and select "Weather & Cameras"

Board of Directors: [directors@lferc.com](mailto: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 is coming up soon on Saturday, May 10<sup>th</sup>. Come on out and see the beautiful track and join the fun!

### Insects!

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 repellent 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.

### Club Assassins

As most of you probably know, Assassins are very popular at our club and members enjoy flying in the Assassin Blitzes. LFE has kits back in stock for purchase at LFE's cost of \$140.00. The kit includes the Assassin 37 from Crash Test Hobbies, all hardware, servos, ESC, motor and props. The club also provides "3M Extreme tape" to use for construction, just please return it after use for next member. All you need is a receiver and battery. We have building and setup mentors available to help you get in the air to join in the fun! Assassin Blitzes are held the first Saturday of each month at 10:30am before the club meeting, and impromptu as required!

You can pay for an Assassin kit using the PayPal option on the LFE homepage (lower left). Please include your name and "Assassin kit" in the description field so the club Treasurer knows who purchased it. Contact Ken Butler (KenBro) at (925) 437-1641 for further information.

On behalf of the club, thank you Ken for managing the club's Assassin program.

Best regards,

-Ed Becker

President's Column  
By Jay Raimondi  
LFE President



Hi Members,

April was a productive month for events, first off I would like to thank Lou Rodriquez, Tom Bennett, Jeff Hollfelder, Ken Butler and Norm Arndt for their ongoing work with our Student Flyers. The YFE program building clinics, training and the innovation fair participation this month have been terrific and highly successful. As a 12 year old, my formative RC flying years were challenging as there was little interest by the old codgers in helping a new kid who wants to learn.

As a LFE member you supported our participation in the Alameda County Innovation Fair, held in Pleasanton on 4/16 with 3000 attendees

<https://quest-science.org/innovation-fair/>



Saturday, April 12, 2025  
10-5 pm

Alameda County Fairgrounds  
Pleasanton, CA

Thank you to all the attendees, volunteers, exhibitors, and sponsors for making our 2025 event a huge success! Check out the program and photos below.



LFE has delivered exceptional support for our area's young pilots. to include Dan Goldman's Cub Scout Pack event, Lou's San Jose State Aeronautical Engineering Student Program and the Amador UAV team activities. Here's an update from Lou on the results of the innovation fair held two weeks ago.

Lou Rodriquez: "The Innovation Fair was well attended. YFE collected student info sheets for the Aero Scout giveaway. The winner is Fatima Gomez, 13 years old. She and her family will meet me at the field tomorrow at 10:00. I will explain the YFE training program, show them our facilities, and get at least a couple of flights in with her. I'm doing Polaris Project build session starting around noon. SJSU will be at the field on May 10 for their final "Fly" day."

Additionally, this month we concluded last weekend with our best Swap Meet ever. The entire parking lot was jammed with three rows with overflow onto the road. Great exposure for LFE, terrific work by Steve Iverson and the club.





Happy flying! Next up - Float Fly - New Hogan Reservoir, Friday 5/2. Club Meeting 5/3 (smashburgers)

Jay

# YFE

*Young Flying Electrons*

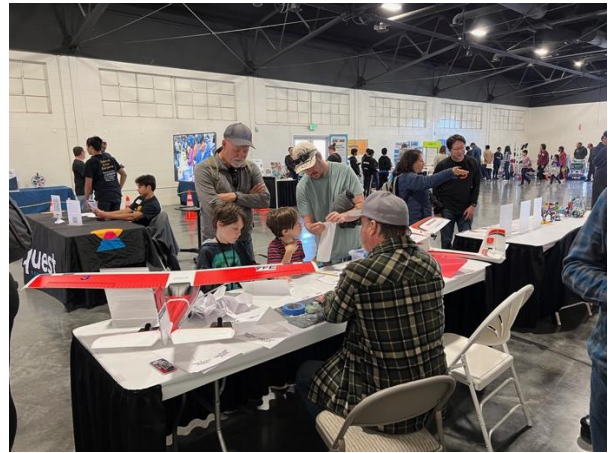
By Lou Rodriguez  
May 1, 2025

Quest Science Center hosted the **Innovation Fair** at the Alameda County Fairgrounds on April 12. There were nearly 3000 attendees for the event. Several volunteers represented Livermore Flying Electrons and YFE.

We talked about RC modeling with hundreds of interested parents and children. Tom Bennett helped fold hundreds of paper airplanes as part of the hands-on activity at our table. Sanisa helped with the RC Simulator and paper airplanes as well.

YFE sponsored an Aero Scout giveaway (free raffle). The Winner was 13-year-old Fatima. She and her family met Lou at LFE on Saturday, April 19 to receive the airplane. Fatima elected to give the airplane to her brother Eduardo (11 years old).

Eduardo is very enthusiastic about RC aviation. He and his dad are now both getting flight instruction. Having father and son sharing the RC experience is a tremendous outcome.



YFE Polaris Project



Five students are currently working on their Polaris seaplane. We are utilizing the "Training Center" at LFE for building sessions. Progress is coming along nicely.

The students are learning new skills and gaining increased understanding of construction methods and materials. We hope to have the airplanes completed by the end of May. Thank you, Norm, for helping out.



Future YFE Activities

YFE will be conducting another **Introduction to RC Airplanes** course this summer. This will be a 3-to-4-day program that involves Ground-school and Simulator instruction. It also includes Flight instruction at LFE. Students are required to be AMA and LFE members in order to participate.

There are also plans to offer an **Intro to EDF Jets**, and another airplane assembly project later this year. Dates and details will be announced later.

Thanks to the entire YFE Team for helping this program grow and develop. Your time and resources are helping to introduce and train a new generation of model aviation enthusiasts.

**Contact** Lou Rodriguez if you are interested in more information regarding **YFE** activities.

Lou Rodriguez  
Director - Young Flying Electronics  
training@yfe-rc.com



### 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 and 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*

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.

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

### 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

Editor's Note: I found that a better way is to purchase a fiberglass cutter. They are inexpensive and are available at Home Depot.

### **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

**Page 10**

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

No meeting minutes available at the time of publication.