



The FLYER

Devoted to the Building and Flying of Radio Controlled Aircraft

VOL. 2017, Issue 8

The Monthly Newsletter of the Livermore Flying Electrons RC Club

August 2017

Everyone is Welcome to LFE Meetings!

Club meetings are held at **Five Rivers Aviation 700 Terminal Circle, Livermore, CA 94551** on the second Wednesday of each month at 7 PM.

2017 LFE Board of Directors

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2017 LFE Club Officers & Flight Instructors

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Secretary	Jerry Crans
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Safety Officers	Chris Keith Bill Long
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Flight Instructor (Fixed Wing/Helicopters/Multi-rotors)	Jim Thompson

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 Ariel. 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:

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P.O. Box 2182
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From The Editor

By Ed Becker
LFE Newsletter Editor



I hope you and your families all had an enjoyable 4th of July Holiday. It's been hot at the field, so please take appropriate precautions to protect yourself from the sun and dehydration.

The club has its annual warbird event, Warbirds Over Livermore 2017, coming up on Saturday, August 19th. The event is a warbird Fly-In format with open flying all day, and all military aircraft of any type or size may be flown. All skill levels are welcome and new pilots are invited to bring out that foamie warbird that you've been waiting to fly. There will be plenty of pilots available to help you out! Aircraft maidens are allowed, just notify me or another club member and we will accommodate you. The event is completely free for everyone and there will be a free pilots raffle. While the event is not a competition, there will be awards for Best WWI, Best WWII and Pilot's Choice. We will have a PA system with music and sound effects as in prior years. Please come out and join us for the seventh year of this event.

See you at the next meeting and at the field.

-Ed Becker

Gas, Check! Battery, Check! Safe Pilot?

by Marc Niehus

"The best safety device of any aircraft is a well-trained pilot."

If you have heard this phrase before—or for the first time—it needs to be said again. When was the last time you were at the field and saw something that you thought looked unsafe? What did you say to that person who was committing the unsafe act? Did you say anything or think to yourself, "that guy's been a pilot for a long time. I'm sure he knows what he's doing." Did you know that, under the Official Academy of Model Aeronautics (AMA) Aircraft Safety Code, you should ask that person about their actions if they appear to be doing something in an unsafe manner?

I was new to the club and the pits were busy. Trying to stay out of other people's way, I set up my airplanes behind the line of airplanes in the pits. I remember getting a few funny looks as if my fly was open. I won't mention Rich's name, but finally this pilot told me that they could make some room on the line for me and not to set up behind others in case something would happen. Others looked at me while he acted!

Before I write this next part, please knock on wood! The Aerohawks have not had any major accidents. Does this mean that we are a safe club—yes! Does this mean that because we are safe, we are immune from having a major accident—no!

This brings me back to being a well-trained pilot. Here are a few selected safety rules and practices that you might want to think about the next time you're out at the field. So grab your favorite book of faith or a Model Aviation magazine, place your left hand on it while raising your right, and repeat after me:

I. I shall not willfully fly my model aircraft in a reckless and/or dangerous manner. This one is self-explanatory. Don't fly beyond your skill level without a spotter or an instructor. If you are

flying you're brand new high-performance model, have someone with experience help you out, maybe even fly it for you the first time.

2. I shall not fly my model aircraft until it has been proven airworthy. This includes range checks, making sure everything is secured, battery charged, fuel in the tank, correct control deflections. Have an experienced pilot look at your airplane if you're getting ready for its first flight or after a major repair. Believe it or not, you might have missed something!

3. I shall not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.

4. I shall not fly over houses or buildings in the vicinity of the flying field. No one, on or off the field, should ever have cause to feel threatened by one of our aircraft. This is a big one! If you see it happening, tell the individual and tell your safety officer. It needs reported so the club can correct the wrong. If you do it by accident, admit it so it can be corrected.

5. Children under six years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction. Watch your kids! Yes, this can be a great hobby to involve your sons and daughters in, but do you want to pay for someone's airplane that was wrecked by your child by accident? Worse yet, have your child end up one finger short of a full hand. Aerohawks club policy includes that your children must also have someone designated to watch them while you fly. Supervise your family!

6. At all flying sites a straight or curved flightline must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the flightline. When you're pulling out of the pits—ask, announce, communicate your intentions, and give the right-of-way to the people flying. It's just "plane" considerate!

7. No powered model may be flown outdoors

closer than 25 feet to any individual. When taxiing your aircraft to the pits, do not point the aircraft into the pits. Kill the engine, grab the tail, and push it the rest of the way. This one I saw firsthand and it scared the you-know-what out of me.

8. AMA has seven of 17 bullet points that just involve propellers. This means that fast, spinning, sharp things do damage. In a nutshell, don't use repaired blades, do keep all body parts out of propeller arc, do check that your propeller is securely fastened, do exercise extreme caution when making needle valve adjustments and make them from behind the spinning propeller (unless of course you have a pusher.)

9. Airplanes must be secured in the pit area at all times when the engine is running, with engine facing the fence and away from all spectators and the pilot. The use of some type of restraining device is required when starting and running aircraft in the pit area. Do not leave airplanes unattended during run-ups or break-ins. These should be accomplished in the designated area at the south end of the pit.

The preceding is an abbreviation of AMA General and Radio Control Rules, Safety Recommendations published by AMA, and the Iowa City Aerohawks club rules. The full document for the 2007 Official AMA Aircraft Safety Code is located at www.modelaircraft.org and you need to check out our Web site for the full version of the club rules: www.iowacityaerohawks.com.

Let's all work together and make this another safe year for the Aerohawks. Be considerate to other fliers, communicate what you are doing when it comes to sharing the air (last year I witnessed two mid-air,) and if you see someone doing something unsafe or that you might think is unsafe, say it! What we do as an individual reflects the club! Q

Crazy Glue Safety

From the Rock River Aero Modeler Society,
Janesville, Wisconsin

When using Crazy Glue there are certain precautions that need to be addressed:

1. Using small amounts and not using it directly from the bottle not only is efficient, but is also safer.
2. Many people are allergic to this type of glue so take steps to ensure that exposure is minimized by protective gloves and proper respiratory gear.
3. Since the fumes from Crazy Glue are not safe, anyone who uses this glue should also work with a gas mask and safety glasses when a lot of this material is involved.

Sounds like overkill, but if it prevents a serious injury due to a spill accident, it could be worth the extra effort.

Windy Days: Good Rudder Practice Days

from the Ocean County Modelers, Inc.,
Lakehurst, New Jersey
by Salvatore Piu

One of my friends asked me for some flight training, but canceled a few times because of windy conditions. For student pilots—since student pilots usually are flying on a buddy-box system anyway—take advantage of this: get some buddy-box stick time on a windy day.

There are several benefits for students to do this while still using the buddy-box system. First, in order to keep the airplane under desired and controlled conditions, wind generally forces student pilots to be more active to maintain control during the flight, which equates to a faster learning curve.

Second, we always have some amount of wind at the field, therefore pilots should not be afraid of it. Better yet, pilots should learn how to deal

with windy conditions, provided the model is capable of flying in that condition. An electric foamy airplane weighing less than 10 ounces, for instance, should not be flown on windy days, especially by a student pilot or one having recently soloed.

An underpowered or marginally powered model will also be more sensitive to even light wind. The general rule of thumb I use for not flying because it's too windy depends on how hard it is to assemble the model in the wind. If the wind places my model at high risk for damage during assembly, then it's too windy to fly.

I have flown in excessively windy conditions a few times over the years. However, in each case, the flight was no longer enjoyable because I was constantly correcting for wind-related issues, with the landing being the most intensive and nerve-racking part of the flight.

If the wind is a little annoyance during assembly, I will fly knowing the wind will be a little annoyance to contend with in the flight also. I call windy days "good rudder practice days" because rudder typically needs to be used more often on windy flights.

Bottom line: fly a few times in moderate wind conditions while you are a student on a buddy-box system because it will make you a better overall pilot. Q

Turning Your Trainer into a Fun-Fly Airplane

by Ed Moorman

You've got a club fun-fly coming up and want to enter. Which one of your airplanes should you use? Your low winger? Your old trainer? Should you build a new one? Some clubs restrict you from using specialty fun-fly airplanes in local club meets. You know, the ones with the carbon-fiber boom and the single big wheel. If this is the case, the best airplane you can use is your old trainer!

The first thing you want to do is find out what kind of events are typically in your local fun-fly. Usually you'll have Most Loops in a certain time, Taxi Race, Spot Landings, Climb 'n Glide, Limbo, and other events similar to these. The Loop Landing, Touch 'n Goes, Dixie Death (take off, 3 loops, 3 rolls, land for time), and inverted limbo events are generally left to the real competition fliers and usually not flown locally unless your club is a hotbed of fun-fly activity. So for your local events, you'll need a light model with a lot of lift and a good engine. What does this sound like? Sounds like a trainer with a hot .46 to me. Pull out your old FP .40 and drop in a .46. Add a lot of control throw and you are in business.

Here are some modifications you can do to turn your trainer into a ringer for fun-fly events.

1. Replace the original landing gear with a much wider one. Your old trainer's worst event may be the Taxi Race. It might have a tendency to tip over, especially if there is any wind. You will also want to add a wire between the gear legs. The wire gear normally found on trainers always tends to spread out letting the tail sit lower. This makes it easy to hit the nose wheel first, insuring a bounce. You want the airplane level, so take some 1/16 wire, bend to shape, and wrap and solder it between the gear legs down by the wheels. Pull the legs together so the airplane sits level.

2. Install your most powerful .40 to .50 engine. If there are events that require you to loop, set the needle valve so the engine runs slightly rich in level flight. Under G-forces during the loops, the engine will lean out to max power.

I sometimes have trouble convincing people to do this. Go up and do 10 loops in a row and see if your engine sags or not. If your engine is set screaming lean, you won't get 5 loops before it sags. Most people's engines will sag at 7-8 loops. You need to set it a little richer for loop events and also for Climb 'n Glide.

Set your elevator throw by going up and doing several loops at full back stick. As the airplane goes through the loops it may slow down and

try to stall. This is why you need a powerful .46 engine, to keep your speed up in maneuvers. If the airplane stalls and rolls out of the loop or drops a wing, land and reduce the elevator movement. If it can do continuous loops, land and increase throw. Do this until you can do 10 of the tightest loops possible without stalling.

3. Next, if you get a chance, remove the ailerons and replace them with 2-inch-wide aileron stock. Going to ailerons wider than 2 inches would probably require two aileron servos which many people might not want to undertake. If you do, look for "The Moorman Flies: Using Two Aileron Servos" on RC Online.

After you install the wider ailerons, seal the aileron-wing gap on the bottom with tape or MonoKote. If you are not going to change out the ailerons, seal the ones you have. Sealing the ailerons will increase their authority, giving you a higher roll rate. Install your most powerful servo on ailerons. If there are going to be events with rolls in them, set the throw for all you can handle. Guys with computer radios will need exponential.

There is a one-time way to make wider ailerons. Go to a drug store and pick up some poster board. Cut a strip 4 inches wide, fold it down the middle, and tape it to your original ailerons. You will have to clean them off with alcohol or acetone first to get the tape to stick. Remember, you are going to need a strong servo on ailerons.

4. Flaperons and Spoilers: Here's how you can have flaps without the aid of a computer radio. Make up three sets of aileron pushrods. This includes the servo arm, pushrods, and devices. One set will put the ailerons level for normal flying and events like Climb 'n Glide. A second set will be short and pull the ailerons down about 20-30 degrees or so. You'll have to experiment to get the best setting. These are your loop ailerons. Down flaps will give you tighter loops. You'll need to test fly to see where the elevator trim has to be for flying with flaps.

The final set, or premade aileron pushrods, is for Touch 'n Goes. This set gives you about 10-

15° of up ailerons. Up ailerons, or spoilers, will kill some of the lift your trainer is making and keep it from floating. This will let you make faster Touch 'n Goes.

All right, let's see what we have. We have a trainer that should have the same power as the other guys and it ought to be as light or lighter. It ought to glide much better than any airplane with a fat, thick, symmetrical airfoil. With flaperons down it ought to loop with just about anything. Even without flaperons, the light-weight, high-lift, flat-bottom airfoil and lot of power should keep you in the ball game. All trainers are floaters, but setting the ailerons slightly up like spoilers should help you get down quicker. This should be a very competitive airplane in local fun-flies.



The Secretary's Report

By Jerry Crans
LFE Secretary

Minutes of July 12th 2017 LFE Meeting

Board members present: Jerry Crans, Jim Thompson, Jeff Stern, Tom Bilotti, Ed Becker

Meeting called to order at: 7:00 PM by Jim Thompson

Guests / New Members

Minutes June 2017 Minutes approved
Guest Speaker: Tom Manger Five Rivers aviation Making space available for youth programs

Membership Report: 195 members

Treasurer report: Bilotti gave report

Events Chair Report: Float Fly July 28th Fun Fly July 30th Sept 9th students Day

Quartermaster Report: OK

Instructor Report: A few people are training with Chris

Safety Office Report: Disarm aircraft, Don't be distracted

Field Maintenance Report: Chris will go over field before fun fly

Technology Group Report: Lost link July 2 Adjusted link. Wide view camera installed

Unfinished Business:
Sound Measurement of aircraft: What is noise limit off site?

New Business: New meeting location at Livermore Airport: Five Rivers Aviation 700 Terminal Circle, Livermore Ca 94551

Livermore Airport open house Oct 7
Fix left pylon pole
Build secure room for raffle prizes, fuel, training aircraft
Replace broken starter stand
New Flag pole from Ken Marshall
.Build drivers stand for car track
Discussion on south county members at field

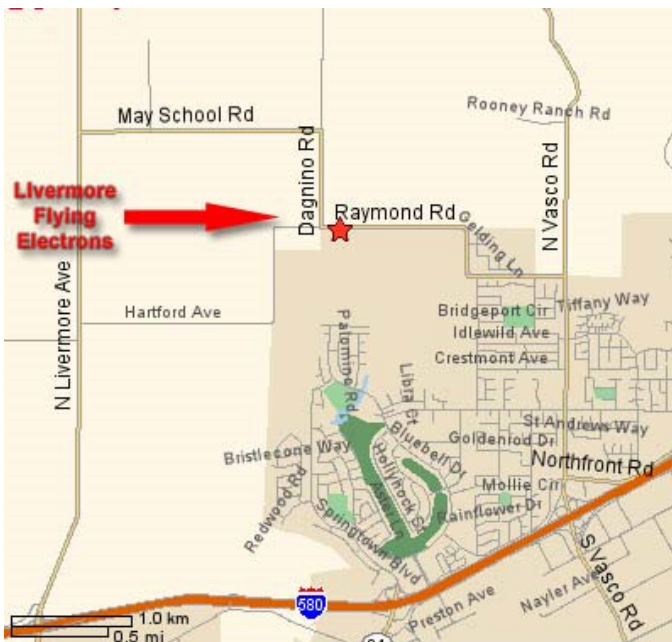
Show and Tell: Spitfire foam-Jeff Stearn
Meeting Adjourned: 8:22 by Thompson

LFE Secretary's Report by Jerry Crans

Directions and Map



Located conveniently between the N. Livermore Ave and S. Vasco Rd. Exits off of Highway 580



LFE Flying Site

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Livermore, Ca.

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