



The FLYER

Devoted to the Building and Flying of Radio Controlled Aircraft

VOL. 2018, Issue 2

The Monthly Newsletter of the Livermore Flying Electrons RC Club

February 2018

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.

2018 LFE Board of Directors

Jim Thompson (978)590-0340
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2018 LFE Club Officers & Flight Instructors

President	Jim Thompson
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Secretary	Jerry Crans
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Membership Chairman	Johnnie Johnson
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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:

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

From The Editor

By Ed Becker
LFE Newsletter Editor



Greetings club members! Welcome to February. I hope you and your families had a Happy New Year and an enjoyable January.

In the January LFE newsletter, I mentioned that the FAA's UAS registration requirement has been reinstated. Here is a link to more information on the AMA Website:

<http://www.modelaircraft.org/aboutama/faa-uas-faq.aspx>

If you have previously registered, you don't need to do anything, other than to ensure that your FAA registration number is on each of your aircraft. If you have not yet registered, you need to do so now at <https://registermyuas.faa.gov>

As an additional reminder, please do not operate aircraft in the pits. At the end of a flight, all aircraft should be shutdown/power off no closer than the white line on each taxiway.

See you at the next meeting and at the field.

-Ed Becker

Online Forum

Some of you may not know that the club has its own online forum! To access the forum, go to the club's Website at www.lferc.com and select

"Forum" from the main menu. Select "Home" in the upper left corner to see all the forum topics. If you are a new member, you can join by selecting "Register" from the upper left corner.

The club's forum is for club members only. There are some good threads going on topics of interest to members, so I encourage you to check it out. Lynn Branum is the forum administrator/moderator and has done a great job for several years. Lynn personally approves all new member requests and keeps spammers out. On behalf of the club, thank you Lynn. The forum is for the benefit of club members, so feel free to leave your suggestions in a post or contact either Lynn at lynnbranum@sbcglobal.net or me at gonewest1@comcast.net

The LFE Field is on RealFlight

Former club member Brett Junell added LFE's field to RealFlight. To download the Photofield file for RealFlight, visit www.TeamJunell.com/lfe and follow the directions.

Searching for Scale on the Internet

From the Pine Barren Modelers' newsletter, Whiting, New Jersey
from "Bill's Corner" in Positive Incidents

You want some documentation for a Scale model? In the past, that meant digging into your collection of pictures and drawings from magazines. If that didn't provide you with enough information, then you had to look for a book on the airplane. Hopefully, you could find one in print and for a reasonable cost.

If you're looking to build a model for Scale competition, you'll still need to get some form of official printed documentation. For the 99% of us who are really just building for our own satisfaction, there's a lot of material available on the Internet—both for free and for pay. The

problem is in finding that material. Then, once you've found it, what do you do with it?

I'm not going to try to list commercial sites that sell documentation, nor sites that provide free files. If I did make a list, I guarantee many of the sites will have closed down or changed their addresses by the time you get to reading it. That's the way of the Internet.

Let's start by setting a few ground rules:

1. I'm not going to tell you how to do anything illegal. There's enough free stuff out there, so there should be no reason to steal anything.

2. I use Microsoft's Internet Explorer (IE). Yes, there are other good Web browsers out there, but Internet Explorer is the one I use in my day job as a computer technician. That's what I'm the most familiar with. Likewise, I use only Microsoft Windows at work, so that's what we use at home. I have no experience with Firefox, Apple, and so forth, so I'm not going to claim I'm competent to discuss them.

3. When you surf the Internet, you are roaming through a wild and uncontrolled place. Make sure you run a virus scan on anything you download.

Searching

I like to use Google as my first search engine (a search engine is a Web site that you use for searches). After I've exhausted it, I'll go to Dogpile, Jeeves, Yahoo, or another such engine. Why use multiple engines? Because not all search engines give the same priorities to each Web site. A site that's at the end of one search engine's list may be at the top of another one's.

There are some differences in how you phrase searches for each engine, but usually "punctuation" is consistent. Here are what I consider the most important bits of punctuation in an Internet search:

1. The + (plus) sign shows phrases or terms that must be found.

2. The - (minus) sign shows phrases or terms that indicate a site you don't want to see, even if the term you want to see is on it.

3. Quotation marks show phrases you want searched for or to contain words with spaces, minus signs, dashes, or plus signs.

Let's assume I want information on a Piper Cub. If I put the following into Google: +cub, I should get back every site with information about the J-3, provided that site includes the word Cub on it. Of course, I'll also get every site that mentions baby animals, the Chicago Cubs, Cub Scouts, and so forth. In fact, when I ran a Google search with that command, I got 1,380,000 sites—bit much to look at.

How do I get rid of the ones I don't want?

That's where the next piece of punctuation comes in, the - (minus sign). I have to put that sign before some keyword that explains what I don't want. So, my search would now be: +cub -Chicago -baby -scouts.

This command tells the search engine to find every Web site with the word Cub, and also ignore any site that contains the words Chicago, Baby, or Scouts. Also note that there is no space between the + or - signs and the words that follow. This is important. Spaces tell the search engine where one term ends and another begins.

Will this get rid of every unwanted site?

Nope. My test search still turned up 16,300 sites. Why? Because there are a lot of other uses for the word Cub. You can either keep adding "-what evers," or else you can just skim through what you get.

You can try another technique to restrict the search: quotation marks. Most search engines will only look for the complete phrase contained within the quotes, and they will only look for those words in that specific order. Also, you must use quotation marks if there's a blank space anywhere in a term you're looking for.

Let's look at some examples:

My first search is for: +Piper +Cub. This searches for every site containing the word Piper and every site containing the word Cub. On Google, that gave me 647,000 possible sites. Everything from bagpipes to tiger cubs; too much!

So, let me rephrase my search to use quotes: "Piper Cub" (Note that we don't really need the + symbol if there is only one term in our search. Makes sense, right?)

That gives me only 303,000 sites to look at. Why so many? Because the term Piper Cub is commonly used to designate any small airplane. We need to thin it back down.

"So," you say, "I see. All I need to do is make 'Piper Cub J-3' my search and I'll get just what I want." Well, that particular line gives us 10,800 possible sites. Why so many? Because it includes full-scale and model J-3s, plus books, movies, and so forth.

You may also notice your search engine ask if you really mean "J-3" and not "J3". So, let's try the same search, but without the dash between the J and the 3.

Hey, it only returned 8,870 sites this time. Why? Every airplane person knows J3 and J-3 are the same airplane. Yes, but computers are very literal. The better search engines will try to figure out what you are asking for, but they can't always do so. Not only that, but let's try asking for the following: "Piper J-3 Cub."

We should get the same number of returns as "Piper Cub J-3", right? Nope. We get 69,900—almost seven times as many as the first time. Again, it's that literal-mindedness of the search engine. It is looking for the exact set of letters and numbers, in the exact order as you put in your request. Think about it. We know that John Smith is the same guy as Smith, John, but a computer can't make that connection.

So, plan to make multiple searches, with little variations each time.

Before you think I'm crazy telling you to do all of these searches, let me tell you some tricks to save not only the Web sites you find, but the searches themselves. Now, I will remind you that I only work with IE, so my instructions will relate to it. The other Web browsers all should have similar functions; I just can't tell you how to use them.

1. Create a file folder somewhere. I like to put it on my desktop, for example. Label it so you know it has to do with what you're looking for. When I start a project, I label the project with the name of the airplane I'm looking for, i.e., Cub.
2. Open your Web browser and do a search.
3. If the search results look good, click on "File," then "Send," then "Send shortcut to desktop." The link it sends to your desktop will contain the results of your search.
4. Minimize your browser window.
5. Rename the shortcut to something helpful (i.e., the search phrase you used "Piper Cub").
6. Drag the shortcut you've just created and drop it into the Cub folder. Now, you can open that folder and rerun that search at another time.
7. As you go through sites you find interesting, use the same method to create links to those sites and save them.
8. Create more folders, or subfolders, for pictures, paintings, and 3-views you may want to use.

I recommend doing it this way, instead of making sites "Favorites," because this way you don't clog up your Favorites folder.

Okay, let's tighten up our searches and start looking for something more specific. Let's say, you have pictures, but you want a good 3-view. So, let's try to look for 3-views: +"Piper J-3 Cub" +"3-views."

That gives us 56 sites to look at. Just to be safe, let's also look at leaving out the minus sign in "3-views" and see what we get: +"Piper J-3 Cub" +"3views."

How about nothing? No sites found. Again, it's that literalness. So, let's try putting a space between the "3" and the word "views" +"Piper J-3 Cub" +"3 views."

Hmmm, 13 returns; better. But, we've missed something. Remember, I said the search engine was literal? Let's try another shot at +"Piper J-3 Cub" +"3-views," but leave out the "s" in views. +"Piper J-3 Cub" +"3 view."

Wow, 257 returns instead of 56! Think about it. Both the word "view" and "views" contain the word "view", but only "views" contains the word "views." Leave off the plurals.

Hang on, I've got one more 'gotcha' for you ...

Most of the sites on the Internet were set up by amateurs. Sometimes, their enthusiasm far outweighs their typing skills. Just for fun, let's try changing our earlier search to one for "Pipper Cub." Would you believe 453 sites have the misspelling on them? That's 453 potential sites for useful information about an airplane you may want to build.

Where misspelling really becomes important is when you're doing a harder-to-find model, especially one made in a foreign country. Worst of all, one made in a country that doesn't use the western alphabet. Are you sure you spelled Messerschmitt right? How about Polikarpov? Worse yet, did the person with the Web site spell it the same way you did? If you aren't sure you're doing it right, do multiple searches, using slight variations each time.

One final tip about searching: If you know the "N" number of a particular airframe, you can search for that. You may be lucky and get some good information from it. Q

Is Your Flying Site Ready for the Season?

by Ashley Rauen, AMA Insider Editor

Winter's finally moving on and spring is moving in. I'm sure many of you have spent your time indoors and out of the cold developing new creations to impress fellow modelers and yourself this upcoming season.

Your model is ready, but is your flying site?

For those with club's that are located in the colder parts of the nation, winter storms can do significant damage to a field. On the other hand, warmer states endure the rainy season and high waters—also damaging to flying sites. The field may look okay at first glance, but it's the small details that make a site nicer and safer.

Here are some things to look for when preparing your flying site for the 2008 season:

- Are there fences surrounding your flying site? When snow accumulates, it can be quite heavy. Abundant frozen snow sitting on a fence can quickly wear it down and cause separation or breakage. Walk the fenced areas around your flying site and check for holes or places where the fence may have fallen down. A quick mend can enhance the appearance of the site as well as keep wandering critters from getting too close to your models.
- Check the runway and surrounding areas for holes or loss of terrain. Bald spots in grass or dips in the ground are unappealing and leave uneven surfaces that can cause injury if an individual is not watching his or her step. Take the time to lay grass seed in worn areas or fill in holes with loose dirt. If your site uses a paved runway, look into recovering the damaged areas or speak with your site owner about the possibility of repaving. It may mean a fundraiser for your club, but a smooth surface to taxi your new models is worth it.
- Are there trees on or around your site? While they may not be near your flying area, trees can affect your flight. Broken limbs and twigs can become airborne in high winds. They can easily damage property or possibly cause injury.

Inspect around the tree line for any loose branches that can be removed from the area.

- Do spectators spend time at your field? If so, it is assumed that some form of seating is available to them. Take an inventory of all your seating surfaces. Do any of the chairs have broken legs? Are there any exposed nails sticking out of that picnic table? Sometimes a quick coat of paint can work wonders in turning that scratched and dented equipment into a welcoming visitor area.
- Take inventory of all signs posted at your site. Have some fallen down or been damaged by the harsh weather? Are the signs still legible or do they need to be remade? Signage at a flying site is very important; treat your signs as such. Additional or new signs and posters for Safety and RC Frequency can be purchased through AMA for a small fee. Contact the AMA club secretary (ext. 291 or loism@modelaircraft.org) to order.
- Lastly, what is your club's first aid supply like? Have supplies been used that were never replaced? Check all dates on supplies that can expire. Throw away anything past its expiration date and restock. Never use medical supplies that are past the date of expiration. There is no guarantee that they are still of quality.

The list can go on and on. Each club has a different flying site and appearance it's accustomed to. It's important that clubs take the time to evaluate their site property and make sure everything is safe and in good form. Remember: AMA and its members take pride in model aviation; the flying field is an extension of this pride. Q

Tips & Tricks

Any Old Bikes Lying Around?

A good thing to use for pushrods are bicycle spokes. You can find old used wheels for next to nothing and take out the spokes. They are threaded and come in different sizes.

Instant Gap Filler

To fill small gaps, instead of filling with the usual putties and waiting for them to dry, place some medium CA in the gap. Then place a small amount of baking soda on and watch it set before your eyes. It is the strongest fill I have come across and is instant.

—both from the Beachmasters RC Club, Ocean Park, Washington

Sandbag Weights

Fill plastic Ziploc bags of various sizes approximately $\frac{3}{4}$ full of fine sand and seal each well. Use these to hold down large parts of your airplane, such as wings, while building. The sand conforms to the shape of the parts. The bags also work well when gluing sheeting.

—from the Orbiting Eagles, Omaha, Nebraska

Cutting Corners

For a better fitting joint when using triangle stock, sand a little off the 90° corner to provide clearance for any glue fillet that may exist.

Weight Lifter

An excellent way to add ballast to the front of your model is to straighten the tab of your old tire weights, then bolt them to the underside of your engine mount. This puts the weight well forward where it's needed and where it can be clipped away with shears to adjust the balance point of the model. Do not bolt ballast to the cowls. More often than not, the little cowl mounting screws will be torn out by the vibration. Your friendly tire man will probably give you some old weights.

—both from the Schoolcraft SkyHawks R/C Airplane Club, Schoolcraft, Michigan

Safety Reminders for the New Season

by AMA Staff

AMA would like everyone to have a safe flying year with no accidents. Here are some items that might help in that regard.

The first is the use of Li-Poly batteries in our models. If you are flying electric airplanes with Li-Poly batteries, it is highly recommended that a fire extinguisher be kept in your car. Fire caused by Li-Poly batteries can happen through a shortage, improper charging, or crash damage. Standard household extinguishers (Class A, B, C or a combination of these) will not put out a lithium fire. Rather, it can increase the blaze. Class D extinguishers (metal/sand) are the only type capable of putting out flammable metal.

If a class D fire extinguisher cannot be obtained for your vehicle or flying site, at the least, keep buckets of sand ready and available should a fire start. (The sand must be dry because water reacts with lithium fires to make them worse.)

Second, remember to cycle the batteries in transmitters and airplanes to ensure they are up to par. Airplanes can go down because either the transmitter or the flight pack batteries have failed. If you should by chance get your airplane to respond long enough to land, do not taxi back toward the pits. Get it down and kill the engine. A running airplane with dying batteries is little more than a loaded gun waiting to go off and injure someone.

Most folks have a winter project that is now ready for a test flight. New airplanes mean new additions to the transmitter. Remember to always check to ensure it is the correct one for the airplane. Always look to see that the control surfaces are moving in the correct direction when you are ready to taxi out. Also, as a new project, make sure it has been finished with your name and address or AMA number.

Lightning produced by electrical storms can travel amazing distances. If you are flying and should see lightning in the distance, just think of that radio antenna as a lightning rod. Lightning has been known to come 10-20 miles across the sky and strike a person just standing there—and that is without a 3-foot lightning rod in his or her hand.

Engine failure on takeoff is a common occurrence. Every time, when you taxi out, always think, “What am I going to do if the engine quits?” Remember that the best way to land is into the wind and with the wings level. If that means a walk out in the weeds a couple of hundred yards to get your airplane in one piece, that’s much better than taking a broom or shovel out to the middle of the runway to scoop up the pieces.

Lastly, it is strongly recommended that members do not fly alone. In a hobby where things can go out of control with the slightest of error, potential dangers are not far behind. It’s helpful to have an extra set of eyes to watch for any interferences or problems the pilot may not be able to see while following his or her model. Better to be overly prepared than under prepared. At the very least, you have a buddy to talk to and show off for! □



The Secretary's Report

By Jerry Crans
LFE Secretary

Unfinished Business: Constructions projects being worked on.

New Business: Discussion on February Meeting date Valentines Day. Maybe change date. Board to decide.
Hobby Town closing: Sale January 11th to 17th

Minutes of January 10th 2018 LFE Meeting

Board members present: Jim Thompson, Jerry Crans, Jeff Stern, Tom Bilotti, Julius Bertolucci, Johnnie Johnson, Chris Orsini

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

Guests / New Members: 2

Minutes of December 2017 meeting approved

Membership Report: 170 members

Treasurer report: Bilotti gave report

Events Chair Report: January 20th FPV Event. Fun Fly in February for Assassin planes.

Quartermaster Report: None

Instructor Report: A few people are training.
Safety Office Report: Use PA systems to have air boss for Assassin events.

Field Maintenance Report: Cracks need to be sprayed to kill weeds.

Technology Group Report: Upgrade PA-Wireless mike

Show and Tell: Jeff Stern Local wing bags. Hobbypak.com

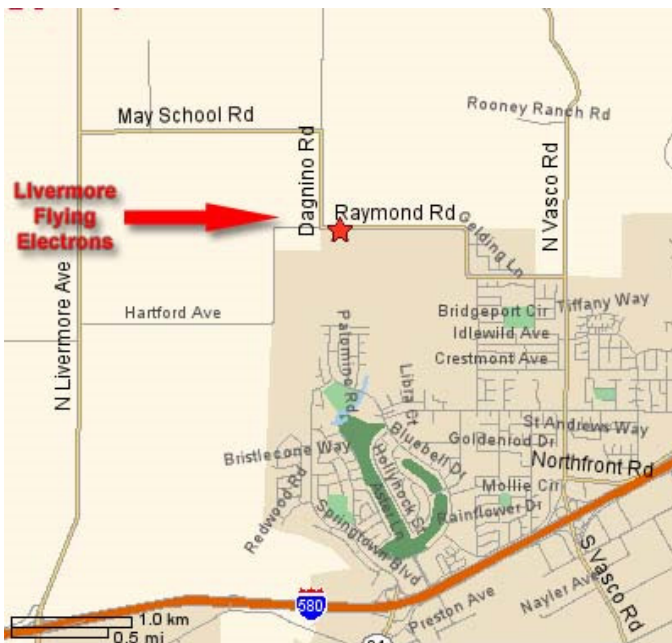
Adjournment: 7:39 PM

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

4455 Raymond Rd.
Livermore, Ca.

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P.O. Box 2182
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