



AMA Charter # 0142

AMA Charter #0142

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2008 PVMAC Board

President: Phil Goodwine
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 Charley Mitchell
 Dave Arellano
 Martin Nelson
 Paul Smith
 Roy Barringer
 Steve Parola
 Richard Smith
 Larry Marsh

Newsletter: Teri Vernieri

PVMAC Flightline

Volume 1, Issue 5

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PVMAC News

NOW READ THIS!



Be Safe... Carry the Essentials

This serves as a reminder that everyone using our fields should carry a fire extinguisher and First Aid kit in their own vehicle or trailer.

Anything can happen at the field, and usually does when you're unprepared.

Be Safe... Be Prepared!

2009 PVMAC

Board of Directors Nominations

Just a reminder that nominations for the 2009 Board of Directors will be at the General Meeting on October 14th.

A Nomination Form is on Page 7 of this newsletter.

War Bird Races

On Saturday 9/20/08 the Victor Valley RC Fliers are sponsoring RC Pro War Bird Races at their VVRCF Field in Victorville. This is open to all AMA pilots. For directions and further information, please visit our website.

<http://pvmac.com/events.htm>



Welcome to our new monthly newsletter!

We pledge to do our best to provide you with interesting and useful content on a monthly basis, and we welcome your input.

Feel free to email your submissions to Larry Marsh.

Calendar of Events

September 2008

- Tues 9/2/08 Board Meeting @ 7:00 p.m.
- Tues 9/9/08 General Meeting @ 7:00 p.m.
- Sat 9/20/08 RC Pro Warbird Races. See <http://pvmac.com/events.htm> for more info.

October 2008

- Tues 10/7/08 Board Meeting @ 7:00 p.m.
- Tues 10/14/08 General Meeting @ 7:00 p.m. + Nominations for BOD

General Meeting August 12, 2008



Roy Barringer is \$86.00 richer having won the 50/50 drawing.

For more pictures of our August 12th General Meeting,

Click this link: http://pvmac.com/8_12_08_gen.htm

****WARNING****

Be very careful... Sunday 6/22 we noticed with 2 different planes/owners that when they turned on their transmitters and planes, they had absolutely NOTHING. Once we cooled the planes down and covered them, they worked fine. One plane was on 72 and the other was on 2.4.

Screw Thread Sizes by Paul Smith

No, seriously, we should be concerned about this subject.

When we are working with imported items we have to deal with some metric screw sizes but most of the items we buy in a hobby shop or hardware store still use English units and the SAE (Society of Automotive Engineers) numbering system for smaller diameters.

Comments I hear at the field show me that there is some confusion about this system.

Case in point: I hear people refer to an 8-32 screw as "eight thirty seconds", as though it were the fraction, 8/32. The proper way to refer to this screw size is simply "eight thirty two" which means it's a number 8 screw with 32 threads per inch.

Once we get below ¼ inch diameter we typically use numbers to designate the size (diameter) followed by the number of threads per inch. A common size for mounting small engines is 4-40 (four forty) which indicates a number 4 screw with 40 threads per inch.

Continued on Page 4...

We Want YOU!



Got an idea for a great story? How about a "Don't Let This Happen To You" tale of woe? What about that some great tips or shortcuts that will help your fellow flyers?

We're looking for a few good men (and women) to contribute their expertise to this newsletter.

Please feel free to [contact us](#) with any ideas, stories, or other valuable input.

From the Mailbag

I went to Prado on Wed 8-20-08 to enjoy a day of flying and brought my two grandsons along with me. Mason is 13 and Madison is 11. They both love aviation but only fly on their Simulator G 4.

We met Richard Smith for the first time that day and after a short conversation they had with him much to my surprise Richard had first one then the other on a buddy box in the air and flying.

On the second flight Madison with the great help from Richard actually landed the airplane. I want to tell you and everyone it was the best day I ever had at the field. I want to take this opportunity to express my heartfelt thanks to Richard for his caring and his expertise to introduce my grandsons to this wonderful hobby. With gratitude.

Vince Modugno Member No. 365

Happy August Birthday to the following members:

Richard	Bailey
Richard	Belman
Jerry	Bien
Jerry	Boggs
John	Burge
Richard	Churchill
Julio	Davila
Martin	Dewey
Russ	Donnelly
Jeffrey	Holt
Kevin	Jeffery
Louis	Kalman
Gregory	Kassel
Charles	Maitre
Michael	Petrie
Fred	Pierce
Richard	Smith

**** PLEASE NOTE ****

Prado Field

If you are the last person out at Prado Field, PLEASE make sure you lock the yellow gate behind you!

Norton Field

Some arriving fliers at the Norton have found the field cable unsecured.

Please remember if your the last flier out at the field please make sure you put the cable across the runway and ensure it is pad-locked on both ends.

Classified Ads

For Sale
\$2,000.00



Airwild 33%
Extra 330L
complete ready to fly except for receiver.

Bob Gillespie
Phone (714) 539-9400
Between 5:00 & 8:00 p.m.
E-mail plnhlr@sbcglobal.net



For Sale
\$2,000.00

AEROWORKS
36% Katana ARF

Desert Aircraft 100cc Futaba 9c

Too many features to list here. For details, please click here visit our website:
http://pvmac.com/classified_ads.htm

Contact Booker Woods (909) 319-8419 or (909) 875-4036

2008 Membership Fee Schedule

- Existing member annual dues - \$80.00
- New member initiation fee and annual dues - \$200.00
- New member initiation fee and annual dues after June 30 - \$160.00
- Spouse or child of current member (child less than 18 years) - \$10.00 (Reduced - \$20.00 in 2006)
- Jr. Adult (under 22 years, id required, no initiation fee) - \$60.00

Another Break-In, by Andreas (President MARKS RC Club)

There's been another break-in involving RC planes: Jon Soffel, one of our members, was working out of state when his garage in Mentone was raided (early August).

Besides lots of other valuables, all but two of his planes were stolen. We have included a list of what is missing.

Please keep your eyes and ears open and let Jon know (cell at any time 909-557-3834, e-mail: jonsoffel@hotmail.com) if you see any suspicious selling activity.

It would be nice getting if we could help police catching those

guys.

- 1.20 size Pitts Special (black and yellow with a magnum 1.20 4 stroke (ASM)
- .40 size purple and white Biplane with an os 40. (Nitromodels)
- 2x hitec optic 6 transmitters
- HPI Savage X 1/8 scale gas truck
- Traxxis SMaxx gas truck

- Sportwerks 1/8th scale Truggy
- Truck 1/10 scale
- 2x toolboxes with misc. RC engines/mufflers and tools
- Electric Edge 540, .40 size (Hyperion)
- Rossi engine .53 with a tuned pipe
- Traxxis Rustler electric
- 1 Helimax CP purple body w/ purple anodized aluminum upgrades

Potential Frayed Wire Issue, from the Flying Giants web page

<http://www.flyinggiants.com/forums/fg107/33360-2-4-ghz-9303-potential-frayed-wire-issue.html>



Hey guys several of our members have PM'ed me asking I put up an alert on the JR 9303 2.4 version.

Apparently the voltage regulator next to the gimbal is cutting into the wire bundle that rests on it. It appears to be a simple fix, or you could do some preventive maintenance, OR better yet, if you find your wires to be frayed, give Horizon service a call.

BUT, since this problem is confirmed with multiple pictures on multiple radios, I would suggest either checking the condition of your radios wires, or having Horizon tech dept give it an eyeball before flying the radio again. Now, we are in no way slamming JR or the 2.4 9303. Its a great radio, and by making sure this little issue is fixed or avoided, it can continue to be a great radio.

The picture to the left is 1bwana1's radio, and it shows just how severe this problem can be.

Attention Norton Flyers... by Paul Smith

Have you noticed those boxes painted behind the fence and labeled 1 through 5? In case you were wondering those are PILOT STATIONS.

That's where pilots always stand while they are flying, right? OK, we are not very strict about enforcing their use at Norton but let's think about why we should use them.

One of their main functions is to separate pilots so we don't inter-

Another important reason is to keep us at a safe distance from the flight line i.e. behind the fence. So please don't just stand there in the taxiway (or on the runway) after launching your bird.

Being back a couple paces behind the fence can provide that margin of safety that keeps you from getting whacked when something goes wrong on a take off or landing.

None of us want to be the one whose mishap injures another flyer, so let's all give each other a break and let the fence help be our bodyguard.



Throttle Linkage – Its Important... by Paul Smith

Way back when I was rigging the throttle linkage on my first hot rod (a '40 Ford coupe) a friend pointed out that the first half of rotation of a carburetor butterfly gives at least 80% of the available power.

The same is true for our model carburetors whether they have a butterfly (as in most gas engines) or a rotating barrel.

What this means is that we probably have 80% of our engine power with the throttle stick only half way up, if we have rigged the linkage to rotate the arm on the carb in direct relation to the servo rotation. There are no big problems with this arrangement.

We can learn to fly that way but

we would be kidding ourselves if we think we are flying at only half power with the left stick just half way up.

If we want a nice linear response of engine power to throttle stick movement we need to arrange the linkage so the arm on the carb rotates slowly with the first stick movement and then much more rapidly in the last half of stick travel.

We could do this by using exponential on the throttle channel if the radio is so equipped.

Doing it mechanically is a matter of positioning the servo arm relative to the carb arm.

Just note that the pushrod has the greatest movement relative to servo rotation when the arm is at a right angle to the pushrod and movement falls off as the angle gets farther away from 90 degrees.

At the carb end, the rotation is smallest for a given pushrod movement when the arm is at 90 degrees to the rod.



Learn to Fly Free

Learn to Fly for FREE

Have you taken advantage of the PVMAC Learn-to-Fly Program?

PVMAC is giving free flying lessons to anyone interested. Lessons are at the Norton Field in San Bernardino or Prado Field in Chino. Both are excellent flying fields and will give you the chance to try out your flying skills.

The PVMAC takes great pride in

its ability to encourage new potential RC pilots of all ages to enjoy the hobby. With that in mind the PVMAC and its members invite you to learn how to FLY.

The club will provide the training aircraft, fuel, radio and a knowledgeable experienced flight instructor at NO cost to you.

You will fly on a "Buddy Box" which allows you to control the

aircraft in the air, and if control is lost, the instructor will take it back, get it level and turn control back over to you.

For further information on how to take advantage of this great offer, please click the link below to visit our website:

<http://www.pvmac.com/learn2flyfree.htm>

Screw Thread Sizes by Paul Smith... continued from Page 2

One of the smallest we use is 2-56 and that size is used on the ends of control rods. 6-32 is a common size for attaching aluminum landing gear.

When larger sizes are called for the 8-32 or 10-24 are used.

The screw size number doesn't tell us the diameter so we have to be familiar with the various sizes or refer to a list.

Here is a list of the shank diameters for the sizes mentioned above (see chart at right).

Screw Size	Shank Diameter
2	0.086 inches
4	0.112
6	0.138
8	0.164
10	0.190

Just Plane Humor

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower: "American 751, make a hard right turn at the end of the runway, if you are able. If not able, take the Guadalupe exit of Highway 101, make a right at the lights & return to the airport."

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7."

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway." Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern. We've already notified our caterers."



POMONA VALLEY MODEL AIRPLANE CLUB, INC.
(PVMAC)

2009 Board of Directors Nomination Form

(This form must be submitted to the Board of Directors at the October 14, 2008 General Membership Meeting per the PVMAC By-Laws.)

Both the Nominee and the Nominator must be present at this October 14, 2008 General Membership Meeting to turn in this form. NO nominations will be accepted if either party is absent.

I, _____, a 2008 member in good standing with P.V.M.A.C. (Pomona Valley Model
(Print Nominator's Name)

Airplane Club), do hereby nominate _____, a member in good standing of
(Print Nominee's Name)

P.V.M.A.C., for the position of Directors for the 2009 term year.

Acceptance of Nominee for Position on Board of Directors for the 2009 Term Year

I hereby acknowledge and understand that the PVMAC holds a Board meeting on the 1st Tuesday of each month and the General Membership meeting on the 2nd Tuesday of each month.

I agree to accept the nomination as a Director of PVMAC for the 2009 term year.

Nominee Signature

Nominee Name Printed

Date

For P.V.M.A.C Office Use Only

I confirm that the Nominator and Nominee listed above are both present and are both members in good standing of P.V.M.A.C. as of the date below.

Signature of current 2008 P.V.M.A.C. Officer

October 14, 2008

Ballot voting will take place at the PVMAC General Membership Meeting on December 9, 2008



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E-mail: phil@goodwineglass.com

We're on the web!
www.pvmac.com

The Pomona Valley Model Airplane Club is a non-profit organization dedicated to the advancement and enjoyment of R/C model airplane flying. The club is composed of approximately 400 members and currently enjoys two flying fields.

The club has a field in Prado Park and another field at the old Norton AFB. The Prado field is approximately 800 feet long with enough pit area to support 30 fliers. The Norton field is about 400 feet long and can support about 15 members at a time.

Help Support the Business That Support PVMAC!

<http://www.hobbypeople.net>

Hobby People

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