



# Channel Islands Condors November, 2007



AMA # 1343 - IMAA # 89 - EST. 1984

**Next meeting: Wednesday, November 7, @ 7:PM @ Camarillo Airport –  
Freedom Center – Bldg 515 on Eubanks St. (at Wills St. crossing)**



The Helicopter Fly-in was a success with 12 pilots and approximately 25 helicopters both electric and glow. Above is our treasurer Bill Schatz with one of his helicopters for the days event. It was a good weather day with almost no wind and great flying. Next year we need to advertise more to get a bigger turnout.

# Channel Islands Condors

P.O. Box 1993  
Camarillo CA 93011-1993  
Field Phone: (805) 482-3034

Web Site: [www.cicondors.com](http://www.cicondors.com)

## *Elected Officers*

President ..... John O'Brien 818-991-2139  
Vice President ..... Mark Sesma 805-659-0244  
Treas. & Membership ... Bill Schatz 818-340-2180  
Secretary ..... Jeff Nemit 805-987-5075  
Safety Officer ..... Open  
Field maintenance ... Wesley Minear 805-373-1771  
& Gene Norman 805-485-2622

## *Appointed Officers*

Newsletter Editor ..... Ron Scott 805-522-5455  
Membership & Data Base Manager Bill Schatz  
818-340-2180

## *Flight Instructors*

Javier Garcia ..... 805 488 4241  
Chris Spangenberg ..... 805 987 9859  
Ron Scott ..... 805 522-5455

Articles, coming events, or For Sale items should be mailed or E-Mailed to [ronscott@dslextrreme.com](mailto:ronscott@dslextrreme.com) or, 805-522-5455 (leave message), 2848 Gardner St. Simi Valley, 93065

Newsletter articles or pictures should be sent in by the 20<sup>th</sup> of each month. "For Sale" ads will run for two months.

For membership info call Bill Shatz @818-340-2180.

**Regular Meetings are held the first Wednesday of the month at 7:00 pm at the Camarillo Airport in the Freedom Center – Bldg 515 Club Building, on Eubanks St. Off Los Poses Road.** The July, August and Sept. meetings are held at the Condors field where we usually have fun-fly's and night flying.

## President's Message

(No input this month at time of completing Newsletter)



Happy Flying  
[aeronca@roadrunner.com](mailto:aeronca@roadrunner.com)

*John O'Brien*

## Vice President's Message

Our new meeting place is a fine place. It's got plenty of room for all and then some. Special thanks to Darryl Bergstrom for putting together a great show for the membership in less than 24 hours. Darryl substituted at the last minute when the scheduled guest speaker had to back out due to a hand injury. The film shown was incredible! It showed the difficulties of RC Flying when there was limited technology in the early 1960s; you had to build everything from the ground up. I know I certainly appreciate the early modelers a whole lot more after seeing how hard it was just to land safely!

I have plenty of Condor hats and a few shirts left for sale. Hats are \$10 and shirts are \$20. See me at the field on the weekends.

See you at the field.

*Mark Sesma*

## CHANNEL ISLANDS CONDORS

CIC Meeting October 3, 2007

From: J T Nemit

John O'Brien called the meeting to order at 7:05 PM at our new meeting place at the Camarillo Airport. Forty members were in attendance.

### **New Members and Guests**

Regret to inform the membership that George Higgi passed away this month. The club will be sending flowers to the funeral.

### **Old and New Business**

Frank Oliver was an invited competitor at the Tucson Shootout. Good Luck Frank!

Our membership is now up to 261. A new roster is available on the web site.

The Parks Department has expressed concern about the gate being kept unlocked. There is continued concern regarding the paint ball shooter at the East End of the park. **All members are reminded to always lock the gate going in and out of the park.** The only exception is when there is a sponsored event at the field. The membership agreed to add a sign: "Dogs Must Be Leached per state ordinance xxxxxxxx" (TBD).

Ron Scott reported on the float fly at Merced Lake. This was a great weekend event where CIC members won 12 out of the 22 prizes.

### **This Month Speaker**

Darryl Bergstrom was our speaker with tips and tricks for the membership. Vibration is a problem on all crafts and can cause severe damage and potentially the loss of an aircraft. Darryl discussed his approach for balancing propeller with the fine balancing done with a shot of oil based polyurethane. He also discussed finishing props with a final coat of the same material. He uses minwax fast dry clear oil based poly.

### **SHOW AND TELL**

Mark Sesma presented his new 88-inch wingspan Yak 54. It is powered by a DA-50 engine and flies great.

Jose Martinez presented his Seagull Harrier 3D. All up weight is a mere 6 pounds.

Crystal Morgan showed her Hanger 9 Edge 540, which is being rebuilt. All up weight is 14 pounds.

Dick Metzger presented his Buggatti. He scaled the original 2001 planes up to 40-inch wingspan. It flies so well he will be building a big brother.

### **Raffle Results:**

Mark Sesma- Remote glow drive, fuel pump, Building board, 2 micro servos, irons sock

Ed Sutton- Pliers, epoxy

Javier- Kicker, thread lock, receiver, knife, sealing iron

Mike Osborne- Balancer, quick cure

Ken Osborne- Visual aid

Dale Clark- Slotting device, thick CA, receiver, hinge tape

Leigh Lope- DVT

Jim Delay- Epoxy

Chuck- Foam Zap

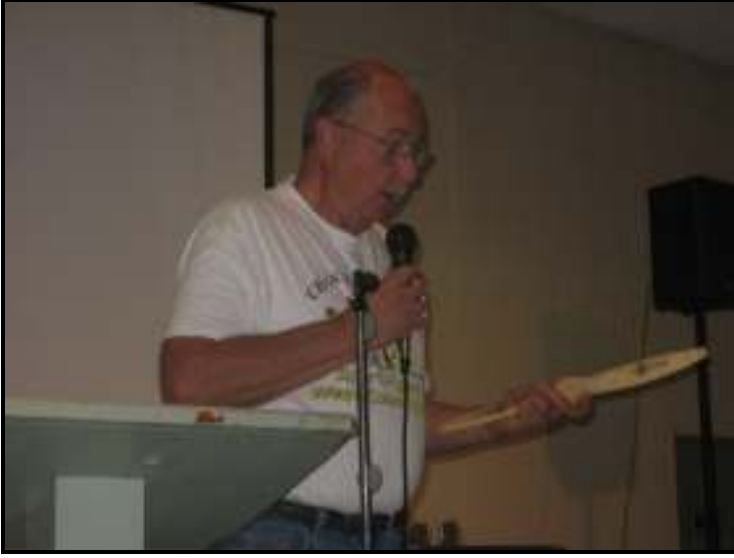
*Jeff Nemit*

## Safety

Be safe, fly safe, and keep in mind other flyers safety at the flying field. Call out your intentions – "Coming out", "Low Pass", "On The Field", "Landing" etc. The plane you save may be your own.

## Show and tell

Darryl Bergstrom was our speaker for the night with tips and tricks on vibration and prop balancing that can cause severe damage and potentially the loss of an aircraft.



Jose Martinez with his Seagull Harrier 3D with Sato 72



Crystal Morgan with her Hanger 9 Edge 540, which is being rebuilt.



Mark Sesma with his new 30% Yak 54 with an 88"ws & DA 50



Dick Metzger with his Bugitti R-100 scratch built, with OS40



Roger Owins new modified flight box – from Harbor Freight



## Our 2<sup>nd</sup> Annual Helicopter event

Burt Managua with just a few of his choppers



Burt giving a wild flying performance



Even a Gyroplane ?!



Vendor from "SwitchGlo" glowplug ignitor products



Gene Norman preparing lunch



Only one Swap Meet entry for the day. ????????????



**Upcoming event Worthy of note!**

(If you like to travel)

**Tucson International Model Plex  
Park Hosts the Second Annual**

**Tucson Electric Aircraft Meet  
(T.E.A.M.)**

**October 26-28 2007, AMA Sanction  
07-1908**

<http://www.crcja.org/team/>

[www.crcja.org/team/team.doc](http://www.crcja.org/team/team.doc)

## Windy Days: Good Rudder Practice Days

by Salvatore Piu

### **from the Ocean County Modelers, Inc., Lakehurst, New Jersey**

*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.**

→

## INTERESTING - Hydrogen powered plane flight

( I received this E-Mail last month)

Hi again Eliot. I flew a 14 ½ foot wingspan electric powered (9 to 1 gear box drive) sailplane for students from Cal State LA this past Wed. in Lancaster early in the morning. My self and another flyer, Jerry Kranock flew out of the backseat of a Chrysler Sebring convertible across the valley in Lancaster. We flew the length of Ave. H, where it starts on the desert and to where it ends on the opposite side of the desert and then turned around and flew back to where we started from and landed. It took 2 hours and 57 minutes to fly the route we designated point to point. One of the interesting things about the flight is that the electricity was produced by a hydrogen fuel cell which is basically a pressurized tank of hydrogen and a special device that when you pass hydrogen through it, you get electricity. It had enough hydrogen to run this setup for approximately 20 hours continuous. I did the takeoff and flew the first 40 miles and Jerry flew the return leg of 40 miles. Our actual record distance will be less than 80 miles after the final numbers are determined. We give map coordinates to a university and they do actual point to point calculations and document that number and then that is presented to the FAI body for world record consideration. The current record is around 50 miles so I'm sure we beat that by a good bit, but more importantly, we proved that we could fly on the hydrogen fuel cell for an extended period of time and now we are ready to go for the duration record of electric RC flight. That record is 16 hours and we want to go as long as 20 hours and we're confident we can if we don't have any problems with weather and the night part of the flight which could be 4 to 5 hours of the flight. I will have a team of 5 or 6 flyers for this effort and we hope to do this in Oct. How's that for exciting? I'm anxious to get on with it so I hope the university gets all the stuff worked out that it takes to do something like this.

Jay – Lancaster 9-13-07 message

---

**From:** Eliot Nagel [mailto:EliotN@Saunders-Assoc.com]  
**Sent:** Thursday, September 13, 2007 7:01 AM  
**To:** 'jay'  
**Subject:** RE: Presidential Motorcade Protection Don't mess with these guys!!

Congratulations Jay that's quite an accomplishment. Where did you do this? Eliot

-----Original Message-----

**From:** jay [mailto:hobbyhouse@adelphia

## Random Pix

Chuck Auerbach and his new ElectricYak 54.



## Funnies of the month

MARRIED LIFE - MAKES MY EYES TEAR UP,  
SUCH A HAPPY ENDING !!

A couple had only been married for two weeks and the husband, although very much in love, couldn't wait to go out on the town and party with his old buddies. So, he said to his new wife, "Honey, I'll be right back."

"Where are you going, Coochy Coo?" asked the wife. "I'm going to the bar, Pretty Face," he answered. "I'm going to have a beer."

The wife said, "You want a beer, my love?" She opened the door to the refrigerator and showed him 25 different kinds of beer, brands from 12 different countries: Germany, Holland, Japan, India, etc. The husband didn't know what to do, and the only thing that he could think of saying was, "Yes, Lollipop... but at the bar... You know... they have frozen glasses.. "

He didn't get to finish the sentence, because the wife interrupted him by saying, "You want a frozen glass, Puppy Face?" She took a huge beer mug out of the freezer, so frozen that she was getting chills just holding it. The husband, looking a bit pale, said, "Yes, Tootsie Roll, but at the bar they have those hors d'oeuvres that are really delicious... I won't be long. I'll be right back. I promise.OK?"

"You want hors d'oeuvres, Poochie Pooh?" She opened the oven and took out 5 dishes of different hors d'oeuvres: chicken wings, pigs in blankets, mushroom caps, and little quiches. "But my sweet honey... at the bar.... you know there's swearing, dirty words and all that..."

**"You want dirty words, Cutie Pie? LISTEN UP CHICKEN SHIT! SIT YOUR ASS DOWN, SHUT THE HELL UP, DRINK YOUR BEER IN YOUR FROZEN MUG AND EAT YOUR HORS D'OEUVRES BECAUSE YOUR MARRIED ASS ISN'T GOING TO A DAMNED BAR! ..... THAT SHIT IS OVER, GOT IT, JACKASS?"**

## The Cowboy

*A Cowboy meets an Indian herding sheep in the Oklahoma Hills .*

***Cowboy: "Nice dog you got there. Mind if I speak to him?"***

***Indian: "Dog no talk."***

***Cowboy: "Hey dog, how's it going?"***

***Dog: "Doin' all right."***

***Indian: (Look of shock!)***

***Cowboy: "Is this Indian your owner?" (pointing at the Indian)***

***Dog: "Yep."***

***Cowboy: "How does he treat you?"***

**Dog:** "Real good. He walks me twice a day, feeds me great food and takes me to the lake once a week to play."

**Indian:** (Look of total disbelief)

**Cowboy:** "Mind if I talk to your horse?"

**Indian:** "Horse no talk."

**Cowboy:** "Hey horse, how's it going?"

**Horse:** "Cool."

**Indian:** (Extreme look of shock!)

**Cowboy:** "Is this your owner?"  
(pointing to the Indian)

**Horse:** "Yep."

**Cowboy:** " How's he treat you?"

**Horse:** "Pretty good, thanks for asking, he rides me, brushes me down often, and keeps me in a lean-to to protect me from the weather."

**Indian:** (Look of total amazement)

**Cowboy:** "Mind if I talk to your sheep?"

**Indian:** "Sheep lie."



## For Sale

**Hobbico Hobbistar 60 Mk III** - RTF just add your 60 size engine. Plane comes with Airtronics 6 ch FM receiver (ch 24), five standard Airtronics servos (dual aileron, engine, elevator, and rudder), 1400 mh NiCad battery, Dubro switch and charging jack. Plane is in fair condition. Great value to beginner to experienced pilot looking for a solid weekend trainer.

Will Sell \$95

Contact Dennis Ulick (818) 366-2011 or [dulick@socal.rr.com](mailto:dulick@socal.rr.com)

## For Sale

Trainer 40 size airplane. 63" wing span.  
Has 4 servos – just add 40 size engine and receiver

**\$75 OBO**

or, \$50 without servos & Switch



Call Ron Scott @ 805-522-5455



## Coming Events

### November

- 10 War bird day @ Condors Field
- 10 Night Fly @ Valley Flyers
- 9-11 Float Fly, Lake Havasu,
- 25 LA Jets @ Valley Flyers
- 24-25 Thanksgiving Holidays

---

**Channel Islands Condors  
P.O. Box 1993  
Camarillo CA 93011-1993**

Stamp