



THE AERIAL VIEW

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William Bennett Field Alive with Sin City Jet Rally

By Chad Russell

If you missed the second annual Sin City Jets rally, you missed a great show! This year we were blessed to have some of the worlds greatest jet pilots in the word in attendance.

Pilots like Top Gun winners Mark Taylor, Paul Bageman, and John Christensen, along with JR sponsored pilot Justin Sands. All of these pilots, plus the numerous others that attended really made this year's jet event an event to enjoy.

There were beautiful some jets in attendance this year including two F-100's, two F-4's, and even a Mig! (although it didn't fly)

The awards handed out this year were as follows:

- **Mr. Top Gun** – John Christensen
- **Best Scale Jet** – Justin Sands (F-4)
- **Best Sport Jet** – Paul Judice (BVM King Cat)

- **Best Smiley Face** – Dave Bottita (Always having a smile on his face even when tasked with bringing in a 55 gallon drum of Kerosene)



And finally, what made the Jet Rally even possible were all the LVRC members who came out and assisted with the set-up, running, and tear-down of the event.

As always, it would not have been possible without your assistance. Also a big Thank You to the chefs who prepared the food on Saturday.

For those that didn't make it out this year, you'll definitely want to mark your calendars for November 6-8 of 2009. From both Paul Judice and I, "THANK YOU and we hope to see you next year!"

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From the Pilots Seat

By Tom Brandt, President, LVRC



This Month's Topic - Volunteerism

Volunteerism is the willingness of people to work on behalf of others without being motivated by financial or material gain. The strength of LVRC is dependent on the involvement and participation of its membership despite the fact that individuals are increasingly busy with professional and personal commitments.

A volunteer is someone who works for the benefit of the club primarily because they choose to do so. Volunteers are the backbone of any club: Organizing and running events, serving as board members, managing fundraising and organizing social events are just some of the jobs filled by the volunteers of LVRC.

A volunteer is a person who is willing to help perform any one of the many necessary jobs in LVRC. Your role as a volunteer is important to our club. You can be actively involved in your hobby and can also be instrumental in strengthening LVRC. With a positive attitude and a willingness to lend a hand, you will also have a great impact on both your fellow members and non-members. There are unlimited opportunities to get involved in almost any capacity.

The rewards of volunteering are many, and extend far beyond the good feeling you get from helping others. The reward comes from that great feeling that you have helped your club and a sense of accomplishment as you realize your contributions are worthwhile and necessary.

NRPA recognizes Clark County Parks and Recreation Ambassador Program with a Gold Star

The Clark County Parks and Recreation Ambassador Program was recently recognized as a Gold Star Charter Organization for its policies and volunteer management through the NRPA Operation TLC2: Making Communities Safe initiative. The National Recreation and Parks Association (NRPA) Operation TLC2 is organized by the NRPA and assists participating agencies in adopting national recommendations and guidelines for qualifying and credentialing volunteers. To date approximately sixty charter agencies nationwide are certified, but only two have the Gold Star distinction in Nevada, which includes Clark County.

NRPA Operation TLC2: Making Communities Safe is a cost effective approach to volunteer management that provides several membership benefits including; comprehensive background searches, photo identification for screened volunteers and detailed training for volunteer managers. The Clark County Parks and Recreation Park Ambassador Program sought to partner with NRPA Operation TLC2 because the Park Ambassador program already shared many core components and common goals with NRPA. Comprehensive, nationwide background checks are completed and this process is a



Here are some others reasons to volunteer:

Make a difference in someone else's life – Introduce a child or adult to RC.

- Learn about your community and get involved.
- Develop leadership skills. It's good to be the king.
- Keep active.
- Make new friends.
- Enhance your resume. Community service always looks good.
- Explore a possible career. You never know.
- Start a family tradition.
- Take on a new challenge. Yep, there are challenges in LVRC.
- Pass on a skill you've mastered.
- Share your enthusiasm for a cause or belief.
- Be a valued part of a team.
- Help create and maintain the kind of club and community you want.
- You may have your own personal reasons to add to this list.

How much time will be required? That is up to you. You can spend as little as a few minutes to working an entire event, some as long as 5 days. It takes a Herculean effort to put on such an event and many hands are needed.

Give volunteering a try, you may like it. Any contribution you can make will be appreciated.

critical step in helping to ensure the public is protected from exposure to individuals with a history of violence or sex related crimes. After passing the background check, volunteers are provided with identification badges. The ID badge provides an additional level of security for the volunteer program and allows community members to easily recognize staff engaged in official activities. Finally, the Ambassador Program has implemented solid universal training tools to assist volunteer supervisors in training the best possible volunteers.

Ultimately, these measures translate into savings – time, as well as money. The Clark County Parks and Recreation Ambassador Program is able to recruit, screen, badge and train community members to volunteer anywhere in Clark County with less cost. Until now, volunteers performing public service in different divisions repeated initial training within each division. A core-training program eliminates redundancy. Finally, NRPA Operation TLC2 partners are part of a nationwide network of volunteers. Volunteers credentialed by agencies within the NRPA Operation TLC2 network are able to perform public service at any other agency within the nationwide network.

Do you regularly check your helicopter for potential problems prior to a flight or just 'gas-n-go'? What preventive maintenance should a pilot be looking for prior to flying for the day? Vibration is the enemy here with dirt as a contributing nuisance and our helicopters sure get their share of both. Here are a few suggestions to help keep your heli intact and looking good:

Security: Give the helicopter a good look over, nose to tail and top to bottom, for any visible problems. Check all the screws and links and touch everything to check for anything loose - Don't forget the screws retaining the swash plate linkage ball. Besides making sure all screws are tight check the ball links...they do wear out. Look at all the servo linkages and make sure they are secure. Check servos, battery, receiver and gyro for security. Check for loose wires and connectors. Check wires for broken or worn insulation, especially those wire that cross over the frame edges. Look at the muffler and make sure it is tight - they are known for their uncanny ability to loosen up. For the 72 MHz pilots make sure the receiver crystal is in tight - sounds simple but has saved some from a crash. Every so often check receiver leads and make sure they are fully seated. Make sure the receiver battery has sufficient charge.

Tail Rotor: Look at the tail rotor for much of the above. Check the blades for cracks and chips.

Head: Check the alignment of the flybar paddles and main blades, flybars should float. Check for free movement of the seesaw. Check the main blades for cracks and nicks and the dampers for over play. Worn out dampers can cause the blades to strike the boom. Free spin the main drive gear (opposite of blade rotation) and check for smooth rotation. Make sure the autorotation tail drive pulley is free and will perform as advertised. Check all bearings for slop.

Belt: Check tension and look for fraying or cracking. Check the gears for worn or missing teeth.

Fuel System: Lines become gummy and fail from the effects of nitro, desert heat and sunlight. Change all lines every 6 months or so. Take the filter apart at the same time and clean if necessary.

Lubrication: The main shaft bearings should be lubricated with drop or two of light oil above and below the swash every few flights. Lubricate the tail shaft slider every so often too. This is more important for you electric guys since oil from nitro fuel gets on everything. Always use a plastic safe lubricant.

Postflight: Clean off all fuel/oil/bugs/grass/junk residue from the entire helicopter, inside and out, with a commercial cleaner or isopropyl alcohol. Use a paper towel to get the heavy stuff off first and follow with a clean rag - Flying helicopters is a dirty job.... Clean it up. Look at the engine head and make sure the cooling fins are clean and free of dirt and debris - dirt traps heat and we all know it's hot enough in Vegas already. Since the canopy is off you might as well do the preflight now so you will be ready when the urge hits to fly again. If flying is done for the day remove any remaining fuel and use an after-run oil in the engine.

Ah, the transmitter. I bet many forget about this insignificant item. Do you range check prior to the first flight of the day? Do you check the antenna, switches, stick gimbals and battery for damage and to insure they are tight and functioning properly? I have seen one pilot, while flying, loose the transmitter battery because the cover was not on correctly. You can guess the outcome. Don't forget to check battery charge prior to startup.

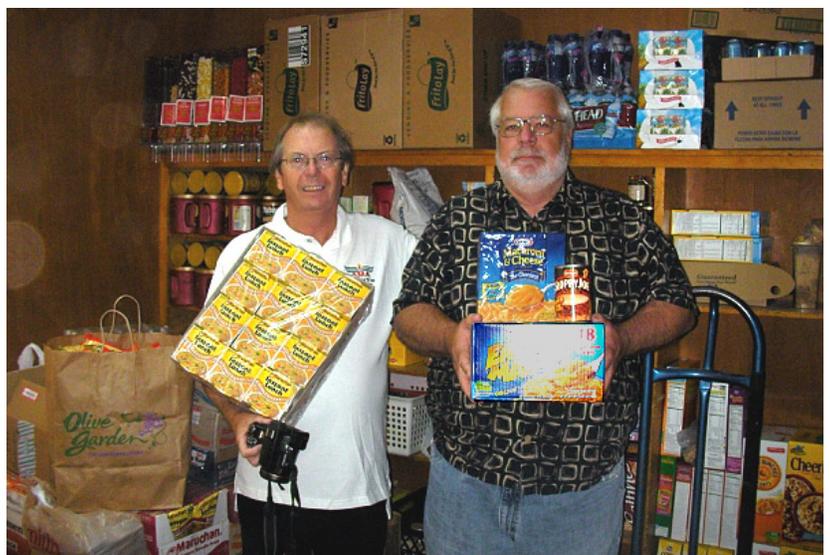
Finally, learn the sounds your helicopter makes. Any deviation from normal is cause for closer inspection. If something doesn't feel right, it probably isn't.



LVRCC Makes Food Donation

On November 13th Greg Clemensen, AMA Associate Vice President & LVRC Club Secretary and Tom Brandt, LVRC President delivered a van load of food to City Mission of Las Vegas. The City Mission is a non-profit charitable organization that is helping those who are helping themselves.

The 1231 food items consisted primarily of Top Ramen and Mac & Cheese Dinners. The food items were contributed by all nine area aeromodeling clubs. Individual members of the Las Vegas Radio Control Club made a significant contribution.



Upcoming Events!

Club Holiday Party
December 13 - 5 p.m. to 9 p.m.

Elks Lodge
631 E. Lake Mead Parkway
Henderson, NV
565-9959

Mark your calendars now! This year's party will be a great one, with food, fun and camaraderie.

The cost will be \$10.00 per person for a nice holiday meal and the club will be hosting a limited open bar for all to enjoy.

New Years Day Potluck and Fun Fly
January 1, 2009 - 9:00 a.m. To 2:00 p.m.
William Bennett Field

Bring some food to share and your plane and/or helicopter to fly. We'll have some bomb drops, limbo contest, and other stuff to do for this fun annual event.

Fabulous Las Vegas Helicopter Fun Fly
March 20-22, 2009
William Bennett Field

Make plans now for the highly attended and wildly fun Helicopter Fun Fly. Give Rockie Roper an email at rockier@rockcopter.com if you want to help out!

Holiday Party Set for December 13!

There is still time to reserve your seat at the LVRCC Holiday Party! The club



spread of turkey, roast beef, stuffing,

is sponsoring an open bar and covering some of the cost, so your space is only \$10.00 per person.

A holiday

mashed potatoes, salad, and dessert is all included!

We'll be at the Elks Lodge, located at 631 East Lake Mead Parkway. Go west from Boulder, and after the next stoplight, look to your left and there it will be!

Call organizer Alec Sonenthal at 702-400-2510 or email to alec@greenbrook.com, and you can pay at the door!



One of the many electric planes at Bennett Field for last month's electric fun fly!



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