

DVRC News

September 2016



AIR
CURRENTS

The Official Newsletter of the
Diablo Valley Radio Controllers

www.dvrc.org



DVRC NEWSLETTER - SEPTEMBER 2016

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T-34 Race Results in Fatal Crash!

By Ibin Crashmore

Bob Wolfe, Contest Director of the T-34 Races, unexpectedly crashed his number 13, T-34, into a fence that boards DVRC's runway during one of the races. No one was injured except for Bob's airplane and his ego. Bob commented "I've made that run over that gully about a 1,000 times and I've never had that happen to me where the fence came up and hit my plane." Witnesses to the crash made vague comments about not seeing the fence move, but in fear of crossing a senior member thoughts, nodded their heads in agreement. Bob's wife, Leslie, commented afterwards that when Bob arrived home, it was like someone had died. Our sincere condolences Bob!

Afterwards, Bob sent out standings of the races and scheduled the next T-34 Race to be on September 17th. Construction is underway on a new T-34. I wonder if the number 13 will still be used?! Let's plan to be there on September 17th to find out.

Upcoming Events ...

Upcoming Events

Sat Sep 10 @ 9:00AM - 06:00PM
Pittsburg Seafood Festival
Sat Sep 10 @ 9:45AM -
Membership Meeting
Sun Sep 11 @ 9:00AM - 06:00PM
Pittsburg Seafood Festival
Sat Sep 17 @ 8:30AM -
T-34 Races
Sat Sep 24 @ 9:00AM - 05:00PM
Gremlin Combat

Edition of 'Air Currents' Hijacked

This edition of September Air Currents has been hijacked to provide a different angle to our normal format. Beat writer, Ibin Crashmore, will be guiding us through his journalistic view on many of the stories and articles. Do not be worried, our regular format will return with the next issue. Until then, sit back, relax, and enjoy.

Presidents Corner



The year is 3/4 gone! We have had many successful events this year and the participation has been great. One event, the donut drop was so much fun that the members asked to have it a second time this year. Thank you for your time and effort in putting the donut drop together this year Gene, Great job. Actually I want to take this opportunity to thank each person that has and will C.D. an event in 2016. It takes many people

Interesting Links...

Flying with the Hawks... Mel Nash was able to get some good video sloping with our Hawk neighbors. Check it out... <https://youtu.be/yTL-w6bb3QM>

Ron Williams Dynamic Soaring (DS'ing). Video from Mel Nash... https://youtu.be/ROYjD1OF1_4

Recent Doughnut Drop. Video from Nigel Watson. Thanks Nigel! <https://youtu.be/SeprOzYHQVQ>

If you love scale jets, check this out - Amazing!
<https://youtu.be/-uFO1tljkRc>

Note From Membership Coordinator - Gene Aughtry

All Members should wear their name badges while at the field (you can take them off when you go home). Also, please take YOUR trash home with you. (It keeps our field looking better)

being active and helping in many areas to keep a club going in the right direction.

There has also been some changes made this year. (1) There are no trash cans at the field any longer so we have a new practice in place, it's called if you pack it in please pack it out with you when you leave. (2) We are no longer allowed to smoke in the pit or set-up area, this includes Vapor e-cigs. You now must smoke behind the logs in the parking area, we have some members that the smoke physically affects. So please be mindful of others. (3) We now have a new membership application. In the future every member will have to fill one out each year to renew their membership. A photo copy of your new A.M.A. card will need to be included with your app. each year. More info to come in the future on this.

Here's hoping the wind lays down in the near future so we can all get more flying time in. Till then sloping is going on almost every day, so take advantage while the wind is here. So to each member of the club have fun and stay safe and I hope to see you at the Sept meeting and the field soon.

-Bob Wolfe

Save The Date!

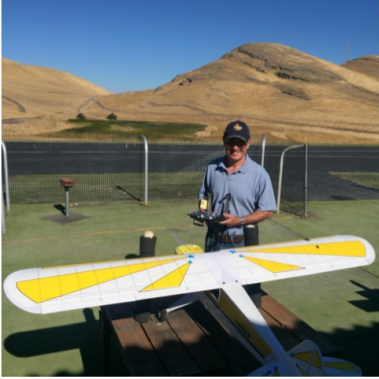
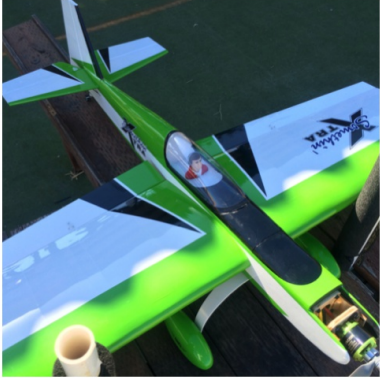
By Ibin Crashmore

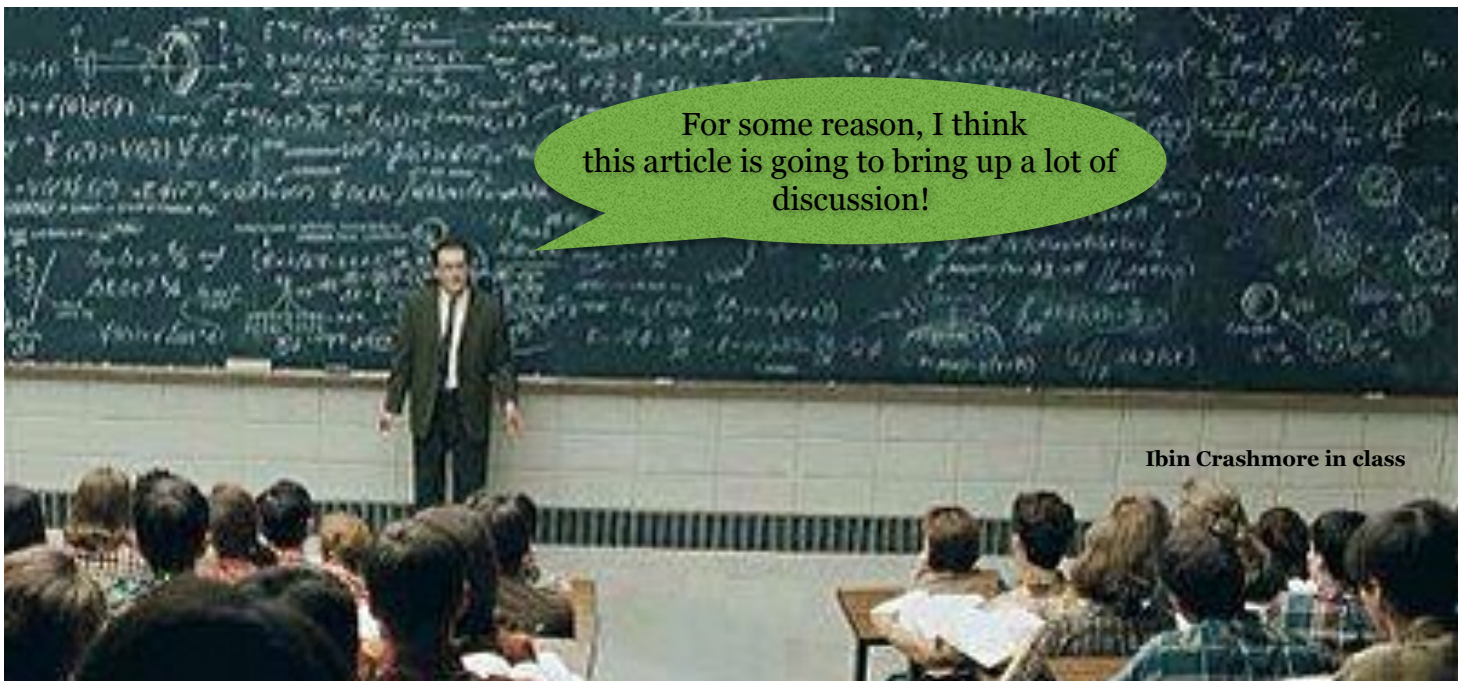
Next month DVRC will be hosting their annual Airshow & Open House on October 15th. Members plan to bring an assortment of planes to fly and for static display. Rumor has it that Bob Wolfe will bring out his stealth jet again for a few passes.

Last year the event had over 150 attendees! Make sure to grab you sunscreen, a few planes, and head out to the club that day.



DVRC Pictures ...





Ibin Crashmore in class

Comparative Review Of Model Aircraft Power Systems

By Nigel Watson

I'm sure we have all considered the many differences between internal combustion (i.c.) engine systems and the relatively new electric motor systems that power our aircraft.

A little while ago, I was talking with some club members around the setup benches and we discussed some of the differences between the two types of power systems and their comparative attributes. I thought it might be interesting to compile a list of Pros and Cons that were raised about the two systems and also provide a few additional thoughts of my own. I am sure there are more Pros and Cons that can be added to the list below. See if you can think of any more.

I.C. Engines (2-cycle or 4-cycle)

Pros

- Noise feedback while flying indicates engine running condition and RPM
- Fuel tanks can be refilled immediately to fly again
- Sounds hella cool! (comment added by Ibin Crashmore)

Cons

- Not always reliable, endangering expensive aircraft by dead-stick landings in unforgiving areas
- Additional support systems are required (glow driver, engine starter/battery, fuel pump etc.) and replacement parts if issues
- Fuel tank reliability (height relative to the carb, feed tube hangups, pressure problems, foaming)
- High initial cost of the engine
- Engines usually require a run in period. To achieve good performance and long life
- Aircraft must be full fuel proofed to prevent structural damage
- High cost of two-stroke fuel (although gas mixture prices are considerably more reasonable)
- Required knowledge and familiarity to operate engines
- Flying sites have been lost as a result of excessive engine noise
- Most aircraft require some clean up after flying
- Very few airplanes can be purchased complete with an i.c. engine
- Engines can be damaged by improper needle valve setting (too lean)

Electric Motor Systems

Pros

- Simple quick set up at the field with one connection to be made from the ESC to the battery
- No tuning required to achieve maximum performance on first run
- High reliability provided electrical specifications are not exceeded
- System life is exceptional provided electrical specs are met
- System weight is generally less than i.c. engines
- Little support equipment is required- only a wattmeter
- No run in period required for a long life
- Using computer programs such as MotoCalc or eCalc, the best prop for the system can be identified, thereby minimizing testing
- Complete electrical systems are generally lower cost than i.c. engines
- It is a simpler route for beginners to get into model R/C aviation
- Batteries can be recharged in about 30 to 45 minutes
- No cleanup of aircraft after a flying session
- Ideal for motorized gliders. Motors can be stopped to sort in thermals and then restarted to gain altitude
- Low motor noise, thereby minimizing risk of losing flying sites as a result of noise pollution
- Electric motors allow pilots to reliably fly aircraft configuration such as jets that used to be prohibitively expensive and overly complicated
- Although gas engines currently dominate the field of giant scale aircraft, electrical systems are now making inroads into the field and adding a new dimension that is virtually impossible for gas engines to compete with

Cons

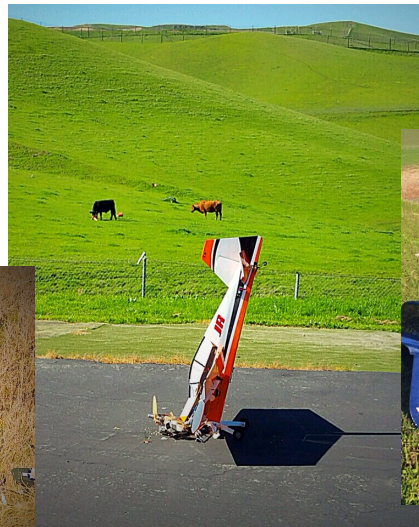
- Low feedback noise during flight to indicate motor condition and rpm
- Additional batteries are required to permit flying continuously
- Electrical systems are far more dangerous to operate. When a motor and counters and obstruction, it draws more current to overcome and drive through the obstruction
- Knowledge of electrical motor and system operation is essential to prevent accidental injury
- Knowledge of care and maintenance of LiPo batteries is essential to prevent fires or explosions when charging
- Recharging LiPo batteries require specialized equipment. LiPo battery should never be left on charge without someone close by to monitor
- No hella cool sound! (comment by Ibin Crashmore)

Personally, I enjoy both types of power systems in my aircraft. There is something very special about an early scale aircraft with a 4-cycle engine pattering around the skies. However, I'm also attracted by the simplicity and reliability of electric power systems. I currently have two times as many electrically powered aircraft as compared to i.c. engine aircraft.

I have been associated with 2-cycle engines since I was 7 years old when I bought my first Davis Charlton .76 cu. in. diesel, quickly followed by a Cox Babe Bee .049 and a Cox .020 engine. I don't think I can ever let go of these marvelous machines; old habits die hard despite the attributes of new technology.

Coming This Fall - Special Crash Edition

Please send your crash photos to steven.iverson@rocketmail.com. If you forget to send some, don't worry, we got you covered!



More DVRC Pictures ...



DVRC General Monthly Meeting

By Carlos Gracia

Date: 7/9/16

The meeting was called to order by Bob Wolfe at 9:45 am.

Officers Present: President Bob Wolfe, VP Jim Seibert, Treasurer John Tester, Secretary Carlos Gracia

Total Members Present: 25

Guests: None

New Members: None

The record of the last meeting's minutes were read approved by all of the members present.

Reports:

Membership Coordinator/Flight Operations Officer, Gene Aughtry: Club now has 95 paid current members.

Field Manager, Ron Williams: Volunteers are still needed to apply weed killer. Also, a reminder to be courteous to the hikers who share the road with us.

Safety Officer, Ron Penn: No incidents to report.

Old Business:

T-34 Races rescheduled for 7/16.

Day on the Hill is on for 7/25 pending the conditions. There will be two events: Hoop and Target landing. Remember to be cautious when parking in the tall dry grass to prevent fires. Park in the designated areas.

BBQ approved for the T-28 Races on 8/6.

Open House update was provided by Steve. It is scheduled for 10/15 from 9 am to 1 pm.

The Club waiver was again discussed at length. The Club membership application was redone to incorporate the waiver language/phrases that have been previously discussed. It will be distributed for all members to review and a vote will be held at the next meeting.

New Business:

Ron Penn will be CD for the Seafood Festival on 9/10-11. There is a \$310 application fee. Members will be reimbursed if they need to buy a ticket to enter the festival to work at our booth. Volunteers are needed for 3 shifts of 2 members per day for 2 days.

Informational: Ken provided an update on the FAA ruling effective 8/20 providing a waiver for park models under 55 lbs which apply to usage for commercial purposes.

Mike Woodring presented a proposal to revive the Gremlin races. The basic configuration for the plane was presented for members unfamiliar with Gremlins. Only an OS 25 or 700 watt equivalent electric motors will be allowed. Gremlins can be obtained at racores.com.

Show & Tell:

Vince shared his Stealth Jet built from Home Depot foam board from scratch using plans from Flight Test.

Raffle:

First Prize: Ken Bieler won the T-34

Second Prize: Steve Anderson the Spitfire ARF

Meeting adjourned at 10:20 am.



Dave Platts Laws of Scale Modeling ...

By I. Crashmore

The following laws have been compiled from observations made over a lifetime of building competition scale models. It will be noticed that, like "Murphy's Law", while formulated for amusement, they are nevertheless true ...

- All of the best information on a subject arrives the day the model is completed, and proves conclusively that what you have done is wrong
- You never finish a scale model. You just stop working on it
- Those subjects requiring the greatest number of working channels have the least room for radio gear
- How right it looks matters more than how right it is
- Competitive scale modeling is about replication, not authentication
- Given a choice, judges will believe wrong information over right
- Live by the principle of scarfology. Things disappear from the marketplace, so scarf them up while the scarfing is good. (Ibin believes in Scarfing).
- Experience has demonstrated that the worst 3-views of any subject are the ones that came from the factory. The best were done by some careful modeler who wanted an accurate model and made his 3-view a labor of love
- Never, ever, use color photos in documentation
- The weak link in the RC Scale reliability chain is still - the engine
- A fair model with a good docs-book will outscore an excellent model with a poor docs-book
- Scale RC is a very relaxing hobby – if you can stand the pace
- Big models fly; small models flit
- First, it's got to fly
- No amount of flying will improve your static score
- It's a mistake to take a scale model out to fly while you still like it
- Whenever a manufacturer improves his product, usually the old one is much better than the new one



Steve Iverson's Giant Scale P-47

Donut Drop winners! By Ibin Crashmore

On August 20, 2016, a cheery group of young men showed up at the field to participate in a Donut Drop event (a contest to see who can drop a donut from a plane passing over a large cup) to claim bragging rights until the next event. Many members were surprised to find out that bagels are really used instead of an actual donut because of its ability to not fall apart in mid air. The CD of the event, Gene Aughtry, commented that donuts were still there - brought in by one of the newer members, for everyone to eat.

Winners of the event were Rich Phillips (1st), Rick Frank (2nd), Jim Seibert (3rd), and Mel Nash (4th).

A video of the event was produced by Nigel Watson - click on the link seen on page 2. Well done guys! Please, have another donut.



Photo by Gerry Kerr

You're Still Here? You Are Dedicated to DVRC! Here is one Final Pic For You!

Ibin - Thank you so much for inviting me out to the field! I will be there for the Airshow on October 15th! Are you okay if I fly my Cub in?



Club Info ...

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2016 Club Officers:

Bob Wolfe, President. 925-787-0264
Jim Seibert, Vice President. 925-822-7822
John Tester, Treasurer. 925-930-8454
Carlos Gracia, Secretary. 925-640-8257

Board of Directors:

Ron Williams. 925-825-5845
Ken Bieler. 925-858-3585
Jack Schonberger. 925-672-4562
Anthony Cox. 925-783-3980
Steve Anderson. 925-216-9216

Flight Operations:

Gene Aughtry 925-687-1762

Membership Coordinator:

Gene Aughtry 925-687-1762

Safety Officer:

Ron Penn 925-383-3232

Newsletter Editor:

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Ted Edginton 925-356-6834
Dale Parsons 925-684-2248
Ray Davis 925-352-7229
Greg Gallegos 925-783-1072
Gene Aughtry 925-687-1762

For DVRC driving directions and some club information, check out this link:

<http://youtu.be/Owc7yDVYhc4>