



Air Currents



The Official Newsletter of Diablo Valley Radio
Controllers

Werner Hoch's plane, DVRC 2017 Open House





President's Corner

Following months of torrential rain in the early part of the year, the summer winds then arrived. It really seems like the weather gods are against us from enjoying our hobby of flying R/C aircraft.

I keep a yearly flight log for all my planes and it indicated a notable decrease in flight days as compared to the previous year, likely due to the persistently unfavorable weather conditions. However, my flying days this year could have been fewer had I not become so frustrated by the weather. Despite my frustrations, I ventured out to the runway and flew on days that most of our more sane members would consider unwise.



I selected one or two of my bigger/balsa planes which have gyro stabilization, thinking that they would be best suited for high wind. The gyro stabilization also helps to smooth-out much of the wind's turbulence during flight. Then I picked a day that had winds between 10 - 15mph and went flying. Surprisingly, I didn't incur any more damage to my planes than when I have flown in much less wind. Take-offs and landings are a little more risky but are rewarding when you get them right. Remarkably, higher wind landings are actually easier than low wind landings due to the reduced ground speed. In fact, even vertical landings are achievable if the wind speed exceeds the plane's stall speed. Don't forget to add a little more throttle though.

Who knows how long these high winds will continue this year, so my advice to you all is to select one of your sturdier planes for high wind flying, and then add a gyro to it (if it doesn't already have one). Identify a maximum wind condition that you are prepared to fly, say 10 mph. With time, you will develop improved flight reactions and thereby expand your comfort zone to include even higher wind speeds. Once airborne, your aircraft will fly the same as in low wind conditions. Although landing becomes a tad more tricky, the enjoyment derived from these daring flights will far outweigh that of being confined at home, staring at the Honey-Do list.

Happy Flying

Nigel Watson, President, DVRC



Meetings and Events

- Our monthly meetings are held on the 2nd Saturday of each month at 9:30am
- Our monthly work parties are on the 1st Saturday of each month at 9:30am
- Christmas Party Dinner - December 2nd, 5pm at Celia's Mexican Restaurant in Antioch (Reservations and deposit required to Werner Hoch, whoch4711@gmail.com)

Volunteers and Leadership in Action



- Huge thanks to Mel for redesigning our website. Go check it out at www.dvrc.org
- Mel also serviced our field camera in August.
- Our runway and facilities have been so well maintained by our members that we were able to cancel several of our recent work parties. Teamwork makes the dream work!



Notes From The Membership Coordinator

We have 92 members at DVRC and it is **Membership Renewal time!** Renew before December 31st and save money!

This year we have a new website that allows you to fill out the renewal form and pay.

- Go to DVRC.ORG
- Click "Log In"
- Click "Join"

- Follow steps to fill out a membership application. This ensures we have updated member information including AMA numbers and expiration date.



Renewal cost:

- \$84 for 2024 if we receive your completed form and payment by Dec 31st 2023.
- \$104 if we receive your completed form and payment on or after On Jan 1st 2024.

Payment on website:

- If you have a PayPal account, you can pay your dues with that option on the website.
- If you don't have a PayPal account you can still renew on our website by using a regular credit card and PayPal will process your payment.

Payment with cash or check:

- If you prefer to pay by cash or check, a printable renewal application form can be downloaded from our website after you click the "Join" button as outlined in the steps above.
- If you are going to submit a paper renewal form, you can mail it to the address on the form with a check.
- If you prefer to hand in your application and payment in-person, you can bring it to one of our club meetings and deliver it to a club officer.

If you have any questions feel free to call, text, or email me.

Gordon LaPorte
Membership Coordinator
925 997 0709
Gordon@K1VHR.US



Notes on Safety - Throttle Cut

A safety issue with electric RC airplanes is that the propeller can spin up from a stand-still to full speed instantly when the operator slides the throttle from 0 to 100%.

This poses a safety hazard if we accidentally bump the throttle while working on our plane or carrying it to or from the runway.

Fortunately there is a feature that we can all adopt to eliminate the risk of getting hurt from accidental throttle bumps. This feature is called **Throttle Cut**, and it has been available on transmitters for 20+ years. It may be a default switch on your transmitter or if you have a programmable transmitter you may need to activate it and assign it to a switch. A quick google search helped me find a video on how to do this with a Spektrum transmitter. You can see it here: <https://youtu.be/lcm9REUF4lc?t=102>



There are instructions online for other brands of transmitters on google and YouTube.

A great practice is to deactivate Throttle Cut as the **last step before we taxi on the runway**, and reactivating it as the **first step after we taxi off the runway**.

Stay safe and see you at the field!

Ron Penn is our DVRC Safety Officer



Member Contributed Content

Stubborn Setscrews

By Nigel Watson



Model Airplane News published the following suggestion of mine in the Hobby Hacks section of last December's issue.

"Have you ever tried to unsuccessfully remove a small setscrew from a threaded hole? Sometimes, the thread-locking compound gets the better of us and we are unable to remove the screw. Generally, this means we are left with a rounded hexagonal hole in the setscrew, or a rounded end to your hex key tool, or both. I've found that I can soften the thread-lock by heating the setscrew with a small soldering iron tip (without heating the rest of the assembly). After a minute or two, the setscrew will come undone easily, without damaging anything."



DVRC Contacts

President: *Nigel Watson*; (925) 229-2336; Resolves questions on bylaws, policy, etc. Contact the president to get items put on the meeting agenda.

Vice President: *Felix Tan*; (925) 368-8435; If President is not available, same as above. Solicits items for and plans meeting program.

Secretary: *Ray Smith*; (925) 783-8652; 222-8060; AMA dealings, keeps DVRC forms, records, correspondence. Takes minutes at Board Meetings and monthly Membership Meetings.

Treasurer: *Ike Enriquez*; (925) 759-5210; Collects dues, special assessments, other revenues. Pays expenses. Keeps financial records.

Board Members: All Officers listed above plus: Bill Selling, Phil Spina, Werner Hoch, Gordon Laporte, Marshall St. John

Membership Coordinator: *Gordon LaPorte*; (925) 997-0709; Maintains membership Manual. Sends out new member packages when requested and processes new members.

Field Manager: *Marshall St. John*; (925) 628-3262

Safety Officer: *Ron Penn*; (925) 383-3232

Newsletter Editor: *Ray Simon*; (415) 310-3041

Raffle Manager: *Allen Fleurrey* (925) 291-6459

Contact DVRC - PO Box 9411, Pittsburg, CA, 94565 or through website dvrc.org