



SCHEDULE OF CLUB EVENTS



March 2008

March 11
SGVRCL Board Meeting

March 15-16
Spring-Fest Q-500
424 & 428 only
SGVRCL, Whittier Narrows

March 25
SGVRCL Club Meeting
(Auction!)

April 2008

March 8
SGVRCL Board Meeting

April 19
1/2 Mac Aerobatic
SGVRCL, Whittier Narrows

April 19-20
RCX Expo
Pomona Fairplex
www.rcx.com

March 22
SGVRCL Club Meeting

May 2008

May 13
SGVRCL Board Meeting

May 17-18
Money Race: Q-500 424 only
SGVRCL, Whittier Narrows

May 27
SGVRCL Club Meeting

P.O. Box 9052
South El Monte, CA 91733



AMA Chartered Club #154



"INTERFERENCE" March 2008



2008 CLUB OFFICERS

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CLUB WEB PAGE ON THE INTERNET

<http://www.sgvrcl.org>

Club members and newsletter readers are welcome to join our e-mail list. Sign up at: <http://groups.yahoo.com/group/sgvrcl>

NEW MEMBERS

New members are welcome and encouraged to join the SGVRCL, Inc. Please contact club Membership Chairman Mark Melvin to the left.

MEETING INFORMATION

Business Meeting

2nd Tuesday of the month: 7:00 p.m.

General Membership Meeting

4th Tuesday of the month: 7:30 p.m.

Note: There is no December General Membership Meeting!

CLUB MEETING LOCATION

The club has a new location for all club meetings. Sincere thanks go to Bob Chase for arranging the use of the El Monte Airport Administration building for our meetings. This new building, which has air conditioning and heating, is a first class venue for our club meetings.

The building is located smack dab in the center of the airport off of Santa Anita Ave. Look for the building with the curved roof. The address is 4233 Santa Anita Ave. (corner Lambert and Santa Anita.)

R/C FLIGHT INSTRUCTORS

Chief-Instructor:

Ken Meade (626) 282-1461

Skip Adams (818) 652-6806	Jim Seely (562) 692-4680
Carl Balmer (714) 827-4164	Lynn Burks (909) 860-5451
Felix Cervantes (626) 572-8044	Larry Chapman (626) 338-3859
Steve Lopez (562) 908-4429 (Helicopter Instructor)	

Hey Members,
that's you!

Let's see more of your models
at our monthly meetings.

The Prize for winning "Model
Of The Month" is a cool looking
large club coffee stein!

Model of the Month Contest:

Now that we have acquired such a nice room to hold our meetings, let's keep it that way by making sure that the models we bring to our meetings have their fuel lines capped off and are drip free of oil. The last thing we need to do is wear out our welcome by leaving drip spots behind!

Park Police Dispatch Number

800-834-0064

This is the 24-hour dispatch number for the Park Police. You may want to jot this number down and stuff it in your wallet for future reference. When you've seen someone flying unsafely, this is the number to call if the flyer refuses to abide by the field rules.

CHANGE OF ADDRESS

If you need your newsletter sent to a new address the quickest and easiest way to let me know is through email. Send it to: sgvrcleditor@earthlink.net. You can also call me on the phone (626-638-3251) or send a note to the club post office box: SGVRCL, PO Box 9052, South El Monte, CA 91733



President's Message

At the last club meeting our guest speaker was from Hobby People and talked on electric flying. His talk was very informing but it has left some people with new questions about what all the terms mean. Let me try to explain what the power is. Horse Power is work done over time. 1 horse power is equal to moving 550 lbs. 1 ft in 1 second. That is nice but not of much use. Let's put it into units that we can use. 1 horse power is equal to 746 watts. The electric motor mfg. are beginning to list their motors in Watts, now we are getting somewhere.

From our experience with glow engines we more or less understand horse power. Most glow engines are rated in horse power. Glow engines are rated in brake horse power, which is the power at the shaft at a defined RPM's.

If you have an OS 46 it is about 0.5 HP at 12,000 RPM's., or 373 Watts. That doesn't seem like much but remember that is output horse power and you need to put in a lot more than 374 watts of energy to get 0.5 HP. out, more like twice.

This makes the electric motor look more inviting. It's not all a bed of roses. Lets say you have an electric motor that will handle 746 Watts (1 HP) input power. You will get at best about 80%, or 597 Watts to the shaft if you are propped correctly. The rest will be in heat.

It is very important to select the correct battery capacity, and motor speed control to handle the power.

Inline power meter to measure power in Watts.

Now the trick is to find the correct prop. I would start with the MFG. suggested prop size and make the power measurements. Most likely you will need to return to the hobby shop to buy more props. When selecting a prop it would be easy to over prop your motor and exceed the power rating. Most of that excess power will turn into heat, and heat is what kills your motor, and its power system.

How your plane performs has more to do with how much thrust your propulsion generates. You may find that the maximum thrust doesn't come with the peak power. The design of the prop and how fast you turn it has a lot to do with its performance. Measuring the thrust your plane has is a good test. For good vertical performance you need more than twice the thrust as you total weight.

There are some things about power that you might find interesting:

746 Watts = 1 HP. (HP. is work-done over time)

1 BTU/sec. = 0.293 Watts (BTU is British Thermal Unit)

1 BTU/sec. = .0004 HP.

The energy in different fuels:

Fuel:	A/F:	BTU/lb.
Gasoline	13 to1	18,500
Methanol	6 to1	9,500
Nitromethane	1.7to1	125,412

A/F = air to fuel ratio

With the fixed cylinder volume of a normally aspirated model engine it is easy to see why adding nitro methane to the model fuel makes more HP.

Jim Riccio

Put another candle on the cake of these..

BiRtHdAy PiLoTs

Louis Santoni	Mar. 01
Henry Arance	Mar. 10
Lonnie Locher	Mar. 12
Donald Nelson	Mar. 12
Duc Su	Mar. 13
Dan Milojevich	Mar. 15
Bonnie Dannaman	Mar. 17
John Lane	Mar. 17
Joe Ballasch	Mar. 22
Bob Chase	Mar. 23
Tai Liao	Mar. 23
Kevin Sadler	Mar. 23
Ken Clark	Mar. 26
Joao Francisco Faria	Mar. 27
Mario Salas	Mar. 31



Ken's Pen

I have to turn this in to Mark just prior to our 2 day Q 500 race so sadly I can't report on the event. Hopefully somebody will. Club Member Lee Von Der Hey is our new Contest Director (CD) and the race is really his baby from day one. I sure hope it turns out okay, both for the club and him! I met Lee while racing a model class called "Quarter Midget" (QM) some 15/20 years ago. So you can surmise Lee's not new to racing for sure.

QM's were small, scale like hot rods running little .15 screamers with maybe a 100 MPH or more top speed. The class died some time ago. Lee and I were in the same QM heat once and I managed to get in front of him around the first pylon. A big mistake! Now Lee is one heck of a pilot so when he caught up with my borrowed bird he didn't bother to

(Continued on page 4)

(Continued from page 3)

pass, he just went right through the old tired model I was flying. Unfortunately, Lee's QM was his typical little masterpiece of craftsmanship on its first race exposure—and its last.

He still builds the same way today. Just like as if he were racing, all out! Some months ago he brought an example of his skills to our monthly club meeting and entered his tiny electric 18" inch span all red WW1 Folker Triplane, winning hands down the Model of the Month Cup. Maybe you got to see it. It almost looks like a plastic model. Beautiful! And it flies!

Some while after our air to air meeting long ago the place where I worked needed a salesman so I told Lee about the opening. He joined us and we worked together for sometime, so I got to know him away from the field for several years. Later he moved on for bigger and better things. Since he lives some ways from the field he seldom can get there. But when he does he has always shown the same enthusiasm for being a responsible club member as he does when building.

So it was no surprise to me when last year he told me he wanted to put on a Q500 race when our Cruiser event died. His experience in flying Q500's is well known. He's been a top competitor nationwide for a long time so why not as a CD. He sure knows the event backwards and forward. And of course all the people in it, having flown with them for years all over the states. Well his preparation for

the event has been just like his building, lots of attention to detail with TLC. And when minor costs are involved, Lee isn't afraid to pick up the bill. He's also a fantastic promoter. Today he showed up with 60 nice APC propellers, all ID'ed ready for racing. Free! And how about 56 gallons of promoted free fuel? Gee! At \$18 a gallon? Go Lee!

What's nice is his whole effort is directed towards having fun and making money for the Club at the same time. So I hope he's rewarded with a successful and smooth running event. Speaking of rewards, Lee has promoted from various manufacturers a considerable number of goodie prizes. All are to be distributed among the workers for the three races he will be putting on during the year. That's for me! Because I plan to be first in line with the most hours worked in his events! Want to try and beat me? Please!

I asked Lee to proof read the above and he sent this comment..

"Hi there Kenny, Well your story is accurate, however I would like you to mention Dennis Moran's name regarding the fuel and worker prize donations. He's been a great help.



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Also please mention that these contests do not happen as a result of one man but a joint effort from all of the club members that make it possible. This includes you too! Thanks, Lee."

73 (Best Regards)

Ken Meade

WA6IVD

Monthly Raffle Prizes


Raffle prizes for our past February club meeting were bought at Covina Hobby in Covina.

The SGVRCL thanks all of our newsletter advertisers for supporting our club. Please support the advertisers by patronizing their stores!

AUCTION!

This month at our club meeting is the annual Auction! Start gathering up all the stuff you want to sell and bring it to the meeting.

There will be forms to fill out to place on your items so you credited properly. Also remember that the club keeps 10% of the winning bid for its treasury.



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R-C EXPO

The Model Airplane News Expo is coming to Fairplex in Pomona, CA, April 19-20, 2008.

Model Airplane News would like to invite you and your club members to the event.

AMA members get in FREE with a membership card.

The Model Airplane News Expo will be featured in its own hall this year with a large indoor flight zone.

It will also feature a Shop and Swap, Static Model Contest, Micro Heli Showdown, demonstrations of new and exciting planes and Heli's, Flight Simulators, and all your favorite manufacturers.



I t ' s been a pretty quiet month but that does

not mean nothing is happening at the flying field. You most likely won't notice any great changes but here are a few things that are in the works. We are going to remove the older porta potty. The club makes monthly payments on this, and we don't need the second one. That will put a few more dollars in our bank for other things. The park will possibly replace theirs with a ADA porta potty. Along with that there has to be an ADA parking spot and a new gate in the fence that is wide enough to get a wheelchair through. I still have not heard anything new on the canopies for the pit area, I guess some things just take a long time to complete.

The lake is open now for the float fliers. I'm sure Paul and the other float fliers appreciate that. On March 5th a video team from Time Warner Cable was at our field to

do a documentary on flying RC airplanes. We are working on a solution for the worn out pilot stations. Either we can rebuild what we have with the plastic netting or go with chain link fencing. We are currently getting price quotes for the chain link fencing.

The BMX track IS OPEN and being used. On April the 5th to the 7th there is going to be a huge contest there and they are expecting a very large turn out of bicyclers. The park is considering closing the flying field during the contest and using it for additional parking. I did talk to Rob who is the operator of the track. We talked a little about our field and the past problems of fliers flying over the BMX track. I promised him that I would do my best to spread the word to everybody that the BMX track is a no fly zone. I am still getting a few reports of airplanes flying over the rifle range area but not nearly as many as before. Thank you..

Jerry Swaim

I N T E R N E T
F U N

Watch this classy story of a re-stored P-51 Mustang as told by its WWII pilot.

snipurl.com/grayeagle

Here's a video of the "Windiest Airport in the World." Watch wings flex and rudders deflect. The majority of the video was made from Wellington International Airport in New Zealand.

Cross-winds are obviously terrible, looks like they grab maybe as much as 60 to 70 degrees and often abort when the winds are even worse.

Towards the end, video taken from the cockpit and the copilot yelling "Wave off - wave off" and sure enough they did.

sgvrcl.org/vid/x-wind.wmv

The SGVRCL welcomes these new members to the club!

SIMON CABRERA
JOAO FRANCISCO FARIA
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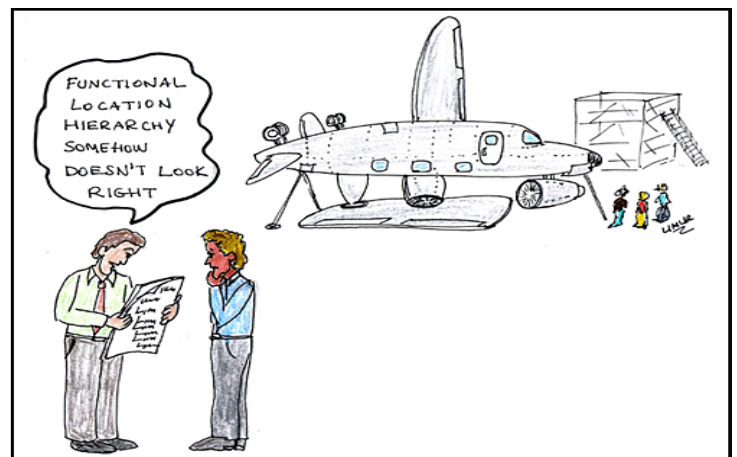
MONTHLY FLOAT FLY

Well the Park did a beautiful job of fixing the boat area. A new ramp and cement to fly from, just really neat. We had 13 flyers and some potential float flyers, in addition to some special guests. Now let's get to the flying!

Paul Carothers built a "Flying Garage Roof with Pontoons" powered by an out runner motor. It looked very unusual in the air, kind of like a fugitive from a hurricane. Jim Riccio flew a large Cessna 150 on floats, a very nice airplane powered just right for water take offs. Paul Moren flew the Grumman Wigeon twin for the first time on Legg Lake. I splashed the first landing, on the second flight I made a nice landing, I am happy. The Seamaster kept on flying all morning with Ron Coultrap at the sticks. Felix Cervantes sold 3 club shirts at the lake, he is feeling better now and came to watch the fun. Larry Chapman just won't quit, his Aircruiser on floats is superb.

It was a great flying day, and now for the Thank You's! Thanks to Ken Meade for doing the frequencies, Anthony Giandomenico for killing the elk and grinding him up so we could eat him for lunch--yes, Earl Haymond cooked the meat to perfection. Don Sherin for the Girl Scout Cookies, my favorite. And last but not least, the potato salad by Bob Larimore. There is no wire in the conduit yet, the power is still coming for you "Electric Guys." I can't think for much more to say, so the next Float Fly is April 14, which is the warm up for Lake Casitas which is April 19th and 20th. It is Okay to camp by the lake on Thursday and Friday but no flying until the Saturday the 19th, and Sunday the 20th. Until then "WE LOVE THE PARK!"

Paul Moren



In case you missed it else where in this newsletter, you are hereby officially reminded that this month's meeting on March 25 is our annual auction! Bring your stuff to the meeting to be auctioned off. The club keeps 10% for the runway fund!.

Spiral Propwash

Additional information incorporated into the article was supplied by Technical Editor Ed McCollough.

The prop does not throw the propwash straight back—there's some drag on the prop, and that tends to make the wash behind it come off in a spiral fashion. And the problem comes when that spiral flow meets the rudder. If the rudder/fin is mounted high, the airplane will turn (yaw) left because only the top part of the spiral hits it. See Fig. 1. On a taildragger at rest, tail down, this may not be the case, and even the reverse may be true because the propwash must be mostly parallel to the ground. See Fig. 2.

Torque. As the engine runs, the crankshaft turns and since the propeller is attached to the crankshaft, it also turns. This is an action, and according to Sir Isaac, for every action there is an equal and opposite reaction. The turning of the propeller in one direction causes the engine and everything it's attached to try and turn in the opposite direction. Since all our props turn to the right, that means there is a force trying to twist (roll) the airplane to the left. Note that this force is about the roll axis—the torque forces do not by themselves turn or yaw the airplane as do the previous two effects. We automatically take care of this with ailerons in keeping the wings level, and it really doesn't take much force from the ailerons to do it. On the ground, most torque forces are countered by the wheels.

Gyroscopic effect. The weight of the fast-turning prop creates a gyroscope, which will resist any change in the direction of its rotating axis. This is easily overcome by the airplane's controls, but the more detectable gyroscopic effect comes as the direction is changing. As the airplane's direction is changing, as in a sudden pull-up, gyroscopic forces try to rotate the plane about an axis 90 degrees to the axis you're forcing it. In the example of a sudden pitch up, the gyro action

from the prop will try to force the airplane to turn (yaw) to the right. Don't believe it? Try it—the next time you're holding your airplane nose up at full power to check your mixture, rotate the airplane sharply nose up and down. You'll feel the sideways pressure from this force. In flight, its effects are minimized by the forces on flight surfaces. They can show up at near zero airspeed if you do a very quick stall turn or flopper.

So what to do? Answer—know, what your airplane's characteristics are, and compensate with the rudder! Let's take an example: the Piper Cub, well known for its tendency to ground loop on take off. Here's what happens: you gas the engine, and immediately have to put in some right rudder to keep it from turning to the left. With the tail down, the tail wheel gets more effective as you begin to roll, and you have to let up on the rudder. But then the tail comes up, while the fin and rudder, which were low and were getting equal right and left yaw from the spiral effect, now pop up into only the top portion of the spiral propwash. The Cub will now sharply turn left unless you are quick to shove on the right rudder. As the Cub accelerates, the fin/rudder get more straight airflow and again you must let up on the right rudder to keep it straight! Who! And we're not even airborne yet!

One method to tame the initial gyrations is to hold the tail down for part or all of the takeoff run. This keeps the tail wheel firmly in contact with the runway, stabilizing directional control considerably. A touch of up-elevator does wonders here; just remember to slack off the elevator at lift off to keep from climbing too steeply.

Figure 1

Spiral Propwash
Solid lines—top
Dashed lines—bottom

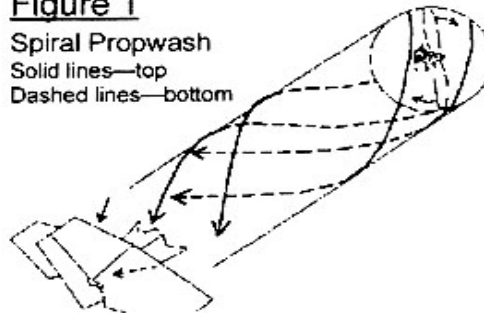
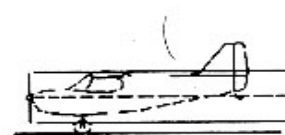
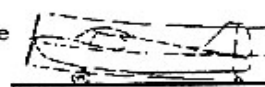


Figure 2

Tail Up—note that fin and rudder are above center of propwash



Tail Down—fin/rudder more centered in propwash



Suppose you pull the airplane off early, while very slow. You are at a high angle of attack, and the torque (and maybe some spiral effect, too) will try to turn you to the left again. Assuming that you keep the wings level with aileron, rudder is the proper way to correct the left drift. If you only correct with right aileron, the airplane will be in a skid, in unbalanced flight, and you're setting yourself up for a stall/snap/crash, big time!

Just how much prop effects affect your airplane's behavior depends on the airplane. A pattern-type airplane is affected very little. Other aircraft may be affected considerably. Your airplanes probably fall somewhere in between those two extremes.

Understand what is happening with your airplane and learn to make the proper corrections (quite often with right rudder). You'll be a better, smoother pilot, and you may just save an airplane or two.

from the *WAMS Newsletter*
Weatherford Aero Modeling
Society
Mike Connally, editor
Mineral Wells TX



San Gabriel Valley Radio Control League

Half-MAC IMAC practice sessions

**Saturday April 26, 2008
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**Pre-Basic, Basic, Sportsman,
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Pre-Basic & Basic any plane is OK

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Information:

Co-CDs: Larry Chapman jan_2468@yahoo.com

Jim Riccio jimk6trw@yahoo.com

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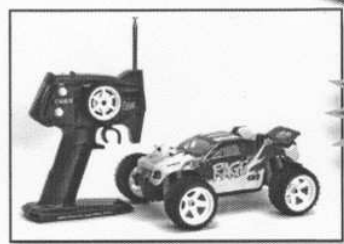
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/Subject
(D:20080323151415-07'00')
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/Keywords
(PDFCreator Version 0.9.5)
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