

# INTERFERENCE

The Newsletter of the San Gabriel Valley Radio Control League

Volume 49 - Issue 8

Celebrating 49 Years of RC Aircraft Modeling

August 2011

## News and Notes



### President's *Cruisin'* Message

I sure missed flying. I find it hard to believe I have not flown an airplane in two weeks. That is because I have been on vacation. I was able to take an Alaskan cruise with my wife, daughter and all of my wife's family, 17 of them in all.

I would like to take a moment and share a couple of highlights of my trip. First stop was Juneau Alaska. We hopped into a helicopter, took a 15-minute flight up to a glacier, and toured around. I really should have taken a heavier jacket, because damn it was cold. This was my first time in a helicopter. Awesome! My favorite excursion was the trip into Ketchikan.

My daughter and I went into the rain forest for the ride of our lives. We took a zip line adventure through the rain forest starting with the first of 5 zip lines over 200 feet in the trees. A total of five lines with the longest being 550 ft long. We ended with a gunnysack and a 150 ft slide to the bottom. What a rush! I must tell you about the food on the ship. It goes like this, food, food, and more food. My favorite was the desert bar. Can you say YUM YUM? Unfortunately I missed our Club's monthly Float Fly, but I saw many float planes on my trip. In fact, there was a floatplane race on Lake Washington in Seattle. This is a trip that I will never forget.

At the last Club meeting, we unveiled our new club sign that will be posted at the field this week. This sign will be used to inform you of important information regarding our monthly club meetings, including the date, the raffle prizes and the guest speakers. This will be updated on a month-to-month basis.

This month our guest speaker will be Ray Forsyth. He will be showing and narrating a DVD that he made. He will share with us a floatplane trip he took in Alaska. I have not seen it yet but I hear it is exciting. Now for my favorite part of the monthly meeting, the Club Raffle. This month it is an 82" AT-6 donated by **Nitro Models**. Support our sponsors! You cannot win if you are not there. See you there!

See you at our next meeting,

*Paul Timpano*

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This month's club raffle prize is an 82" AT-6 Texan -160 ARF



## Ken's Pen

### *UAVs and US*

A surplus small RC Foam Electric Air Force Drone was in the news recently since it was used to demonstrate electronic snooping capability. Hopefully for our good! Militarily we already do that with Satellites and high altitude big UAV's. But plentiful, cheap, low altitude, agile and locally controlled small battlefield snoops would be ideal. Not only for Video but for any radio or cell phone communications. If attacking bad guys should pick up a radio or cell phone and call somebody, two minutes later a mortar shell could land in his lap.

We know through AMA that the FAA is looking into RC modeling. We do know that the FAA asks us to closed down every model airfield and airport within 30 miles of LAX whenever AF1 with it's passenger is in town. We also know that there's some very capable designs out there that can do all kinds of things, good and some not so desirable. Maynard Hill who recently passed away, held all kinds of records for RC models in 1000's of miles in distance and many hours of endurance. At the field, were seeing small Heli like models flying 100% predetermined flights using GPS control. I believe they have been used also to put video cameras in the air on a stable platform. Quietly. Done right, militarily, all this stuff is practically indefensible. Ask the warlike dummy fringe in Afghanistan and Pakistan who have been on the receiving end from our UAV's - if you can find one of those guys out of his hole.

So I asked a very capable friend his opinion because I knew he was looking into 3D electrics now. The idea being to expand UAV capabilities and agility even more using RC model designs! He describes himself thus - "A fellow who used to be in SGVRCL in the 90's, but whose career took him from LA into the Midwest, where he now wanders aimlessly in corn mazes while trying to avoid the acrid stench of hog farms". ! He wrote me about his favorite subject:

*"A fellow who used to be in SGVRCL in the 90's, but whose career took him from LA into the Midwest, where he now wanders aimlessly in corn mazes while trying to avoid the acrid stench of hog farms". ! He wrote me about his favorite subject:*

*"R/C airplanes and small unmanned aerial vehicles (SUAVs, in government-acronym-speak), have much in common, but the similarity is often superficial. Many SUAVs look like motor-glidlers, and intentionally so. Their designs emphasize operational ruggedness, payload capacity, range and endurance – not maneuverability or handling qualities. Few are directly piloted in the traditional R/C sense, and that's probably a good thing – because they would not be enjoyable to fly. Many don't even have enough thrust to take off, relying instead on bunge's or catapult launches. Most don't have any ailerons, relying on elevator/rudder or V-tail control, sometimes with differential thrust (if there are multiple motors). Some have flaperons that deploy on landing, but not in flight. Empennages tend to be small, and the wings are long and thin – again, with an eye towards maximum range or endurance.*

*But some circumstances call for operation in winds or maneuvering in other than open terrain, and that means that aerial agility familiar to R/C flyers suddenly becomes important for SUAVs. As it happens, normal aeronautical engineering practice does not handle R/C airplanes well. The design and analysis tools are calibrated for transports, fighters and bombers - airplanes with 100 times higher wing loading than in R/C (100 lbf/ft<sup>2</sup>). That's not because engineers are inept – but it is because every specialist eventually focuses on narrow applications, and even a low-tech foamie or ARF trainer is substantially far removed from traditional aeronautical applications, that accurate calculation of the full aerodynamic and flight-control model is a nontrivial challenge.*

*The solution is to get a hold of modern but fairly generic aerobatic R/C airplanes, such as scale versions of the Extra 300, SU-26, Edge 540 and so forth, and to test them in wind tunnels. Electric motors and speed-controllers make possible a wind tunnel test using a slightly modified ARF, since rpm can be controlled precisely*

*Continued at Ken's Pen on page 3*

Ken's Pen *continued from page 2*

*from a remote computer. These aircraft feature large control surfaces, low wing loading, lots of thrust, and stiff airframe. They have next to neutral lateral/directional stability and lots of control power – meaning, that they willingly go wherever the pilot points them, but won't go until and unless the pilot says so.*

*Scientifically, the question is how to quantify propwash effects on the control surfaces, and what happens at high incidence angle. The aerobatic airplanes manage to avoid stall because propwash over the control surfaces gives the pilot adequate control, while prop thrust keeps the airplane aloft long after the wing is no longer lifting. "Normal" airplanes don't fly there, so this is a new experience for the traditional aeronautical engineers.*

*So if we can recalibrate our methods (computations, look-up tables, graphs) to adequately handle airplanes like the Edge 540, then maybe we can some new creativity into the small-UAV community, ultimately ending up with more agile airplanes."*

*Interesting concept huh? Using everyday small RC ARF's like Edges with 40 inch wingspan to revamp UAV's designs! Modeling leads the way again! Of course!*

*If you have a "Why does my model do that" type of question, let me know and I'll pass it along to the guy in the corn fields and stinky hog farms. Maybe he's already knows the answer!"*

One thing about greasy power, when the tank is empty, it's easy to fill. It will give me a 10 to 15 minute flight every time. I can run it hard and get the same full power the whole time, anytime, any year! Oh yes, it makes a very satisfying loud noise doing it!

73s (Best Regards) WA6IVD

Ken

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### *August Float Fly - Monday, August 8, 2011*

Well I am feeling great! I have the Blue Man all repaired, I had trouble with the engine idling, Rudy fixed it and on my third flight I taxied back to shore. Thanks Felix for rescuing me on my first two flights. The airplane just glides too long, just can't get near shore.

Anyway we had 16 pilots, three who were guests from Maxford. Their first airplane was a trainer type with a small gas engine, and the next was a 3D type with electric power. They both flew great! Good to see you guys at our float fly (note: we need raffle prizes).

The weather was perfect! The sky cleared up by 10:00 a.m. There were no bad splashes. A special note: We had four wives who came with their husbands. What a good idea and, "Thanks wives."

Lunch was served at 12:00 pm and included 28 hot dogs, round on both ends with buns. We also enjoyed chili, potato salad, cookies, watermelon, and cold drinks plus the stove that Stan Wagner brought to cook on.

Thanks all you guys for making lunch so good. That's it for now; the next float fly is Monday, September 12, 2011. Don't forget. Airplanes fly better off of water. It is what it is. Thanks Kim.

Remember. Airplanes fly better off of water. "We Love the Park!"

Paul J. Moren





We're waiting for Jay Millard to put wings on this, get it up to about 70 MPH and pull back on the steering wheel.

Re: Ken's Pen this month: Wait until the FAA sees this!

Put another candle on  
the cakes of these

*Birthday Pilots*

Humberto Ovalle	4
Terry Mills	5
Robert Davey	13
Paul Timpano	22
Skip Adams	22
Jay Millard	23
Michael L. Butterworth	28
Ronald Johnson	28
Neal Smiley	31

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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 Kim Seligmann. His contact information is in the list 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 our meetings. This new building, which has conditioning and heating, is a first class venue our club meetings.

The building is located smack dab in the center the airport off of Santa Anita Ave. Look for the building

**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)

**Board Meeting Minutes**

in order to save space in the newsletter, a copy of the minutes of last month's board meeting has been put online at [sgvrcl.org/boardmeeting.pdf](http://sgvrcl.org/boardmeeting.pdf)

**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: [webmaster@sgvrcl.org](mailto:webmaster@sgvrcl.org). You can also call me on the phone (626-695-2919) or send a note to the club post office box:

SGVRCL, PO Box 1645  
Duarte, CA 91009

# Schedule of Club Events



## August 2011

## September 2011

## October 2011

**August 8**

Float Fly - Legg Lake

**September 12**

Float Fly - Legg Lake

**October 1 & 2**

Q400/Q500 Pylon  
Racing - Whittier Narrows

**August 9**

SGVRCL Board Meeting

**September 13**

SGVRCL Board Meeting

**October 10**

Float Fly - Legg Lake

**August 23**

SGVRCL Club Meeting

**September 27**

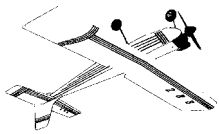
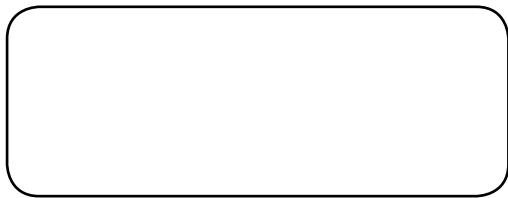
SGVRCL Club Meeting

**October 11**

SGVRCL Board Meeting

**October 25**

SGVRCL Club Meeting



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