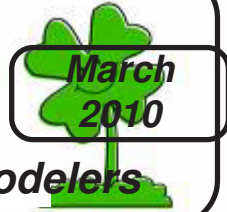


# Radio Waves

Newsletter of the Santa Fe Dam Radio-Control Modelers



|           |              |                |                |            |                |
|-----------|--------------|----------------|----------------|------------|----------------|
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NEW - web site [www.sfdrmc.com](http://www.sfdrmc.com)

e-mail [SFDRCM@hotmail.com](mailto:SFDRCM@hotmail.com)

**Meeting March 10, 2010 Arcadia Red Cross**

## FLOAT FLY MARCH?

Thanks to everyone that participated in the field cleanup. The weatherman didn't help any.

**Ben Baeder**, reporter for the San Gabriel Valley Newspaper Group, and **Michelle Souza**, Dennis Souza's wife, wrote an article in the San Gabriel Tribune about the club and our outreach dates that was published on Tuesday March 2<sup>nd</sup>. Be sure and get a copy.

Our plans for our first two open field flying days on March 27<sup>th</sup> and April 24<sup>th</sup> are coming along nicely. Our next step is to contact the schools and city officials so these dates may reach as many as possible and get the community to the field on the flying dates. Members who have contacts and ideas that can effectively help us reach out, please contact me and we can work together to attract prospective flyers.

You are aware of the many personalities and skills the club has in its membership. I want to highlight a couple of them. **Frank Ross** and **Gary Stevens** have many hobby related strengths, but I want to talk about their experience in all things electric. There are others in the club who are gifted also and I do not want to take away their contributions to the club. I do know that Frank and Gary work tirelessly to enhance the membership where they can. Frank has been very instrumental in assembling electronic components for the raffles and at the field. Frank and others have ordered components in large quantities and assembled them for us. We, as a club, wish to thank them for their efforts in keeping us in the air.

See you at the meeting **Wednesday, March 10<sup>th</sup> 7:30 p.m.**

*Wayne Brown*

## Secretary's Notes.

As I write this it is almost time for the float fly at the Santa Fe Dam Recreation area. My float plane is ready, batteries charged and eager to be the first one to taxi down the waterway chasing the ducks (kidding). In addition to a great time flying, the food will be provided by the club, so bring your appetite. If this date should be postponed due to the weather, it will be scheduled as soon as possible. More good news: The SFDRCM club has applied to the AMA's TAG-Take off and Grow program, where if chosen by the AMA, we will receive funds to buy equipment, such as trainers, heli's, etc.. So stay tuned.

This TAG program is designed to provide awareness in our communities of model aviation. If you are asked to join a committee to help with this effort, please don't be shy, step up and be counted. This past week we had a visit from the local Newspaper about the club's activities and it should be in the local news next week. I will leave



## March Birthdays

|                   |       |
|-------------------|-------|
| Richard Eastveldt | 03/31 |
| Wen Hampson       | 03/18 |
| Patrick Mazzotti  | 03/18 |
| Richard Palmer    | 03/08 |
| Frank Hildebrandt | 08/27 |
| Harold Buzz Shutt | 03/31 |
| Robert Clemente   | 03/31 |
| Dylan Cervan      | 03/29 |

## Instructor List

The individuals below have *kindly* volunteered to serve as training instructors. We all had to learn from someone and most of us feel good about giving back. Being an instructor *is* an imposition on time and energy. New instructors are always welcomed. Following the rules below will go a long way to make the student / instructor experience happy and enjoyable for both.

√ Training by appointment only. Do not show up at the field and expect someone to break away from their activities to help you. They might or they might not.

√ **MOST IMPORTANT!** If you make an appointment, **keep it**. If you can't, call your instructor as soon as possible. We all have cell phones. This is our biggest cause of losing instructors.

√ Bring all the supplies you need - fuel, propellers, rubber bands, glow plugs, glow starter. You will need a compatible **buddy box** and **cord**. Bring your own or arrange with instructor. This is a must!

√ Follow the instructors instructions. Some of the things might be seem routine or boring but they are all part of the skills you need.

√ If you don't understand, as why! You will hear new words and expressions. Ask what they mean!!

√ Instruction is free, but that doesn't mean you can't offer your instructor a soda or snack!

|                           |                       |
|---------------------------|-----------------------|
| <b>Peter Del Colliano</b> | <b>(213) 760-1766</b> |
| <b>Tom Traeger</b>        | <b>(818) 926-0874</b> |
| <b>Kent Smith</b>         | <b>(909) 578-8529</b> |
| <b>Jerry Suszcynski</b>   | <b>(626) 335-3253</b> |

**Hobby People®**

## FIELD EMERGENCY PHONE NUMBERS

USE ALL 10 DIGIT WHEN CALLING FROM CELL PHONE

|                           |                     |
|---------------------------|---------------------|
| <b>SANTA FE DAM PARK</b>  | <b>626 334-1065</b> |
| <b>IRWINDALE FIRE</b>     | <b>626 337-8919</b> |
| <b>IRWINDALE POLICE</b>   | <b>626 962-3601</b> |
| <b>DUARTE FIRE DEPT</b>   |                     |
| <b>1105 Highland</b>      | <b>626 444-2581</b> |
| <b>PARK POLICE</b>        | <b>800 834-0064</b> |
| <b>METHODIST HOSPITAL</b> | <b>626 898-8000</b> |



SECRETARY CONT FROM PAGE 1  
the details to the Pres. Lastly, as we move through the year the club is planning to host "Open Fly Day's" in future months. This means inviting the public to come to the field, share our trainers and be part of a great hobby. The first "Open Fly Day" is being scheduled for March 27<sup>th</sup>, so plan on joining in the fun at the field that day. Food will also be provided. Well, that is enough for now, so remember to dust off those "Hanger Queens", charge the batteries and fly into the bright blue yonder. Take off is optional, landing is mandatory.

*Dennis*



Pres Wayne with Trib reporter Ben Baeder. See SGV Trib article on Feb 2

## ***From the VP's Keyboard:***

I was asked recently if you could replace a DA 50cc gas motor system with an electric power system. The DA 50cc engine weights three pounds and has a five horsepower output. You would need to replace it with an electric system of equal, or greater output power.

In determining the number of output watts it would take I used 745.7 watts = one horsepower and, therefore, five horsepower would be 3728.5 watts. To get the input watts (Volts x Amps) and therefore determine the batteries, etc., needed for the conversion we need to realize that there are power losses in the electric system.

The manufacturers motor efficiency is 86 percent, which means we have to put 14% more power in the input to achieve the required output power. Percent efficiency =  $(W_{out} / W_{in}) \times 100$ , therefore  $W_{in} = W_{out} / .86 = 4335$  watts. I have located a couple of 6000 watt motors and speed controllers (ESC) that can accept up to 12 cell LIPO batteries and 120 amps of current. If we use the 12 cell battery voltage and the required input watts we find that we need 97.6 amps of current ( $4335 / 12 \times 3.7 = 97.6A$ ). This can be achieved with four 5 cell 5 amp LIPO batteries in a series and parallel combination.

The only thing left for use to do is to select the propeller that allows the proper current. Always start with the manufactures recommendation, in this case a 22x10.

If anyone actually wants to do this conversion, myself, and others would be glad to help. Rain, rain go away so we can play.

*Frank Ross*

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## **Field/Safety**

In this months article for field safety I would like to talk about electric planes. Now that I have, and most of the rest of the club has been, experimenting with electric power we can't forget safety. With electric we have a different set of safety concerns to contend with. Two areas are very important with electric power. The first is the batteries. The li-po batteries require special handling and care. We have never experienced an explosion at our field, but, we know it can happen. The way we store, charge and discharge all contribute to how well the battery does. With out going into detail you are encouraged to read the instructions and follow them very closely. If you want to fly electric spend the time to understand the batteries.

The second part deals with the electric prop. It seems that because it's electric it is somewhat less dangerous then our fuel planes. The prop on an electric plane can still do considerable damage. I have caught myself doing things with the electric planes I would never have done with the fuel plane. We have to be very careful with connecting and disconnecting the batteries. Forgetting to open the battery circuit and shutting off the transmitter could be a serious problem for the 72 MHz group. Even a park flyer can cause serious lacerations, albeit less then fuel. And I guess 10 stitches are better then 15 stitches.

Flying electric can be just as fun as fuel. It can also be just as dangerous. The amount of energy stored in the batteries is considerable with the potential to release all of its stored energy in an instant. So follow the factory directions, ask questions and observe others.

So the bottom line here is; spend a little time understanding the nature of electric flight and you still can have fun and be safe at the same time.

And let's go flying!

Kent Smith

# T Notes



In the near future the Safety and Field Rules will be officially revised to change articles referring to flying helicopters or any other aircraft. In the interim a brief summary of [proposed] changes is as follows:

“When using the helicopter pads while other flyers are flying at the pilot stations, no aircraft shall fly beyond the northern edge of the pads unless permission is granted by any pilot/s flying from the pilot station/s. Also, anyone intending to fly from either helicopter pad must notify the other pilot/s of their intention to fly from the pads.”

On the lighter side: Song Titles. Exerpts from The Anaheim Model Airplane Club:

*You're the reason our kids are ugly*

*She got the gold mine, I got the shaft*

*I still miss you baby, but my aims getting better*

For those of you who like to float fly, the Anaheim Club generally fly on Sundays at a lake called Huckleberry Pond in Anaheim (it's on the map). If you are interested, dues are \$10 a year. Contact Vic Browne 714-774-1501. It will keep you in practice for our float flies. Or you can call me for info anytime.

*Ed The Treasurer*

