

OCRCC Newsletter

10/2018

Newsletter editor: Andy Borgogna

Introduction

This is my first newsletter for OCRCC and hopefully not my last. I will do my best to present information that is current to the club and add in articles or information that is useful for members of the club. Some information about me, I have been flying model airplanes of all types and sizes for nearly 60 years. I have dabbled in control line, free flight, and radio control both power and sail planes, I have experience in glow, diesel, gas and electric. I have designed a number of planes and I love to build models from scratch.

What I don't have is experience in R/C drones and would like for one or more of our drone members to contribute to this newsletter. Drones are a big part of our hobby and our club, so anyone interested please let me know via my email address at abborgogna@hotmail.com.

Presidents Message to the OCRCC Membership



July 1, 2018

Still no news regarding a new site. As we all know space is at a premium in the OC. We are still guardedly optimistic about getting access to the County owned land across from our old flying site but with the homeless situation front and center in the eyes of the county board of supervisors' uses such as ours is lower priority. Please remember that there are likely numerous groups out there requesting use of county land for a variety of reasons and we are just one. We basically are offering about \$2000 a year for the right to use about 30 acres of land which is currently the subject of multiple lawsuits, and is being eyed for other purposes. At Irvine Lake, when the county rents land for a 1 to 3-day event, they may receive 10 thousand dollars or more for the event. Greg Stone is in contact with and is our key contact for our relationship with the appropriate county personnel. Please, if you have any information,

suggestions, or contacts, PLEASE run this through Greg first. Do not initiate an unsolicited one-person campaign. In almost every case that has been brought to the board, Greg has filled us in on the background which he knew in depth and why it may be a possibility or why it is definitely not worth pursuing. I say this only because I have had a number of people approach me with the absolute best of intentions which I then presented to Greg. We appreciate every suggestion and will follow up on each one. We, the 'You" Board, promise!

Please read "Tip of the Month" for something that may be of interest to you.

President OCRCC

Upcoming club events:

2018 Spooktacular:

All, the 2018 Spooktacular will be held on Sat and Sun Oct. 13 and 14th from 8 am until 1 pm, but you can set your own hours. As always, this is a great community involvement event for our club and a chance to have fun flying off of a grass field. We anticipate pretty much the same setup, flying over the soccer fields at the SW end of the event. We will have parking passes for those that come, and popups will be supplied by the Great Park. A short walk from your car and you can be flying and entertaining the crowds! Please plan to attend with an appropriately sized aircraft or more! 120 volt power is available for those that wish to charge batteries.

Please contact Dave Kadonoff at the flying site for a parking pass. Details to follow.

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Rgds

Dave Kadonoff

AMA Convention: The 2018 AMA convention will the first week of November at the Pomona fairground in Pomona California. The club will have a booth at he convention and we will need staffing. If you like to talk to people and describe the benefits of our hobby now is your chance.

Member Updates

Greg Stone

While we continue to look for a new flying site some locations that were explored have been ruled out due to cost or access issues. We all hope you will stick with us and hold on while we continue to look for another site. Some of you may recall years ago when we lost the flying site at Mile Square Park where some of us learned to fly or earned our wings. We had a number of years after that where we also did not have a flying site. Many of those members that hung in during that time are still with us now.

There are a number of other clubs and flying sites nearby should you want to join them if you have not already done that. There are 2 nearby fields with Harbor Soaring Society flying at Fairview Park in Costa Mesa and OCMA flying behind Irvine Lake in Silverado Canyon. Depending on where you live there are other nearby fields such as Pomona Valley Model Airplane Club flying near Prado Dam in Chino, San Gabriel Valley RC League flying out of Whittier Narrows, and El Dorado flying out of El Dorado Park in Long Beach. Each of these fields has different characteristics based on their location and on what is typically flown there. Most all have a guest flying policy if you want to try them out.

If you want to join OCMA the initiation fee of \$50 is still in place but the annual fee is being prorated for the remainder of the year now with the \$100 annual fee now cut to \$30 for the total fee of \$80 for the remainder of the calendar year. The membership form and criteria are posted on the website, www.flyocma.com

Let's all continue to enjoy and share this great hobby we have.

Greg Stone
gstone4@outlook.com
(949) 413-0920

Tip of the Month from Pipeline July 2018

Aug. 11th is Model Aviation Day and an event will be held at the OCMA Blackstar field. This celebration of our hobby will include displays and flight training/introductory flights as well as supervised open flying for guests (with AMA full membership of course, (to meet insurance regulations)). We have seen a number of members join this club so that they could continue flying. To be sure, a number of members have not ever ventured out there, and a number are simply intimidated by the large gas planes and the vast open spaces. I can assure you that from experience, many retired OCMA members that fly foamies come out and enjoy them during the week and on weekends as well. Plus, pilots are getting used to the mix of planes and generally defer their flights by a couple of minutes so as not to fly into the middle of a very different class of aircraft. Having said that, since we are past the half-way point in the year, membership at OCMA is now reduced for those of you who may be interested in joining. There is a one-time initiation fee of \$50, but the annual dues as of July 1st drop to \$50 which may spur some people to join another fantastic club. Give it some thought and at least plan to visit us on Aug 11 if you can!

Happy flying!

2018 Consolidated Schedule of RC Events

- **Saturday, September 29thHemet Model Masters “Night Fly Over Lakeview”**
- **Saturday, October 6thPomona Valley MAC Classic Pattern Event**
- **Sunday, October 6thPalomar RC Flyers Annual Fall Aerotow**
- **Saturday, October 13thInland Empire RC Club Cub Day “Nothing but Cubs”**
- **Sunday, October 14thPalomar RC Flyers Trifecta Combat Event**
- **Saturday, October 20thOrange County Modelers Association Swap Meet**
- **Saturday, October 20thChula Vista Model RC Club Float Fly at Otay Lake**
- **Sunday, October 21stSC² Soaring Competition hosted by Silent Wings SA**
- **Friday October 26th – 28thPalomar RC Flyers Camping Weekend and Night Fly**
- **Saturday, October 27thInland Empire RC Club Float Fly at Lake Perris**
- **November 2/3/4thAMA EXPO WEST at the FAIRPLEX Pomona**
- **Saturday, November 10thCoachella Valley RC Club TOP FUN Event**
- **Saturday, December 1stInland Empire RC Club Christmas Party & Toys for Tots**
- **December 1st – 2ndCoachella Valley RC Club Scale Masters Qualifier**
- **Saturday, December 8thMenifee Valley Flyers “Spark of Love Fun Fly & Toy Drive”**
- **Saturday, December 8thCoachella Valley RC Club Aero Tow Event**
- **Sunday, December 9thPalomar RC Flyers Trifecta Combat Event**

- **Saturday, December 15thHemet Model Masters “Holiday Event/Toy Drive”**
- **January 12th - 13th 2019Coachella Valley RC Club 7th Annual Desert Warbirds**
- **February 15th – 17th 2019Coachella Valley RC Club Jet Jam**

September 21, 2018

To make additions and/or changes to the Consolidated Schedule of RC Events,

email Bob Estrella at EstrellaRC@hughes.net or phone him at (951) 490

In previous newsletters I managed I always had a section where I talked about the technical side of R/C aviation. This is my first take for OCRCC.

Tech Talk

It was originally scheduled for me to give a talk at the October meeting about how to determine the KV of motor. Normally this info is on the motor or the box it came in, but sometimes we get a motor with no information.

First what is KV? As most of you already know $K=1000\text{RPM}$ and $V=\text{Voltage}$ or $1000\text{RPM}/\text{Volt}$. But there is more to it. The RPM of a motor is greatly affected by the load on the motor. The load comes from the prop and props come in many sizes and pitches each having a unique effect. When you get the KV of a motor it was determined using a **no-load** prop. So how do you make a no-load prop, you don't. You replace the prop with a flat disk with two slots cut 180 degrees apart. The slots are to shine a light through to provide light pulses to a tachometer. With the motor mounted on a stand and a battery powered light source behind it, the motor can be spun up and the RPM measured. But what about the voltage measurement in this process? I use a battery tester that plugs into the balance connector of the battery. This allows me to directly read the voltage being supplied to the ESC by the LiPo battery. I connect the ESC receiver cable to a servo tester to control motor RPM. I run up the motor until it stops gaining RPM, at this point it is using max KV. If the motor continues to gain RPM until the servo tester is full on. At this point I move up to a higher voltage battery, such as a 3S to a 4S. The rest is simple math, divide the RPM (from the tach) by the Voltage (from the battery meter) and you have the KV of the motor. Remember what said about using a battery powered light source, if you use a A/C powered light the results will be affected by the 60 hertz blinking of the light a modern tachometer is sensitive enough

to detect the 60hrzs flickering of a light bulb. I normally do this testing in a darkened garage with a strong flashlight mounted behind the motor.

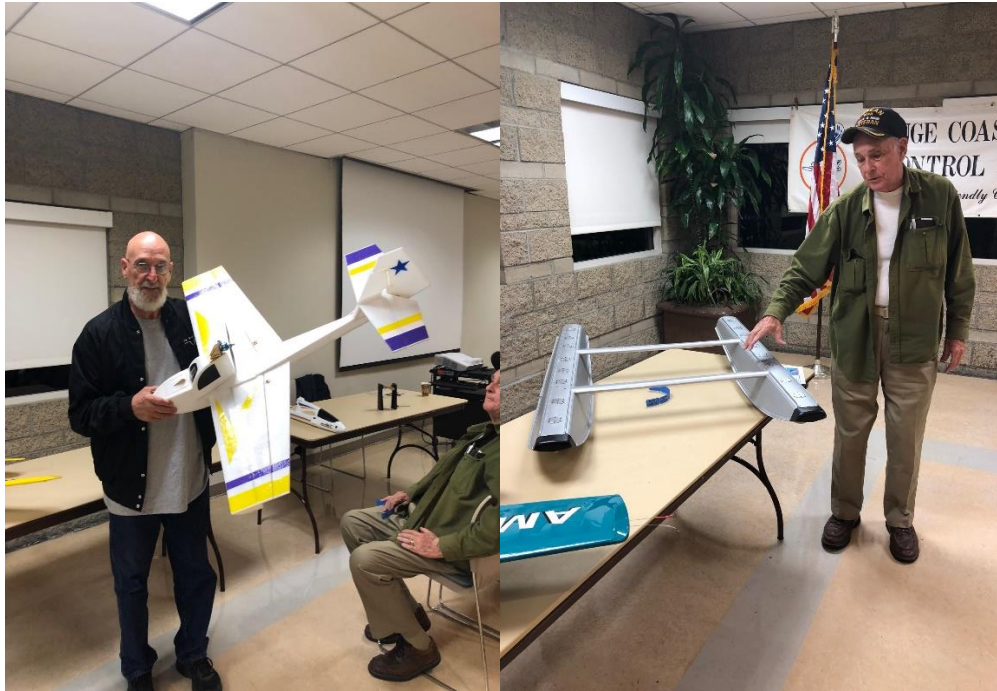
This is not a perfect way to determine KV, but it does give a decent KV reading. I have tested motors with known KV and my results are very close.

As I said earlier I had planned to do this demo at the October club meeting, but by stepdaughter is getting married and I will be on a plane returning from Austin Texas on October 1st. I will present a demo at the November meeting and hopefully it will be easier to understand.

In future **Tech Talks** I will relate what I have learned regarding how you decide motor KV, battery cell count and prop pitch/diameter for a plane you have. Next month I will discuss how long you can safely fly with any given battery and not damage the battery.







THE 5 RULES OF AVIATION

1. Each takeoff is optional. Each landing is mandatory. Try to keep the number of landings you make, equal to the number of takeoffs.
2. If you push the broomstick forward, the houses get bigger. If you pull the broomstick, they become smaller. The only exception is that if you continue to always pull the broomstick backwards, the houses are getting bigger again.
3. Learn from the mistakes of others. You will not live long enough to do it all yourself.
4. There is two types of pilots : old pilots bold pilots. However, there are no bold old pilots
5. If in doubt, maintain your altitude or gain it. No plane ever collides with the sky. However, several have already collided with the ground.