



PROP WASH

March 2017 / Issue 3

Last Meeting

Mar. 15, 2017

Membership: 18
In Attendance: 8
Guests: 3

Topics

Meeting presentation
More new officers
New member
Bylaws
Member & Parking cards
Priorities & Expenditures
Geotex runway
Lawn mower
2018 Swap meet?
Website

Upcoming Events

Firelands Float Flyers

Winter Indoor Flying

Jan. thru March
(every Saturday)

Eagle Squadron

Indoor Flying

Jan. thru March
(every Sunday)

NEF

March 25 (Sat. only)

The Toledo Show

April 7-9

Next Meeting

Wednesday
Apr. 19, 2017
7:00 PM

@Marc's

For our last club meeting, Jim Shickley put together and projected a **comprehensive presentation** that included the agenda and many details for discussion. With so much material to cover this month, it was very helpful in clearly communicating all the content. It has been uploaded to our new website, in case you wish to review it.

The following **officers** were elected: Jim Shickley (Treasurer) and Jim Kingsley (Safety Officer). Their offers to assist with operations are much appreciated, and all five positions have now been filled by separate individuals.

Welcome **new member**, Ken Hummel!

We conducted a reading/review of the 2017 **bylaws**, and agreed to make the following two changes:

1) The current restriction to only 2.4 GHz control frequency will be lifted. 72 MHz will be permitted, and Jim Kingsley & Ken Hummel volunteered to construct a frequency board to facilitate its use.

2) Due to the popularity of lighted aircraft, flying will be permitted after dusk, but only for electric models, as we must not disturb the neighbors with sounds they are unlikely to appreciate. Of course, AMA rules for night flying apply.

At this time, it was decided not to set any club-specific rules for FPV flying, as we believe the AMA's rules are adequate.

New **membership cards** and **parking tags**, designed and created by Jim Shickley, were reviewed and approved. Final versions should be available at the next meeting.

General **field rules** were reviewed and approved for on-site signage and inclusion on the membership cards.

A **budget estimate**, **priorities**, and **expenditure proposal** were reviewed and agreed upon. Initial priorities include stabilization of the access road and parking area, field prep/development, geotextile runway, and basic safety items. The membership approved procurement of one (17.5' x 258') roll of **PS 300 geotex material** and staples/nails for \$500. Cut in half, this will yield a runway that is 34' x 125', with material retained for repairs. Another \$500 was approved to begin development of the remainder of the field.

Prior to the meeting, Bill, Marc, Jim, and Norm visited the Westlake Radio Control Club's field, to see and obtain information on their geotex runway. Though it has been in place for 17 years, it still serves its purpose well. This meeting, along with extensive research done primarily by Norm, ultimately provided justification to proceed with a similar runway, as previously mentioned.

We have discussed shed specifications and prices, but deferred any decision at this time. Jim Shickley is evaluating a used 48" John Deere **lawn tractor** that may be a suitable mower for \$500.

If we wish to have a **swap meet** next year, we may need to decide soon, in order to ensure its inclusion in the AMA's listings. Had we advertised more broadly this year, participation would likely have been better. We will revisit this topic next month.

Our **new website** has gone live! You should have already received notice of this from Jim Shickley, our Treasurer/Webmaster. It is a work in process, but you can already find useful information there. We plan to include membership info, events, photos, newsletters, and other club documents, as they become available. If you haven't already, be sure to check it out! And let Jim know what you think.
<http://condition3.net/lzrc>

Beginning with this issue of *Prop Wash*, you should find that most internet links, email addresses, and logos now include an active hyperlink, for your convenience. A simple 'click' should take you there.

Take note that **NEF** (Northeast Ohio Electric Festival) is this weekend in Akron, and it's only one day this year... Saturday. Several members of our club are planning to be there for some indoor flying fun!

I hope to see you at our next meeting: Wednesday, **April 19**, 7:00 PM at Marc's. Until then...

Let's hope this March goes out like a lamb!

Jeff Williams
Secretary, LZRC



Special thanks to...
Krueger Insurance Agency

11418 Bellamy Rd.
Berlin Heights, OH 44814
419-588-2335
agency@mail@kruegerins.com

Upcoming Events

January 7th ~ March 25th
(Every Saturday)

Winter Indoor Flying *Firelands Float Flyers*

Flying begins 9:00 AM, lasts until 12:00 PM,
or longer if church does not have other events scheduled.

New London First Baptist Church Gymnasium
432 Park Ave (SR 60)
(Across the street from New London Schools)
New London, OH 44851

We ask for a donation of \$5.00 per Saturday
to cover gym use.

Micro-helicopters & park flyer aircraft welcome.

Helicopters larger than 180-class not permitted.

Please contact Bob James (419-929-6400)
or Mike Sommers (419-706-6873)

January ~ March
(Every Sunday)

Indoor Flying *Eagle Squadron*

6:00 - 9:00 PM

St. Joseph Convocation Center
333 Thoman St. (SR 61)
Crestline, OH

Admission: \$5

Must be an AMA member
Only small aircraft
No Free Flight aircraft
Spectators welcome

3/25/2017

NEF (NORTHEAST OHIO ELECTRIC FESTIVAL)

Akron, OH

Site: University Of Akron Stile

Visit: ohioelectricfly.com

Come and enjoy the world of electric flight and all types of
flying. Numerous vendors will be on site.

Fun for the whole family.

Sponsor: OHIO INDOOR RC FLYERS

4/7/2017 - 4/9/2017

THE TOLEDO SHOW

Toledo, OH

Visit: www.toledoshow.com

5/20/2017 - 5/21/2017

BATTLE FOR BEAN TOWN

Lima, OH

Site: Larks Club Field

Field opens at 8am. Engines start at 9am.

Pilots meeting is 9:30am. First round at 10am.

Saturday 6 rounds 760 followed by 6 rounds 761.

Sunday 6 rounds provisional GNAT followed by 6 rounds
provisional Limited B.

Sponsor: LARKS

5/20/2017

BIG FOAM FLY IN

Louisville, OH

Site: Fano Field

Visit: ncrchawks.com

Flying 9am-4pm.

75" Min span or length for prizes, any size open flying
after 1pm. Fano field is at the corner of State St and Saint
Peters Church Rd.

Raffle, 50/50, food and drinks will be available for
purchase.

Sponsor: NORTH CANTON RC CLUB INC

5/27/2017 - 5/28/2017

17TH ANNUAL COLUMBUS IMAC CHALLENGE

Lewis Center, OH

Site: Wmaa Club Field

Visit: mini-iac.com

Events; 411-415 (JSO). IMAC basic, sportsman,
intermediate, advanced, unlimited, freestyle.

Great event for 1st time IMAC competitors. Experienced
pilots available for coaching. Friday practice. Located at
the base of Alum Creek Dam.

Sponsor: WESTERVILLE MODEL AERO ASSN

Tech Tip *Can You Trust Your BEC?*

The BEC (battery eliminator circuit) is a step-down regulator that reduces your battery voltage to provide power for onboard circuits such as your Rx (receiver), stabilizer, telemetry module, servos (via Rx), etc. Most small-scale models (under 60") these days have an ESC that includes an integrated BEC. Larger models and more-demanding power requirements often call for the additional robustness and flexibility of a separate BEC.

A BEC's capability is (presumably) indicated by the specs printed on the label. A typical BEC for small planes might state "5V, 3A," which suggests it can supply 5 volts while maintaining 3 amps of current. The problem is that there is no test standard or overcheck to validate a brand's claim. A model builder can reasonably estimate his system needs, but how does he know which BECs meet those needs? Research, reputable brands, and prior experience are good ways to minimize risk. But with no simple way to actually measure what a BEC is capable of, we're at the mercy (and honesty) of its manufacturer.

After witnessing a couple incidences due to abnormal BEC function, I realized that this often-underestimated component should not be taken too lightly. In an effort to determine which of my brands lived up to their claims, a couple years ago I designed & built a device to quantify a BEC's output, and it seems to work reasonably well. I tested mostly low-budget ESC/BECs, and the results varied substantially. Some that claimed 3A output could actually provide up to 5A for short periods, while another marginally held 1.5A. Under the right (or wrong) circumstances, just two servos could overwhelm that unit! Insufficient output can starve your Rx, shutting it down, resulting in complete loss of control. The BEC may quickly recover, but most Rxs require a second or two to reinitialize, which may be too late to avert catastrophe.

As is often the case, heat is the enemy and can quickly degrade ESC or BEC performance, so adequate cooling is imperative and should be considered during installation of any ESC and/or BEC. Though a BEC may be integral to the ESC -- sharing the same heat sink -- it is a separate circuit, subjected to its own stresses. However, it is also susceptible to the heat generated by the ESC. So, even if the BEC is not directly overloaded, heat transfer from the ESC can compromise its performance.

Getting back to the moral of this story...
Be wary of BEC claims, especially when buying "cheap."

*** Wanted ***

4-in-1 (Rx) for ESKY Honey Bee 2

If you have one to donate (or sell very cheap), please let me know.
I'd like to make this heli flyable again, but can't justify investing much into it.

Or if you're interested in buying a Honey Bee 2 in excellent condition (minus the 4-in-1), with lots of spare parts, let me know.



Jeff Williams
JeffreyWilliams@AOL.com

Airplane kits of all kinds

R/C, F/F, U/C, doesn't matter.

I'll look at anything you've got,
and if I like it, we'll talk price.

No ARF's!

Dan Gaston
Design@AeroCorpInc.com

*Feel free to submit your own content for these pages.
And if you believe any of the information provided here is incorrect, please let me know.*