



PROP WASH

October 2017 / Issue 10

Last Meeting

Sept 21, 2017

Membership: 37
In Attendance: 15
Guests: 0

Topics

New Members!
Raffle / Toledo Show
LZRC Stickers
Business Cards
Indoor Flying
R/C Boaters
Website
Mowing
Windsock/Streamer
Winter Prep
Group Texting
Neighbors
Upcoming R/C Events?

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Digital Servos
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Airplanes for sale
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Next Meeting

Thursday
Nov 16, 2017
7:00 PM

@Marc's

Welcome **new members**, Robert Karman, Myron Rosebrook, George Stephen, and Casey Rowe!

In last month's issue I forgot to update the membership numbers, so here is what they should have been... Membership: 33; In Attendance: 13; Guests: 1.

For a change in scenery, we had our first club meeting at Gilhuly's Pub in Berlin Heights this month. The members seemed to enjoy the combination of food, conversation, and club business. So, Bill suggested we hold additional meetings there in the off-season. If you have other suggestions, let us know.

Jim Hawkins presented a draft version of our **raffle tickets**, and is ready to have them printed. He also mentioned the possibility of getting a table at *The Toledo Show*, April 6-8. When they have unsold space, they reportedly make it available to non-profit groups at no charge. If you are interested in manning a table that weekend, let us know, as we would need some volunteers.

Jim also handed out a list of airplanes he is selling for a third party in Castalia. A copy of this list appears in the *Classifieds* section on page 4 of this newsletter.

Instead of making new parking tags for next year, we may provide members with a **LZRC logo sticker** that could be placed on a vehicle. You may have seen prior examples that Bill Turton and Eric Kammer had made, especially if you attended our last meeting. Dan Martinez is also having his contact make some for comparison, in both black and white versions. They will be based on the most recent, more stylized version of our logo, as it appeared on this year's parking tags.

Following up from last month's meeting, I provided some basic **business cards** for members to hand out to anyone who inquires about our club. The cards include our logo, field address, website address, AMA charter #, and contact info for me and Bill. With the swap meet season approaching, there may be opportunities to hand some out to curious hobbyists you meet. Dan is also looking into having something more professional created through his contact.

We discussed **indoor flying** venues for this winter. Though no organizations have been contacted yet, potential locations include Huron schools and church properties, Edison school's new field house, and Perkins Family Gym (Norwalk Rec Center). If you have any other candidates in mind, let us know.

Jim Kingsley met with some **R/C boaters** that had inquired about joining our club for access to the pond. Obviously, we are not sanctioned by any groups governing R/C watercraft, and therefore have no liability coverage from them. So, we are unable to honor any membership they may have in such groups. However, we confirmed that the AMA also covers R/C boats & cars for its members. So if they are willing to join the AMA, we can welcome them into LZRC.

Our **website** content remains unchanged, and since the calendar was outdated, that page was simply removed for now. So, clicking on that link will display an error page. Present members approved us to proceed with creation of a new site that will be easier to maintain. Suggestions for new content included an improved photo gallery and secure member's-only section for our club roster and classifieds. If you have additional suggestions, let us know as we plan for LZRCclub.com v2.0. In the off season, we will put more focus on improving our web activity.

We had no issues with the **mowers** this month (knock on wood!), and managed to keep the grass reasonably well trimmed. But if you are ever at the field and think that it should be cut, you are welcome to do the job whenever and wherever you feel it is needed. There are no special requirements for mower use, but if you have any questions, just contact an officer or anyone else who has operated the mowers.

In lieu of a **windsock**, Bill installed a streamer on top of the Frequency Management box several weeks ago, which does a pretty good job indicating wind direction.

In the coming weeks, we plan to start **prepping for winter** at the field. Such tasks include final mowing, mower maintenance, porta-potty winterization, draining the lawn roller, and fixing & storing the boat. Most of the canopy components are already put away, but we should probably also disassemble the "A-frames" for storage.

Though the concept of a cell phone **group texting list** is great, and several of us did benefit from it this summer, we ran into a few issues...

1) Some phones/carriers only allow up to 10 recipients, while others allow 20. But our list had grown to 23. This caused either 3 or 13 contacts to be (randomly?) excluded from our messages. This is why you may have noticed that some folks were responding to only 10 people, though the initial message included 20. We don't know a simple solution to this issue yet, but will investigate some possibilities. There are texting applications that accept larger groups, and other social media tools such as Twitter, but those would require everyone (with a smart phone) to install yet another app, and manage a separate account. And many of our members don't have a smartphone anyway. Email is not actively monitored by as many folks, so it wouldn't provide the prompt notification we're looking for. Splitting our list into multiple groups may be the most practical approach, but will not allow all members to see everyone else's replies. Someone would have to act as a "switchboard operator" to relay pertinent messages to all groups, which may not be a problem. If you have any other ideas, please let us know.

2) Whenever someone requested to be added or removed from the list, it was a gradual process, because there was no master list for everyone to work from. Bill and I coordinated to maintain an "official" list, but unless every member responded to the latest message Bill or I had sent, there was a chance they were responding to an outdated list. I believe there are ways we can improve this situation rather easily. The simplest may be for an officer to notify the group of any changes, by sending a message that includes the change. If each user then updates their list, or responds to that message on their next communication, changes to the distribution will occur promptly.

3) Members have mentioned that they often don't know who the texts are coming from, because they don't have a name associated with the number. One solution is for the sender to simply add their name to their message, as some members have done. Another option is to publish a list of (texting) phone numbers for all members, which could be used for cross-reference.

Next month we also plan to deliver gift baskets or gift cards to our immediate **neighbors on Thompson Rd.** With all the expenses we incurred this year, this will deplete most of our remaining cash, but it's important we show our appreciation for being accepted into their neighborhood. To my knowledge, we received no complaints this summer. Thank you to all members for acting responsibly and respecting the privilege we've been granted!

Many **AMA memberships are expiring** in December. So, if you don't know your expiration date, now would be a good time check. If you can't find your records, and don't know how to check, let me know. It's easy for me to look it up.

I am not aware of any nearby **R/C activities in November or December**, so the Events page has been removed from this month's issue of the newsletter. If you know of any activity planned through year's end, please let me know, and I will help to promote it.

Our **next club meeting** is planned for **Thursday, November 16** -- 7:00 PM at Marc's.

For something a little different, I'm planning to give a demonstration on power system measurements, using the meter I referenced in the January issue of *Prop Wash*. I thought it may be helpful to some, and spark an informative discussion.

I hope to see you there!

Jeff Williams
Secretary, LZRC



Special thanks to...
Krueger Insurance Agency

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Tech Tip Digital Servos



A digital servo is physically no different from its analog counterpart, and receives the same analog signal from your receiver, but its internal controller processes this signal differently... Digitally!

Digital servos monitor and react to your inputs at a much faster rate, generally 5 to 10 times faster! This results in quicker response, higher resolution, better centering, and much greater holding power. These rapid updates cause the buzzing or whining noise you may hear even when your aircraft is sitting stationary and the servos are under very light loads. This also make digital servos especially effective in applications that employ a gyro, since stabilizing motions are typically small, and preferably very quick. Otherwise, precision is limited and oscillations become more likely.

Though an analog servo may appear to have comparable speed & torque, according to its marketed specifications, these values are published under best case conditions, when the servo has reached full speed over relatively large motions. Those values would not be so impressive for finer motions. Conversely, the speed & torque of a digital servo is virtually constant for any degree of motion.

Another feature often found in digital servos is the ability to program speed, acceleration, direction, endpoints, and more. So, with all these great characteristics, is digital always the way to go? Well, that depends.

Their rapid updates & motions require considerably more energy than traditional analog servos. So, more care must be taken to ensure your system can provide enough power. They draw significantly more current (amps), which can result in overheating or failure of an inadequate BEC. And if you power your receiver via a BEC or other voltage regulator, a drop in output can shut down your system and cause a loss of control. I've actually witnessed this scenario on more than one occasion!

To summarize digital vs. analog servos...

Pros

Quicker response, Higher resolution, Better centering, Greater holding power, Maximum torque for small motions, Programmability

Cons

Power consumption!

Classifieds



Contact: Jim Hawkins (419-366-9311)
JimH@sgroup.net

Items in grey should be considered projects and most have not flown in some time. Everything else is in great shape.

GeeBee DA170 BNF	\$3,500
3DHS Velox 72" electric, All included but batteries	\$500
PS JR DSMX	\$150
PS Spektrm DSM2	\$100
PS Spektrm DSMx	\$150
Servos Spektrum 13@75	\$1,000
ZDZ210	\$1,500
Servos Hitec x 6@100	\$600
Servos Hitec x 2@100	\$200
3W170 CS	\$900
Rascal 168 DA60 7955 servos	\$1,600
Night Flyer	\$200
Pawnee 3W210 BNF	\$4,500
DA170	\$1,000
DA170 Headers	\$75
7955 x 14@75	\$1,050
F-16 BNF turbin	\$2,500
Mustang Elect 3 cell	\$125
Sukhoi Electric 3 cell	\$125
Trainer 40 size Blue Motor and Servos	\$75
Tariner 40 size Yellow Motor and Servos	\$75
Old timer small 30"	\$10
Sig Something Extra 30-40cc Servos no motor	\$50
Cub 1/4 scale gas motor all servos	\$150
Super Cub Project few servos	\$50
Extra Red White checkered 60 nitro size Missing hatch	\$20
Glider 6'	\$20
Cub wings 1/4 scale	\$20
Low wing Red white large 60-90 size w/ motor & servos	\$100
Astro Hog Motor and servos	\$100
Giant Ultra Stick	\$75
Coraplast Planes 2	\$10
Misc Plane in bare bones 40-50 size	\$20
Hog Bipe 60-2c 90 4c	\$50
Cambat 2.7 35-40cc Gas	\$75
Spirt 100 Sailplane	\$50
Saito 45	\$50
Saito 80	\$75
Saito 120 maybe 180	\$150
Saito 120 maybe 180	\$150
OS FS90	\$50
Saito Goldnite 65	\$100
10 x 2 cycle range from 90-30cc	\$150

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.