Channel Islands Condors
January, 2014

AMA # 1343 - IMAA # 89 - EST. 1984

Next meeting: Wednesday, February 5th at 7:00 PM

Robert Wagner with his Rover H2

Channel Islands Condors
P.O. Box 1993
Camarillo CA 93011-1993
Web Site: www.cicondors.com

Meeting Location
7:00 p.m.
Camarillo Parks and Recreation
Senior Center
1605 E. Burnley St.
Camarillo, Ca. 93010
(805)482-4881

Robert Wagner showed off his Rover H2 that he is hoping to take to Gunsmoke.
DA 60 powered

Dear Condors, As this is my first update for the year here goes. As most of you all know Chris S and I met with Danny Haws at the university last month where we were able to discuss our fly days and our future. As you all know the future at the University is based on a month to month flying schedule. You can see the schedule on the cicondors.com website where we will keep the calendar updated. In February we have our meeting with Danny Haws where we will be discussing our clubs relationship with the University and our future fly days.

The website has been updated to make it easier to make updates by various members in the club, if anyone has any comments or feature request please send them to me and I will attempt to add them or make the changes. The website does not require a login to view the pages only to make changes where those that make changes have a unique login. The website uses a content management application called WordPress where there are many free add-ons that bring functionality for no additional cost.

Your board met last week and has discussed many new ideas and projects for

the coming year, please don't hesitate to volunteer when asked by your club board, our future will depend on all members becoming involved in helping the club with its projects in 2014.

See you at the field
Chris B

Fellow Condors,
As your newly elected VP it's my job to backup and assist our President in his efforts to move our club forward in this new year. I'll make it my responsibility to find interesting speakers for every meeting and try to encourage everyone to attend and ENJOY each meeting. I'm now making an effort to meet and engage some of the academic cadre within the University. The folks I've met have shown an interest in our plan to reach out to the students involved in robotics and UAV programs in the University. At our last meeting we had as a guest, one of the professors involved in those programs. He enjoyed his visit and told me that he was impressed by our group and the welcome he received.
We should all be aware that folks from the University will often stop by the field while working or simply walking in the park. Please greet those visitors and make them feel welcome at Condor Field. You never know who could drop by.

Thanks,
Chris S

The more time I spend around the pits, I believe all gas and nitro powered aircraft should start their motors on the taxi way and not in the pits. There are a couple reasons I feel strongly about this and hope the rest of the members agree this idea to make this a normal routine.

1. The noise generated by gas or nitro aircraft, can exceed the normal decibels that someone should be exposed to. Conversation can be difficult if not impossible when standing too close to a gas or nitro powered aircraft

while being tuned or run up prior to flight. Someone could get injured or have their hearing temporally or permanently affecting due to an aircraft away in close proximity.

2. The pit area can be congested at times with members moving aircraft in or out. A spinning propeller can pose a serious danger to someone that isn't paying attention to their surroundings. Stranger things have happened with propellers flying off motors while being test run.

I propose we no longer start or tune larger aircraft (20cc gas and larger and equivalent nitro motors) in the pit area. There are two anchor points that are located on east side of both taxi ways about midpoint between the pits and the runway. These anchor points are perfect for temporarily holding your aircraft while starting or tuning and will supply adequate space between the members and a running aircraft.

While tuning small gas or nitro aircraft (less than 20cc gas or equivalent nitro motors), one of the benches that is specifically designed for this purpose can be moved to the far west end of the pit area away from the benches. This will give plenty of space for noise and exhaust, but will be in close enough proximity if a helping hand is needed.

As the safety officer for the channel islands condors, I would like to discuss this at our meetings to get consensus and answer any question someone may have.

Remember, this is all about having fun and enjoying our fellow enthusiast in this wonderful hobby and returning home to our families
Robert Wagner

Minutes of the Condors Meeting January 8th 2014

Meeting was called to order by Chris Brashears at 7pm and opened with the pledge of allegiance lead by Mark Sesma. There were 44 members in attendance.

Ken Osborne motioned that the minutes of the December meeting be approved, Don Barrett seconded the motion and the club approved them unanimously.

The new officers were introduced.

Old business:

There will be a meeting with the CSCI on Monday the 13th. Part of the purpose of the meeting will be to discuss allowing us more flying days.

New Business:
Chris is working with other area Radio Controlled Flying Clubs in Ventura County hoping to establish an umbrella organization. We will have more of a voice in the community if there are more members represented.

The club wants to organize a field trip to the Chino airshow. One of our members has access to a hanger where we can watch the show in comfort. We could possibly rent a bus for transport. The Chino airshow is scheduled for May 3rd-4th and will highlight the Mighty Eighth Air Force.

To return to a previous tradition we will have progressive raffles. John Brandt is in charge of this monthly event. He will purchase a n RC related item, sell tickets until the cost has been recouped with a small profit for the club, then then the drawing will be held and another cycle will begin.

In 2015 the Point Mugu airshow will resume and perhaps the club can have a display there and fly some of our planes for the guests. Also, we should participate in the Camarillo airshow this coming year.

The club must form a committee to search for a new location. This is part of our agreement with the University so important to begin as soon as possible. Richad Hodgson said that several areas had already been scouted so the committee could review them and any others they might find.

The guest Presenter was Danny from Marty's Hobbies in Thousand Oaks. He gave us an interesting and detailed explanation of Quad Copters. Quad Copters are multi rotor devices not drones. They are programmed with the GPS coordinates of the launch area and possibly the target for the flight. The advantages of them are that they are extremely easy to fly, if the battery power reaches a low, many of them can return to the launch area and land; and most of them have the capability of photographing the area they are flying. With the addition of a wireless transmission device the picture can be seen by the operator on a smart phone. The price ranges from $150 to $1200+ depending upon the equipment included. The lower price does not include a camera or software to transmit photos. This is a fast growing area of our hobby and many are purchased by people who have no previous experience with the hobby, so Danny said that they guide them to the AMA. Chris asked if our club could be mentioned as a local AMA contact and Danny had no objection.

If anyone is interested in building their own, there are plans on the internet at diydrones.com. Ed Von Websky built one and it was on display next to the commercial Copters. While it was clearly a hobbyist build, the basic functions were much the same as the commercial ones.

We had a surprise visit from the supervisor of the Senior Center, Jane Raab. She told us that our club meeting was listed as an event being held at the center, and asked that we give her some brochures to had out to interested people.

Show and Tell:

Robert Wagner spoke about his search for a method to decrease engine noise on his planes. He worked with a Canadian company, Bison, to design a new method of airflow through the muffler that decreased the sound from 98dB to 94dB. He also showed us a material used on high voltage transmission lines that, when wrapped around the muffler, reduced some of the resonance resulting in a further decrease from 94dB to 92dB. Since our fields are closer to "civilization" than ever before, engine sound has become a limiting factor for some planes.

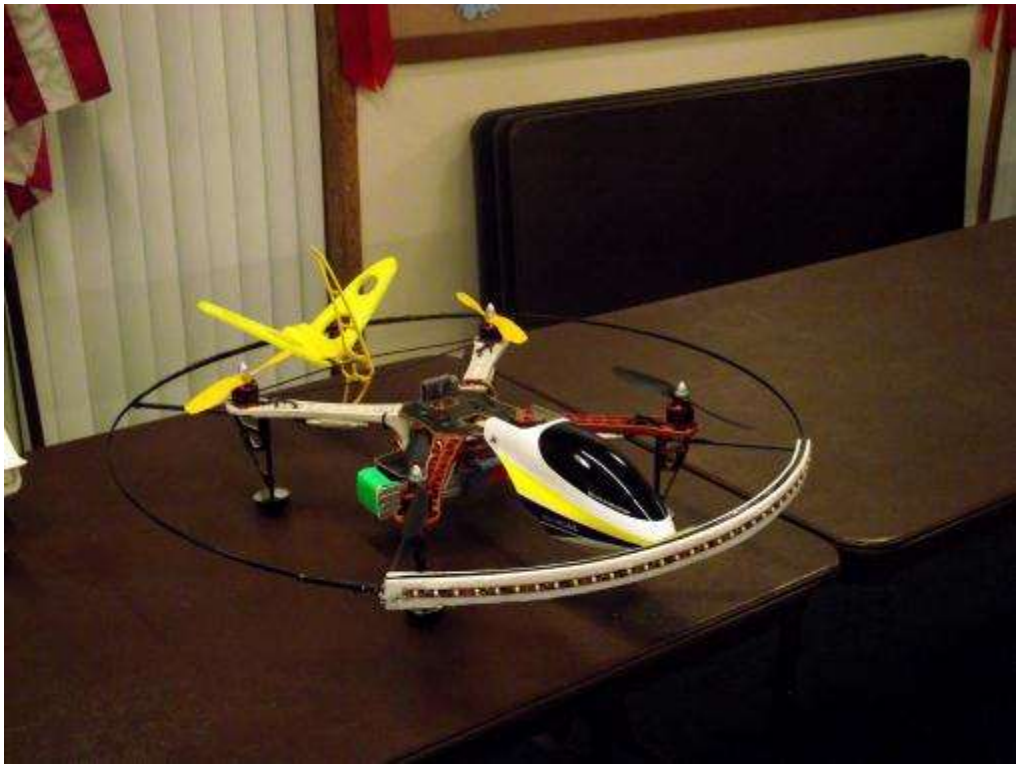
Robert also showed us his composition ARF Rover H2. It is 40% scale, powered by a DA60 engine. He hopes to take it to the Gunsmoke competiton in Phoenix.

Rich Tejeda showed his Navy Corsair. It was an ARF kit and he said it took a couple of days to get it ready to fly. It has retracts which makes it close in design to the original airplane. It is has a 500KV motor powered by a 4cell battery pack.

Mike had a flying wing to show us. It is 24in on the back, weights 16.2oz, has a medusa engine powered by a 3cell 1300KV battery pack. The top speed is 80mph. While much faster than most planes, it is slow for him and has required adjustment to his flying technique.

The meeting was adjourned at 8:50pm

Some of the Quad Copters you can buy. Really cool stuff here



Ed Von Websky's Home Built Quad.

Rich Tejeda With his F4U

Mike shows off his flying wing. These things are fun to watch fly and he does a great job with them. Way too fast for me to follow.

Editor

Well another year has started. We had a great time at the meeting in January and learned a few tricks to try. I was sent the following article to include here from Les Littlefield. Great information about noise control.

Noise Levels

It seems like more folks are concerned about how to keep our model planes as quiet as possible now. At first, I thought this seems pretty straight forward, but I was wrong. Noise is a mix of different sounds, including our aircraft.
Measuring sound is tricky, we do not have perfect, controlled test conditions. Things like wind, water, variable terrain, nearby sheds and walls, cars, lawn mowers and distance from the noise source all factor in to the readings. The AMA's general noise level guidelines for fields that have no noise issues is 96dBA at 20 ft for a soft surface like sod, and 98dBA at 20 ft for a hard surface like asphalt or concrete, with the sound

level meter 2 ft above the ground. Note, these levels are very high, probably too high for nearby neighbors. The AMA Competition Rules Book (2013-2014) indicates 96dBA at 3m (9.8ft) with the meter at 30cm (11.81") above the ground. Perhaps the best plan for a club is to decide on an acceptable noise level for their field, then work with the members to achieve their goals. It probably would be wise to take some sound level measurements around the perimeter of the flying area in order to get some baseline numbers.

Sound level meters are really Sound Pressure Level (SPL) meters. They measure the force per unit area. They do not measure sound power per unit area. Unlike power, when the SPL doubles or is cut by half, there is a 6dB change (not a 3db change). Also, when the distance is doubled, the SPL is reduced by 6dB. It is now pretty obvious that distance is our friend.

How do we reduce noise?

1. Mufflers: I'm hoping that club members will help us find the best mufflers. The AMA suggests adding a small piece of rubber tubing to the muffler's exhaust pipe to help reduce the muffler's ringing (resonance). This tubing doesn't have to extend past the pipe to reduce the ringing. Some members are experimenting with this ringing problem now. Finding the noise sources may be challenging.

2. Props: After I quieted the exhaust on one plane, then I heard the prop noise and the internal engine noises. Installing an air filter may reduce some internal engine noise. Switching to a higher pitch prop or a 3 blade prop (or trying different prop brands) can reduce prop noise.

3. Vibration: This can make the airframe resonate like a drum. Balancing props and adding soft mounts will help reduce vibration generated noise. You may also have to add some foam inside the fuselage to further reduce fuselage resonance.

Reducing noise is a challenge we must accept. We can do it!

Les Littlefield

Thanks Les for the Information. If any members have Tips, Tricks, Hacks or Helps send them in and I will get them in the newsletter.

Happy to serve again.
Ken