

Rio Grande R/C Flyers



The Fly Paper

June 2008
A.M.A. Chapter # 3723

News Letter
I.M.A.A. Chapter # 480

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The June 2008 meeting of the Rio Grande RC Flyers was called to order promptly at 7:05 P.M by our club president, Bill Robinson. There were approximately 24 people in attendance at Tico's Restaurant.

A motion was made by Bob Barry to accept the minutes of the May meeting as published in the news letter, seconded, and the motion carried.

Roger Bell passed out tickets for the drawing to the members present and reminded everyone that the more meetings you attend the better chance you have to win the Radio. He also stated that the balance in the Treasury was \$1630.00 and the only expense the past month was the mowing at the field last Saturday. The field looks good even though it has been very dry.

Bill reported that the rope on the flag pole has been replaced and that the window in the bathroom still needs to be replaced. He also stated that there were eight participants in last weeks pylon races with Phil Johnson winning the class II event and John Bearden winning the class III event.

Upcoming activities: A trip to the new Auxiliary Bennack field is planned for this Sunday June 8th. There were six members who indicated an interest in going. A suggestion was made to leave here around 11:00 A.M. to arrive at 12:00 noon. Be sure to fill up your gas tank, and take everything that you need to the field with you. Bob Barry has been working on a portable frequency board for that field. A starting stand should be in the making for the future.

The Lake Jackson Fun fly event is scheduled for June 20th, 21st, and 22nd. Some members reported that this is a fun trip located near the Gulf with a nice field and facilities. The event is mostly for Big Birds or War birds. Most people arrive on Friday June 20th, with the big day of flying on Sturday the 21st. Lots of good places to eat and places to stay, with many Dairy Queens along the way. If you are interested, contact Roger Bell or Bill Robinson for more information.

Another pylon race is scheduled for July 13th at the Penitas field. Mark will be working on organizing and rules for this event.

July Meeting Notice

The July meeting will be held on Wednesday July 2nd at 7:00 PM. The meeting will be at Tico's restaurant, located on N. 23rd St. about 1 block south of Dove avenue in McAllen .

The club usually arrives at 6 PM for dinner with the meeting beginning at 7 PM.

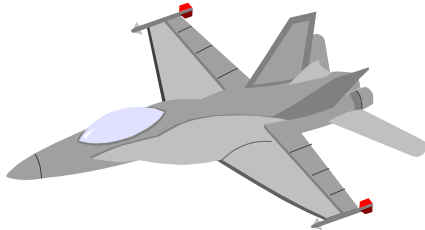


Next meeting: Wednesday July 2nd. Tico's restaurant, North 23rd st. McAllen. Motion by Roger to adjourn. Meeting ended at 7:20 P.M. with all in agreement including Art.

Submitted by Art Ratley

The Big Free Raffle

Every Monthly meeting you attend you will receive a ticket for a chance to win a Spektrum DX7 radio. The Radio will be awarded at the December 2008 meeting.



It's always darkest before dawn. So if you're going to steal your neighbor's newspaper, that's the time to do it.

Don't be irreplaceable. If you can't be replaced, you can't be promoted.

Always remember that you're unique. Just like everyone else.

Never test the depth of the water with both feet.

If at first you don't succeed, skydiving is not for you.

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

Some days you're the bug; some days you're the windshield.

Never, under any circumstances, take a sleeping pill and a laxative on the same night.

Club Shirts & Custom Items

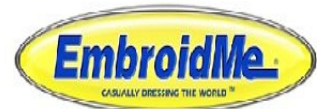
The club has contracted with EmbroidMe for club related graphics and Logos. You can take your shirts to the store and they will embroider them for you. It takes about a week.

Price List :

Option 1 Large logo on back Name on right chest \$23.00

Option 2 Opt1 + Small logo on Left Chest \$30.00

Option 3 Opt 1 & 2 + American & Texas flags 1 on each sleeve \$40.00



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ON THE SAFE SIDE

From the Temple Aero Modeler's Newsletter, Temple, Texas
Propeller Sense

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?

If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard which can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller?

It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.



When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate, so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

Propeller Markings

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.



Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the “disk” formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.

When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second decimal point, as in 8x3.8. Don't mistake this “second number” as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material it's made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced.

