

**LEWES R/C CLUB PROP WASH
CHARTER # 1440
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Club web site: www.lewesrc.org

Message from the Prez

"I would like to welcome new members, Garrett Lydic & Mayer Katz, to the Club. I would also remind everybody that the corn is high and it is very hard to find a downed airplane. Dawson has one down we haven't found yet. The field is in great shape so come on out and fly."

Jerry

Editor's Note: This is my last Prop Wash as editor. I have been doing this for a few years now and feel it is time for a replacement. My flying interests take me to the Hopkins Field less frequently than they once did, and frequent visits are essential to gathering the news. My many thanks go to my good friend Dawson Gillaspy who has both filled in for me during the winter months and regularly contributed interesting articles to the newsletter.

Garrett Lydic has generously volunteered to take the baton and carry on the work. He will find me a willing contributor to the paper just as Dawson and the membership have been for me.

Prop Wash, as most newspapers in recent times, has given way to more efficient internet communications. The Club is fortunate to have Paul Koehler administering the web site so that items of interest can be promptly posted and communicated to the membership. I suspect that the role of the Club's web site will grow in the future. Many of the items sent to the editor can be as easily posted directly on the web site. These issues require fresh ideas that I am confident Garrett will bring to the Editorship.

And speaking of internet communications . . .

“AMA launched its Members Only online forum early in June in a notice to our Leader Members. Our intent was to start slowly to try to identify any bugs in the system that may have been overlooked during the internal testing phase. The launch went almost flawlessly and we’re now beginning to promote the forum and encourage member participation.

I’ve written in the past that communication is the key to success in any membership organization and AMA is no different. Our new forum will give us the ability to communicate in a quick and cost effective way with our members, and vice versa.

This forum is not intended to compete with the other popular, more traditional model aviation related forums. These forums play an important role in the modeling community and are a good resource for model aviation-related information. Our AMA forum will be dedicated to an exchange of AMA-related information. If you haven’t had a chance to visit yet you can get to the forum from a link on AMA’s Web site at www.modelaircraft.org. Over the next several months new topics and sections will be added based on member input. Posting is limited to members but the ability to read posts is open to all.” (from the *AMA Insider*, July 2009)

Paver Party

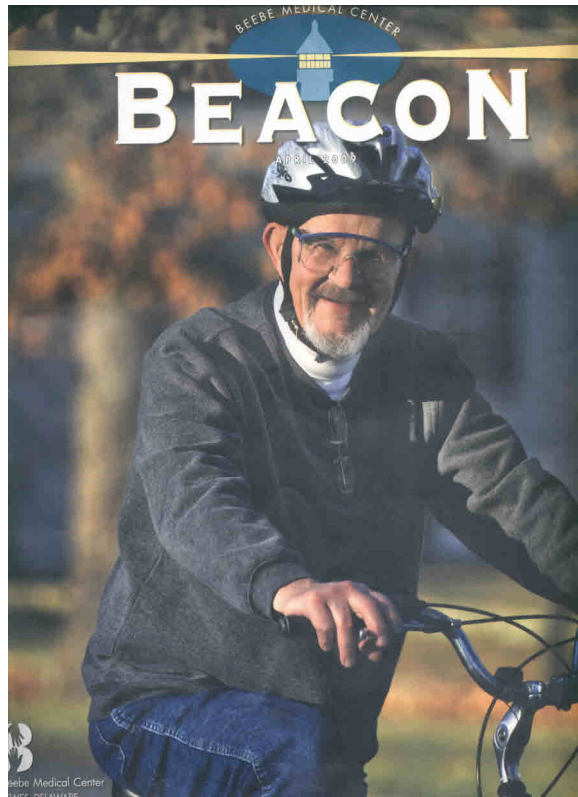
It took but a short time for a group of members to set down pavers to provide a greatly enhanced deck for the shelter at Hopkins. Not shown are two very nice tables and a bench. Thanks guys!





Just happened to see it

Here is member Dawson Gillaspay in his role as hip replacement poster boy for Beebe Hospital.



Fun Fly

The first fun fly of the year was held on June 15 under a sunny sky and the turnout was great, including a dozen or so spectators.

CD Alan Walker pulled it all together and ran a smooth event complete with several different competition awards for Combat, Overall Fun Fly and Best Crash of the Day.



Here's a summary of the results of the competition.

1st Place
Second Place
Third Place

COMBAT
Paul Esposito
Mike Ludden
John Pulli

FUN FLY
Michael Ludden
John Golomb
Paul Esposito

Best Crash of the Day **Jim Halpin**

Club Members Provide a Day to Remember

In early July several club members volunteered their time and flying skills to entertain visitors to Hopkins Field. That day Ollie Moses, Vince Peterson, Bevan Buel and Dawson Gillaspay took to the air for the benefit of clients of Taton House, a half way facility located in Milton. After the flying Bevan took a few minutes to explain the basics of RC to the visitors.

These men have transitioned from psychiatric hospital care and now are experiencing conditions that hopefully will prepare them to live independently.

Although the wind was a bit testy that day the flights went well and the guests enjoyed their outing.





Engine speed and noise – yours might be made quieter . . . and more powerful!

A large contributor of noise made by airplanes is an over-revving engine. Most modelers try to make their engines run as fast as possible, trying to obtain the rpm at which the manufacturer claims the largest brake-horsepower (BHP) number. What they don't realize is the peak efficiency for the engine occurs at peak torque, which is usually about 65%-75% of the peak BHP rpm.

Example 1: A manufacturer of a .46 engine claims 1.5 BHP at 16,000 rpm. After break-in you find that you can turn a 10 x 5 propeller at 15,500 rpm—very close to the peak BHP, but the airplane's performance is mediocre, it is loud, and consumes way too much fuel.

Now you find the engine's peak torque is about 70% of the peak BHP rpm (.70 x 16,000 rpm = 11,200 rpm). You switch to an 11 x 7 propeller and find that the rpm is 11,500. You are much closer to peak torque now, and the airplane flies better and is quieter because the frequency of the engine firing has reduced dramatically. The fuel also lasts longer, and the engine will last longer as well since it is not working as hard. (reprinted from the AMA Insider, July 2009)

For you internet explorers: Here is a nice group of pics from Joe Nall this year.

<http://kirchstein.net/Nall09/>