

THE BEACON



OCTOBER 2014

Brian Werner and his Yellow Aircraft
F-15 ARF



Return Address:
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October 2014

The next MRCF Meeting will be on **TUESDAY**, 14 October 2014

Location: American Legion Hall 7815 Armour St.

Corner of Armour and Convoy St.

General Meeting at 7:00 PM

American Legion Hall at 7815 Armour Street.

**Hwy 163 TO BALBOA AVENUE, WEST TO CONVOY STREET, LEFT ON CONVOY TO
ARMOUR ST., TURN LEFT ONTO ARMOUR AND RIGHT INTO AMERICAN LEGION.**

ADDITIONAL PARKING IS ACROSS THE STREET AT CARQUEST.

CLUB OFFICERS

Interim President:

Frank Gagliardi (858) 271-4430

Secretary:

Mark Lukens (858) 945-8525

Field Marshal:

Tom Pham (858) 761-3959

Safety Coordinator:

Brian Werner (760) 473-7004

Vice President:

Curtis Kitteringham (760) 746-5913

Treasurer:

George Sager (858) 748-0868

Membership Chairman:

Brian Werner (760) 473-7004

membership@miramarrcflyers.com

Newsletter Editor: Nathaniel Guerrero

(619) 272-0852 Email:

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Club Webmaster: Mark Lukens

webmaster@miramarrcflyers.com

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CLUB FLIGHT INSTRUCTORS

Any club member who wishes to have some assistance should call one of our designated instructors. There is no duty instructor at the field, so you must prearrange a time with someone on this list.

Name	Number
Richard Barndt	(858) 213-5740
Frank Gagliardi	(858) 271-4430
Curtis Kitteringham	(760) 746-5913
Mark Lukens	(858) 945-8525
Jerry Neuberger	(619) 258-4477
Tom Mulder	(619) 804-8596
Tom Pham	(858) 761-3959
Ron Stark	(858) 530-0586
Talmadge Sanders	(858) 382-2003

Thanks to everyone that took some time to work at the Miramar Air Show. The next event coming up is the Veterans Day Fly In at the field.

Success at the Miramar Air Show!

The Prez' Sez'

The 2014 Miramar Air Show is now in the books.....

To avoid thanking everyone by name and missing some, let me just state this....THIS WAS WITHOUT A DOUBT THE FINEST DISPLAY OF COOPERATION, HARD WORK AND BEAUTIFUL AIRCRAFT THAT THIS CLUB HAS EVER PRESENTED!

Three standout members deserve special recognition...Flightline director Curtis Kitteringham, Static Display director Mark Lukens and Air Show coordinator Darren Hauptman. A special thank you to our guests who "fit right in"You all made me very proud and humbled to be in your presence!

Semper Fi

Frank Gagliardi

President MRCF



Tuesday's How To Hobby Session

Forming lightweight fiberglass objects for your model. A presentation given by Chris Wolfe.

Many of us have things we would like to be able to duplicate for our various models that we fly. At Tuesday's meeting, Chris did a brief presentation on the steps to create, cast and replicate any object to be used for your model. This can be anything from pilot bust or full length figures, fake external bombs and missiles for aircraft, engine parts such as turbochargers, or any other parts left for your model.

The first area to be discussed was to make the molds. The original can be made out of any type of shapable material, wood, plaster or other material that will not react or cave in under the pressure of the silicone foam allowing to take shape. In creating the mold, Chris did use casting clay which would not stick to the silicone mold and also double as a way to make a "cap" for the top of the mold. Once the base was formed with the clay, a box was made to contain the silicone foam in its liquid state. Please note that a bond breaker would be applied to the side of the box to keep the silicone foam from permanently sticking and also to the original form to keep it from adhering to the foam. Once the box is ready, pour in the foam and allow it to cure. While the foam is curing, Chris suggested using a pressure canister to apply pressure to the foam and keep it from creating air bubbles on the surface of the casting and in the foam itself.

From here, you now have a mold to make your casts with. The next step is to get the casting resin to form the objects you would like to make. These resins are available from most Marine boat supply distributors. Follow the directions on mixing the resin for getting the optimal results. This may require a bit of trial and error.

Once the optimal mix of resin is ready, pour the liquid into the mold and close the opening



with rubber bands. To help evenly distribute the resin material around the mold, Chris searched the web/internet to find an apparatus to evenly rotate the mold 360 degrees in two directions to ensure an even coating around the mold. The apparatus rotated at an average speed of 8 to 10 rpms. This will allow the resins to evenly set in the mold and provide a suitable copy of the original without the weight of the original cast.



Another topic Chris presented was to also scale up or down any figure to fit the model it will be used in. There are materials that can expand and contract with water after they are cast to either shrink or expand to get the adjusted size you are looking for.

If you are interested in casting and creating these lightweight and quick components, please contact Chris Wolfe for additional information at jc4evr@sbcglobal.net. The club thanks

Chris for taking the time to show this awesome time saver for creating components for models.

SMALL MODELS “FLIT”, LARGE MODELS “FLY”

Ron Peterka

You may have heard this and wondered why this might be so. The reason is the mysterious ‘Reynolds Number’ that roughly describes the size, number, and mass of air molecules flowing over and under the aerodynamic surfaces of any aircraft at various speeds, model or full-scale. When we build a smaller (scaled) model from full-scale sizes, to micro to giant scale, the one factor that cannot be scaled is the size of the air molecules supporting our models in flight. We have been taught that airflow under and over a wing with various airfoils produces lift affected by airspeed, angle of attack of the airfoil. These factors also affect drag and power requirements so there is no one ‘best’ airfoil and every wing is a compromise of many, many, factors to get the performance desired.

Full-scale aircraft in the light to medium size have a Reynolds number ranging from 40,000 to 1,000,000 in flight and our models, due to much smaller wing areas, have a Reynolds Number in flight of from 10,000 to 400,000. This doesn’t translate into usable information unless we see the effect of these numbers on our models and we generally use a ratio of weight in ounces to wing area in square feet, or, Oz/Sq Ft, and in models this measurement is usually from 4 oz to 70 oz per square foot of wing area. This is an easy and reasonably accurate measurement for us to visualize flight performance.

Sheet foamie models may have a wing loading of a few oz per square ft, and a medium RC model can range from 15 oz to 25 oz per sq. ft. A giant scale model can weigh from 35 oz to 70 oz per sq. ft. of

wing area. Our turbine models may have an even higher wing loading, but generally higher speeds to generate enough lift.

In contrast, a full-scale medium bomber like a WWII B-26 Martin "Marauder" at gross weight has a wing loading of 956oz/sq ft and a P-51B has a wing loading of 739oz/sq ft. A piper Cub has a wing loading of 107oz/sq ft. (almost model range).

Modern airliners with advanced aerodynamics are in a whole different category regarding wing loading. A modern Boeing 747 with a 910,000pound max take-off weight has a wing loading of a whopping 2,600 oz/sq ft. of wing area!

And it's all because of the dimensionless number called the Reynolds number derived from a fairly complex formula. So, now you know why Little Models flit and larger models fly.

The Prez' Sez'

*By the time you read this the **Miramar** Air Show will be history and I predict that the **MRCF** will have added greatly to the overall success of that show. The co-operation between both sides of our club, the military and civilian will once again prove that **BOTH** factions are vital to the health of the **MRCF**. Which brings me to the "theme" of this months ranting!*

Let's see if we can spot a trend here.....

<i>President...Military</i>	<i>Vice. Pres. Civilian</i>
<i>Secretary...Civilian</i>	<i>Treasurer..Civilian</i>
<i>Editor.....Civilian</i>	<i>Web-Site...Civilian</i>
<i>Field Marshall....Civilian</i>	<i>Membership,,,,,,Civilian</i>
<i>Safety.....Civilian</i>	

If I've forgotten anyone, I apologize.....It was probably a CIVILIAN MEMBER.....

OK all you ID carrying exclusives.....Where are you?????.....And don't hand me that "I've done my part B.S.".....Because that doesn't wash!

At this critical time in the life of our club, it behooves ALL of us to look deep and ask.....What have I done to help lately????.....

Nominations for all offices will be upon us shortly.....Remember.....WITHOUT A MILITARY PRESENCE.....YOU DON'T HAVE A MILITARY CLUB.....

Lastly, I want to thank all the members both military and civilian who have given of their time, talent & treasure this last year.....especially those who filled the above listed positions....

Semper Fi

Frank

All hands on deck!...

Words from the Vice President

We are now into the last three months of the year. Not sure were 2014 went but I sure wish the clock could be turned back, so I could enjoy event's over and do what I did not get done.

Some of you know that each year I am a part/ planning of a National/ World Championship held in different parts of the country each year, also with in the Miramar club you have a number of members that have competed and flown in the Champs. One of which is a Life Member of the USSMA, why bring this up. To let you know that with in the club roster there are members that are involved in competition and the promotion of the hobby in a big way. Yes there is more to the hobby than to fly your model on a certain day, same time line and same flying site. The hobby should be about promoting the growth and I think we have done a good job for most of the year for Miramar.

Last month's club meeting had a good attendance, hands on help demo with a nice model display for model of the month. The past open cockpit displays went well, our events especially the Flights of Fantasy with the kids was a hit, our Pattern, IMAC events good numbers in contestants, the member events well attended lots of fun and now looking forward to a good support of the Miramar Air Show.

Come to the October meeting bring a model an try for an Award for model of the month, who knows you may win or walk away with a raffle prize your call. If you do not show you will never know what you missed.

As always I Thank the Members for your help,

Curtis Kitteringham

Call for articles!

If you have any article that you would like to share with the club, please send it to (insert name and email of person(s) to review here). Here are some examples of things we are looking for.

- Building tips / techniques
 - Custom build equipment / models
 - Custom / special application equipment for servicing / testing components
 - New gadgets / electronics
 - Articles on club events (Synopsis, Summaries of a club event, etc.)
 - Any topics that promote the hobby or club.
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9 Sept 2014

**Miramar Radio Control Flyers
Minutes of the Meeting**

**Held at the
American Legion**

**MAKE SURE PMO AND THE TOWER ARE CALLED FROM THE CLUBS PHONE TO CLOSE
AND OPEN THE FIELD AND THAT THE BOOK IS FILLED OUT
DO NOT FLY UNLESS THE BASE IS REACHED**

Meeting opened at 7PM with the pledge of allegiance.

President Frank Gagliardi opened the meeting with 28 attendees.

Treasurer: Frank Gagliardi reviewed bank account balances, expenditures and revenue for the previous month. Motion to accept the treasurer's report was made, seconded and report was approved.

Secretary: Mark Lukens reviewed the July minutes. Motion to accept the secretary's report was made, seconded and minutes were approved.

Field Marshall: Tom Pham reviewed the field cleanup event. Next field maintenance event will be to restore the road gravel from the shoulder to the roadway. Event will be scheduled after it cools down and starts to rain.

Safety: Brian Werner warned everyone to be careful because of the high heat conditions. He also warned everyone to be very careful because of the extreme fire hazard.

Membership: Brian Werner announced that Mike Litynski (active military) renewed his membership after returning from deployment.

Vice President: Curtis Kitteringham asked all members who will be attending the Miramar Air Show (October 3-5) to provide name, phone number, email, dates, and vehicle license plate information to streamline security. Be prepared for the complete vehicle search (make sure you don't have any knives, glass, ammunition or weapons in your vehicle)

Old Business:

Frank Gagliardi visited the Base Commander's office to setup a face-to-face meeting but was unsuccessful. He asked the Colonel's secretary to schedule an appointment in the future and is waiting for a reply.

IMAC Pattern Event recap: The event was a success but we need to do a better job of enforcing the dead line on the west end of the flying area in the future. The plan is to have members monitor the west flight limit during contests and signal violations with an air horn.

New Business:

New security protocol is in place for civilians:

- a) Only military members may open and close the field
- b) Military sponsor must be present at the field for civilians to enter the flying field
- c) No one should be at the field before 7:00 AM
- d) There will be a "mail flag" at the gate that military members will raise to announce their presence

Frank asked military members who are willing to sponsor civilians to provide contact information for civilians wishing to confirm availability at off hours

Show and Tell:

Model of the Month:

- 1) Brian Werner – Yellow Models F-15 (won by vote)
- 2) Curtis Kitteringham – Roy Orbison Cockpit

Upcoming Events – Lake Havasu Seaplane Classic (November 7-9)

Meeting adjourned at 8:20

Upcoming 2014 MRCF Events:

Date	Activity
Oct 3-5	Miramar Air Show
Oct 14	MRCF Club Meeting
Nov 08	Veteran's Day – Lunch & fly in
Nov 11	MRCF Club Meeting
Dec 06	Toys for Tots Fun Fly
Dec 09	MRCF Banquet