

SIERRA SIGNALS

Newsletter of the High Sierra R/C Club
AMA #1362 and SAM 34
Carson City, Nevada



March 2007 Edition

Next Meeting - 6:30 pm, March 13th, Round Table Pizza on East College Pkwy

I had several people in the club point out this amazing model built by David Glen, from Whaddon, Cambridge.



You will probably never see another model airplane scaled with such detail as this one, over 11 years to build. The detail is impressive until you get to the cockpit then it's *REAL* impressive!

Looks like you could just step right in and fly. This one will wind up in a museum."

Bob Richardson Pres. - CAMAA

From the Spektrum Website, some hype:

With the DX7 you'll be able to fly anything from micro electric helis, to big gas-powered IMAC planes without regard to frequencies and free from fear of interference. Calling this kind of thing revolutionary just doesn't cut it. It is nothing less than a quantum leap in RC technology that will change how you fly forever. Never again will the availability of a frequency pin dictate when you can take off. Never again will you have to ask, What channel are you on? Never again will your flying experience be interrupted by model-generated RF noise, interference from commercial broadcast towers, or anyone on another RC system. - Spektrum DX7 Technical Notes at:

<http://www.spektrumrc.com/>

Why do I bring this up? Glad you asked! Someone at the field chased off a young man with one of these radios because he could not say what channel he was on. These new radios are the future of RC. You do not need to declare a channel but you do need to prove that you have insurance to fly at the field. If you will notice, there are slots on the bottom of the frequency board to put your AMA card if you have one of these transmitters. That also applies for the park flyers at 27 MHz.

On behalf of the Club, my apologies to the gentleman who was harassed.

Found this on line while working on the Club Web Site:



You can purchase these at PteroWorks, owned by Ron Marston, who lives in Reno. His Web Site is :

<http://www.pteroworks.com>

Unique Radio Controlled Electric Airplanes - Fly Something Different.

From Da Prez

To some of you, I must apologize for the mix-up at the beginning of the Feb meeting. Several months ago Mr T reserved the room at the Round Table Pizza for three [second Tuesdays], Jan, Feb, & Mar,

so that we could try it as a future meeting place for those three months. As our meetings were always at 7:00 PM, he reserved that time for us. During the January meeting, it was suggested that in as much as we were having our evening meal during the meeting, perhaps 6:30 PM might work better, closer to our normal eating time. The idea was accepted, but we forgot to inform the manager that we needed to change our reservation time, so at 6:30 last Tue the room was still full of other guests. Hopefully the room will be ready for us on time, next time. As for the three meeting trial period, the idea seems to have been well received. I will ask for a vote as to if we should continue these meetings indefinitely during the March meeting. If so, we will all owe our thanks to Mr T. To those of you that have not yet been to the Pizza meetings, the supper **is on the HSRC Club**. All you need spend for a great evening is the cost of a liquid refreshment. Come give it a try.

New for this year, we will all be seeing the Auto-frequency radio systems at Pony Express Airpark. I understand that there have been at least seven systems already sold in the Carson City area alone. These Spektrum brand units (the only auto-freq units available at this time) operate in a much higher carrier frequency band of 2.4 GHz than do the more common airplane RC systems (72 MHz). For a comparison, this would be like our present FM radio stations versus Doppler radar systems. They are totally independent. In addition, these systems have 62 available channels to work with, thus the name Auto-frequency selection. When ever a transmitter is turned on, it searches for any other transmitter operating on 2.4 GHz before sending a signal, so as to not interfere with a system already in use. It will then find an unused channel, send this information to it's own receiver, and set up a control path between themselves.

So that we can readily identify these units at the field, we will place six solid RED tags on the bottom of the Frequency Control Board for their use. Thus any time you see an all Red tag on an antenna, it will signify that they are using a 2.4 GHz system and that you are OK and safe to fly with them. Of course these folks must still display their AMA membership card on the frequency Control Board, thus establishing their insurance status. Without a doubt, you will be seeing the big three system makers offering the same type of equipment very soon.

Again, I suggest that you will want to stay current with our new web site. Dan is constantly adding more features, even some instructions to help beginners get started. For a lot of us, reading the by-laws and air park rules again might prove enlightening. After only one year, I was amazed at reading the Park rules again. And some of the safety factors spelled out have really been recently neglected, not intentionally, but simply through forgetfulness.

Don Morse gave a fine report of his trip to Ontario at the Feb meeting. I will ask that he perhaps include it in this issue of the newsletter.

Bob Heitkamp brought a beautiful ship for the show and tell, and

Don Morse displayed the ARF that he had bought at the AMA convention, complete with bombs, torpedo, etc. This was purchased ready to fly. I took a couple of Great Plains floats that were partially completed, simply to show how readily they go together. Hopefully the planned float flies will turn out to be great events.

It has been suggested that instead of offering a complete ready-to-go aircraft for this years raffle prize, we might offer a choice of individual items to create a custom outfit. Thus we could offer a choice of perhaps six aircraft kits (actually kits and/or ARF's), which could include one or two trainers, some intermediate ships, and some scale kits. There would also be a choice of power plants, elec, gas, or glo. The same would apply to a control system, probably a six channel unit. There would be a maximum dollar amount pre-set to control the total package cost. This could thus allow a new comer, an intermediate builder/flyer, or even our most expert experts to win something actually useful to her/him self. In the case of a real beginner, I would hope that someone in the club would assemble, or help assemble the package til ready to fly.

Fun Fly's will be starting next month, so I am going to rerun Don Morse's instructions for scoring them.

Referring to the chart (at the bottom of this page) individual scores for "Chase your tail" are calculated by awarding the contestant with the quickest time 1000 points, and then dividing each contestant's time into the quickest time, times 800 plus 200. The Limbo scores are awarded by height achieved (in 200 point segments).

The Egg Drop is calculated on the same basis as Chase your tail was, except if an egg drops exactly on target (or ship hits on target in a Touch and Go), which equals 0 distance, all other contestants would have a score of zero, (anything divided into zero is zero). In order to avoid this situation you establish a maximum distance, beyond which a contestant receives a minimum score, (zero or 200). Then subtract the actual distance from the maximum. Because the longest distance was 429, arbitrarily choose 500 ft. Then the largest 500-D number gets 1000 points, and that number becomes the divisor for the rest of the contestants. Since a perfect score a fun fly with three events is 3000, the scores are normalized by dividing them by 3000 times 1000.

Please hang on to these instructions, as you may well be asked to CD a Fun Fly. If you should elect to use another scoring system, please also keep a record of the actual raw data (minute,seconds, feet, etc), so that Don can convert them into a standard format, to used in determining the end of season scores. We will be awarding end of season prizes this year.

The fine weather of this month (Feb) has really created large turnouts at the airpark. Two weekends in a row, every table was taken, both Saturdays and Sundays. Unfortunately some fine ships will not make it til spring.

Perhaps the beginning of a new season would be a good time to review the locking of the airpark procedure. Remember, the last **HSRCC MEMBER** is responsible for locking all three locks at the field. This includes the two locks at the storage building, as well as the gate lock.

See you at the March meeting!

A sample day:								
Name	Chase your tail seconds	Score for the round	Limbo	Egg Drop actual distance (D)	Calc distance for the (500-D)	Score for the round	Contest Total	Normalized
John Doe	82	756	800	22.5	448	1000	2556	852
Sally Smith	98	665	1000	185	315	763	2428	809
Gary Fuller	57	1000	800	DSQ	----	200	2000	667
Bob Jones	148	508	200	211	289	716	1424	475
Joe Blow	105	634	200	429	71	327	1161	387
Dan Etcheto*	200	1000	1000	500	500	1000	4200	1400

* Ha Ha, I win!! It's great to be the editor!

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