

PROP TALK



**THE NEWSLETTER OF THE
RIVERSIDE RADIO CONTROL
CLUB**

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www.riversiderclub.org

APRIL 2017

Comings and goings at the field

Gilman Springs losing their field to start

Unfortunately, the hammer finally fell on the Gilman Springs Club as the new owners of the land would not renew their lease. As it stands now they are having to vacate the property within a couple of weeks. Gilman Springs is a very fine club that has put a great deal of effort into providing an outstanding flying site and runway for its members. Along with that, they hosted several events during the year that were very well attended. The general membership were always involved in running the events and making them very successful. In this newsletter you will find a letter written to the officers of the Gilman Springs Club written by our president, Jeff Szieber, and approved by our club officers. This letter offers the current members of the Gilman Springs club to fly at our field until their membership expires at the end of June and then they may pay \$25 to our club to finish out the year. At the end of 2017 they will have the option of joining our club with the normal fees and dues for a full membership.

The past wet winter has sprouted an enormous weed population around our field. Some are four to five feet high. Last week a model that was "dead-stick," landed hot and went off the north end of the runway. I took three people looking for 20 minutes to find the plane. Larry Roberts has contacted the farmer who uses the field to take care of the weeds. He has agreed to do so but will probably wait until they dry out. In the meantime, get help looking for a model that has gone down and be aware of the fire danger.

There have been reports of some people who have not renewed their membership still flying at the field. If you are reading this, you are not one of them. However, be aware that those who do and are not guests of a member, because of the sign posted at the gate, are **trespassing**.

RRCC CLUB OFFICERS

President: *Jeff Szieber*
Vice-President: *Bob Baker*
Secretary: *Rob Evans*
Treasurer: *Larry Roberts*
Safety Coordinator: *Jim Bronowski*
Field Director: *Dale Yaney*
Webmaster: *Oscar Weingart*
Newsletter Editor: *Jim Bronowski*
Turbine Flying Director: *Berry Hou*

**ALL OFFICERS MAY
BE CONTACTED AT:
RRCCCONTACT
@YAHOO.COM**

**NEXT MEETING
SATURDAY
APR 15TH
10:00 A.M.
CROWLEY
FIELD**

Minutes of the March 2017 Meeting

Call to Order:

- President Jeff Szieber called the regular monthly meeting of the Riverside Radio Control Club to order at **10:15 AM, March 18th, 2017** at Crowley Field.

Minutes of the previous meeting:

- The **minutes** of the **January** meeting were approved as written and published in the **February Prop Talk** newsletter by the members present.

Old Business:

- It appears that the Gilman Springs RC Club will not have their lease renewed and will only have about three or four weeks left to fly at that field. It was suggested by several members present that we offer Gilman Springs club members to join our club at a reduced rate. No decision was made at this time as we need to wait to see what and when something happens to their field.
- Larry Roberts reported that our membership is down about 25 from last year.
- Because of the lower membership numbers and to save money, Jim Bronowski asked that the Prop Talk newsletter be sent out by email only. This was approved by a vote of the members present.
- Our president, Jeff Szieber, said the method of the membership voting by email works great.

New business:

- There is a considerable amount of gravel on the runway from the recent rains and the idiots that use our runway and pit area as a drag strip for their pick-em-up trucks and off-road vehicles. Dale Yaney said he can't clean the runway by himself and it was suggested that everyone throw in a broom with their models and do a little sweeping when you come out to the field. It was suggested we have a little get-together to do some field maintenance. No date was selected.
- Because of our wet winter the weeds are becoming a problem. It was suggested that each member walk the runway and adjacent area to inspect for weed problems. Dale Yaney and Larry Roberts have been working hard to contain this problem.

Program and Show and Tell:

- Jim Bronowski demonstrated an electronic fish scale that can be used to accurately measure model weights and thrust. It was from Amazon.com and cost \$10.

Raffle:

- Dromida Quad, 2200 mAh LiPo Battery, 15% Fuel, Tactic 6 Channel Receiver, E-Flight 3D Electric-Powered ARF Model, 2 CA Glues, Glow Driver with Charger.

Meeting Adjourned at 11:10 AM by Jeff Szieber

Minutes submitted by Jim Bronowski



OSCAR'S OBSERVATIONS

BY OSCAR WEINGART

In the Shop

I got an on-line ad for a glider from Horizon Hobby. I usually ignore such ads, but this one caught my eye. The glider is called the Radian XL, and it is a "self launching" (electric powered) foam monster with a 8-1/2 ft. wingspan. I checked the many posts about this glider on YouTube and other web sites, and it intrigued me. It has throttle, rudder, elevator and spoiler control, but no ailerons. The wing has polyhedral, which probably helps with rudder only turns, and the spoilers are both connected to the same servo in the wing center section. The horizontal stabilizer is a "flying tail" type. There is a nice big battery compartment in the nose, and 3200 mah LiPo batteries are recommended. It comes either BNF (bind and fly) or PNP (plug and play). The difference is that the BNF version (30 bucks more than the PNP) has a Spektrum receiver, while the PNP has no receiver. Both have the motor, ESC and servos installed, pretty much ready to fly.

Now, I have many 3200 mah LiPo batteries, I think seven at last count, so this is a plus. But the BNF receiver requires a Spektrum transmitter. The only Spektrum transmitter I have is a DX5e from grandson Joshua's Apprentice, and while Horizon says it is compatible, I would not trust it with an expensive new glider. I do have some reliable Airtronics 2.4 GHz receivers and matching RDS-8000 transmitters that would work with the PNP version, and I would save 30 bucks. What I lose is the BNF self-correcting "gyro" that keeps the aircraft from assuming unusual attitudes, like the receivers that come in the newer Apprentices. This feature is apparently built into the Spektrum receiver. I am not a very "hot" pilot, but I really don't need that much help. A minor irritant is that the ESC will come with the E-Flite type of connector for the battery, but 5 of my batteries have Deans connectors. Well, the two batteries from Josh's Apprentice have the E-Flite connectors, and Horizon has adapters which allow both types of battery connectors to be used in all my electric planes, be they E-Flite or Deans.

So, after all this self-justifying analysis, I ordered the glider, and made a terrible mistake. The glider qualified for free shipping, but it is apparently by Wells-Fargo stagecoach. It is a FedEx deal with the post office doing the final delivery. The glider got to Bloomington in a day, but that horrible post office bureaucracy then would take almost a week to get it to me from there. Now, when I want something, I want it now! So I found it very frustrating to wait for the bureaucratic wheels to turn. In retrospect, I now would be happy to pay the extra 7 bucks for faster shipping. Also, I would have gladly been willing to drive the short distance up to Bloomington to pick it up. But it was too late - the post office got its hands on my beautiful glider, and I could only hope that it would make it here without too much damage, and while I am still alive. You get what you pay for! But then I got an update from FedEx, saying that two days were shaved from the expected delivery date, so maybe the post office is not so



bad after all. It would take that long for me to clear off my cluttered workbenches enough to accommodate that monstrous glider.

Now, it was estimated that the Radian XL BNF could be ready to fly in 15 minutes out

of the box, since all the radio control gear is pre-installed. The PNP version would take longer, since a receiver would have to be installed and hooked up. But one could probably just take the box out to the field and assemble and fly the glider right there. (We did that with Jon De Fries' big Hobby People Quest glider.) The Radian XL rudder hinges must be glued in with thin CA (The rudder being delivered unattached allows the shipping box to be shorter.) The wings and stabilizer halves are slide and screw. It looks like the glider was meant to be transported with tail and center wing already attached, so only the outer slide-on wing sections would be attached at the field.

One thing that I will look at on the Radian XL is whether or not the two spoilers can be put on separate servos, and if they could be coupled to assist in turns. Someone told me that some of our modern day big jet airliners do just that. I have a 100 inch glider from the old days, with only rudder and elevator control, and a tow hook instead of an electric motor. It, too has a polyhedral wing, and it turns just fine, without spoilers or ailerons or flaps.

Well, the big glider box finally came, on exactly the day FedEx promised. It was the usual outer cardboard shipping box, with the colorful retail box inside. Within the retail box was a fitted molded foam box that contained the parts of the glider: fuselage with vertical fin, wing center section, two wing outer sections, two flying stab halves, rudder, and miscellaneous small parts, paperwork and hardware.

I assembled the glider per the fine instructions included, and installed my 7-channel receiver. I connected the rudder servo to the aileron channel on the receiver, (so the glider could be flown mostly with the right stick), and the ESC/BEC to the throttle channel. Everything worked as it should.

For transportation, it turned out that it was more convenient to leave the three-piece, 8-1/2 ft. wing assembled, and off the fuselage. This allowed me to stow more planes in my Ford Escape. The assembled wing fits catawampus across the cargo compartment and front passenger seat. At the field, I attached the wing to the fuselage with five tiny screws, and was ready to go. I asked Bob Jones to be the test pilot for the maiden flight, and that fine gentleman agreed.

The Radian flew just fine, but Bob landed it short, in the grass across the road at the North end of our runway. For some reason, the electric motor was still trying to run, and wound the prop up in some grass. This burned out the ESC, but Horizon gave me a courtesy replacement. I think that the large size of the Radian XL fooled Bob into thinking that it was closer than it really was.

I installed a spare ESC, but the replacement from Horizon came before the second flight, so I put the proper one back in.

More next month.

Oscar

Hello Gilman Springs Officers,

We at Riverside Radio Control club don't like to hear that any club is losing their field. We don't know if you have plans for another field or what's in progress for your club/members and this offer is not meant to detour any of those plans. It is offered only to have a place for your members to fly without more money coming out of their pockets until they have completed the year that they have paid for at Gilman Springs RC Flyers.

The RRCC officers have been talking and we would like to extend this offer to you.:

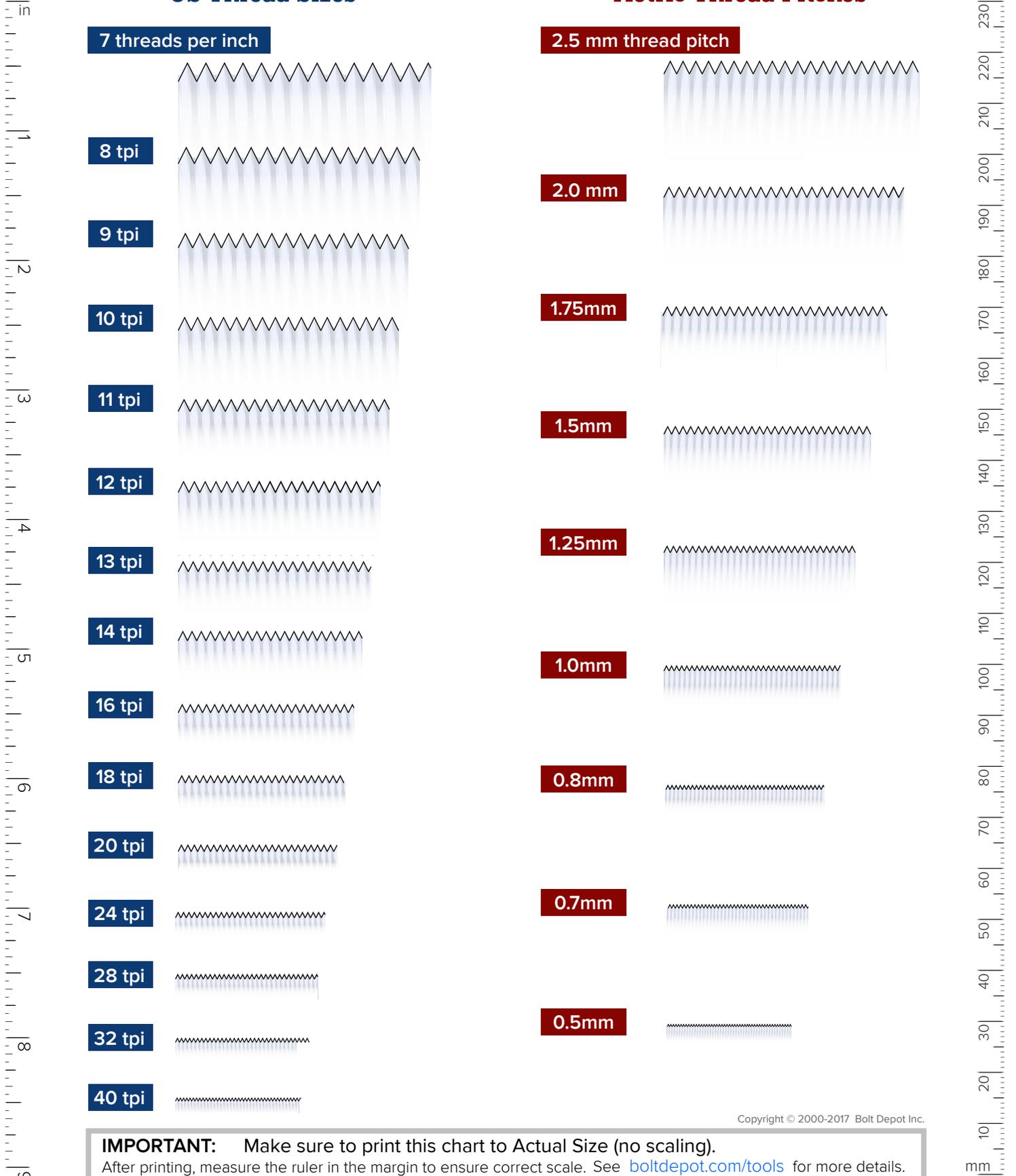
Any member of Gilman Springs RC Flyers (they must have proof of being a currently paid up Gilman Springs RC Flyer) that needs a place to fly either temporary or permanent may come fly at the RRCC field. We would need to know what your current Membership year is for the membership of your club. We heard it was from either June to June or July to July. We would like to extend free flying to any of your club members until the end of your membership year. At that time anyone who would like to do so can join the RRCC club at a prorated rate of \$4.1666/per month until our new membership year starts which is February 1st. Example: If your membership year ends in July you would fly free until July, then you would pay 25.00 to join RRCC until the next membership renewal on February 1st.

If Gilman Springs RC Flyers has acquired another field or made other arrangement's by the end of your membership year then there is no pressure to join the RRCC club. It's only meant to help keep your members flying during your *unfortunate situation*.

Jeff Szeuber
President, Riverside Radio Control Club

US Thread Sizes

Metric Thread Pitches



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After printing, measure the ruler in the margin to ensure correct scale. See boltdepot.com/tools for more details.



INLAND EMPIRE AVIATION ROUNDTABLE

Soaring in Southern California: A Brief History

Presented by Dr. Gary Fogel

March Field Air Museum – Wednesday, April 19th, 2017 - 7 pm

Southern California has a unique heritage in gliding and soaring. This is especially true of the San Diego area, from the earliest days of gliding by John J. Montgomery in 1884 to endurance records set by William H. Bowlus in the 1930s, and the formation and history of the Torrey Pines Gliderport in La Jolla. Join us this evening and learn about the local history of this aviation sport, highlighting those who have also transferred their passion for "doing more with less" to other areas of science and engineering well beyond soaring.

A Schweizer TG-2 Training Glider is on exhibit at the March Field Air Museum, and several large-scale remote-controlled sailplanes will be available for viewing as part of the evening roundtable program. The lecture by Dr. Gary Fogel also will address the importance of preserving historic aviation sites so that these unique aspects of aviation can continue to be appreciated by, and available to, future generations.



Dr. Gary Fogel is CEO of Natural Selection, Inc. in San Diego, a

computer science company focusing on machine learning. He has a Ph.D. in biology from UCLA, is a Fellow of the Institute for Electrical and Electronics Engineers, and serves as editor-in-chief of the journal *BioSystems*. Gary has a passion for aerospace, in particular silent flight. He has established 11 world records and over 40 national records for model airplanes, and has written three aviation history books: *Wind and Wings: The History of Soaring in San Diego* (2000); *Quest for Flight: John J. Montgomery and the Dawn of Aviation in the West* (2012), and *The Torrey Pines Gliderport* (2014), in addition to many articles and lectures on gliding history.

Dr. Fogel and his father were instrumental in preserving the Torrey Pines Gliderport in San Diego with various historical designations at the City, State, and Federal levels. In order to encourage youth interest in aerospace, he teaches an introductory course in aerospace at San Diego State University as adjunct faculty. He is a member of the American Institute of Aeronautics and Astronautics (AIAA) and the American Aviation Historical Society (AAHS).

The Inland Empire Aviation Roundtable is sponsored by the March Field Air Museum, and is dedicated to the local aviation and aerospace community. Monthly meetings are open to the public, with subjects of interest to the air-minded public presented including aviation and aerospace history, both civil and military, as well as new developments in these fields. Parking and admission are free for this event.

The March Field Air Museum is located in Riverside, California, at 22550 Van Buren Blvd. (at the intersection of Van Buren Blvd. and the 215 Freeway) adjacent to March Air Reserve Base

More Information: (951) 902-5949 or visit www.marchfield.org