

PROP TALK



THE NEWSLETTER OF THE RIVERSIDE RADIO CONTROL CLUB

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www.riversidercclub.org

JUNE 2017

Two full days of red-hot racing

Our field is host to the latest and fastest

The pylon races at our field on the weekend of May 20th and 21st were extremely successful. The racing action was spectacular and the races were well-run. That was except for the first day when the scoring computer took a dive. This required Jeff Szueber and Larry Roberts to scramble and manually enter and tally the scores. This was a most difficult task that was handled deftly by the pair and the racing heats went on without delay. One of the irritants of the two days was the very hot weather and the trash-moving dust devils that seemed to target the pit area. Great lift for gliders, but small pylon racers don't like to sit still on the ramp as big thermals push their way through. The other problem was the high weeds that surround our field. If someone had to dead-stick and didn't make the runway, those small racing airplanes were very hard to find in those monster weeds. There were several scenes of pilots walking through waist high weeds looking for their well-hidden models.

There were a couple of safety items that were noted by the club Safety Coordinator (me) that need to be addressed before the next race. One thing the starter does before he signals the start of a heat is to confirm that each model has his radio receiver on. In one case the pilot angrily told the starter his receiver was "ON." Well it wasn't. The model was last seen trying to make Hawaii with only a few ounces of fuel. The other situation was pilots and helpers heading out to the racing runway before the finished heat racers had landed.

Pylon racing requires non-flyers to man the timing watches, tabulate scoring and man the pylon judges positions. Some of our club members came through and did the necessary work. They are to be commended for participating and allowing the race to be run.

RRCC CLUB OFFICERS

President: *Jeff Szueber*

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:
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**NEXT MEETING
SATURDAY
JUNE 17TH
10:00 A.M.
CROWLEY
FIELD**

Minutes of the May 2017 Meeting

Call to Order:

- **Larry Roberts** called to order the regular meeting of the **Riverside RC Club** at **10:13am** on May 27, 2017 at **RC Field**.

Minutes of the previous meeting:

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

Old Business:

- The contest was a huge success. Jeff and Larry orchestrated the Matrix for the contest and were able to make the final day of racing an event to remember. There were lots of lessons learned during this race and lots of those lessons will be brought to the next event to make it better. The participants were pleased with the site for these races.
- Our club members who volunteered to help at the races were acknowledged and thanked as the event could not have gone off without them.

New business:

- Jim spoke of some safety changes that we should make during the Pylon Racing. He suggests that we have some form of a horn to indicate racing is complete and the area is safe to enter.
- Tom Bingam donated a new table and chairs for the field. Larry Roberts has the chairs at his house as the previous chairs were gone because of a "midnight requisition". He will bring them out for meetings and other events. The table will remain at the field
- The next pylon race will be a two day event, which will save on expenses.
- Larry Roberts was unable to report on how much we made on the event as the expense receipts are still coming in.
- There is some kind of reward coming to those club members who volunteered at the pylon race.

Program and Show and Tell: None

Raffle:

- The raffle included: Dill Set, LiPo Battery, Mini-Drone, 2.4 mHz Receiver, T-Shirt from Dynamic Hobbies, Utility Razor Saw, Electric-Power Arming Switch and a very nice Camping Chair.

Meeting Adjourned at 10:56 AM by Larry Roberts
Minutes submitted by Robert Evans



Oscar's Observations

By Oscar Weingart

At The Field

On Wednesday, May 17, I had an eye doctor appointment where they dilate the pupils of my eyes so they can look in. The next day, I went flying at our field. I assembled the high-wing electric Kyosho Calmato Sport, installed a Li-Po 3S, 3200 mah battery, and taxied it to the runway. I moved the throttle stick to full power for takeoff. The plane went down the runway for about 100 feet and died. Although the battery had been balance-charged the previous evening, it apparently had pooped out. Another battery allowed a nice takeoff, but I realized that once the plane had climbed to altitude, I couldn't see it clearly. All I was seeing was a blurred blob. I couldn't tell if it was going or coming! Was this some after-effect of my eye examination the day before? Or maybe it was aggravated by the fact that I forgot my wide-brim AMA flying hat and I was dazzled by the bright sun? I managed somehow to land the plane safely, and then realized that I was wearing my reading glasses instead of my usual prescription distance sun glasses! I had the reading

glasses on to install some replacement stick-on balance weights in the plane, and had forgotten to change back to my flying glasses.

While I was working on the plane in the pits, Morris Dunlap came over to borrow some lead stick-on weights. Later, this fine gentleman came back to offer me some money for the weights that I gave him. I of course refused, saying that I probably would need to borrow something from him some day. Well, a short time later, I managed to cut myself on the latch of our Porta-Potty, and needed a Band-Aid. Guess who had one to give me? Yes it was Morris, and he also gave me a spare, in case the first one leaked.

So the "what goes around, comes around" rule sure worked quickly that day!

I learned something that day, which was to have a little first-aid kit in my car – at least some Band-Aids and some anti-bacterial ointment. I didn't have any of this ointment with me, but I later realized that the hand sanitizer that I did have probably would have worked, as it is mostly jellied alcohol.

I achieved a personal "bucket list" goal that day, which was to get two flights on each of two different planes, and bring them both home in one piece. This with all the cards apparently stacked against me. I flew both the high-wing and the low-wing

versions of the same Kyosho airplane.

Incidentally, the Li-Po battery manufacturers recommend that we always use the balance charge function to charge our batteries. As I have observed, the standard charge function will not allow any cell in the battery to exceed 4.2 volts, and will stop charging once any of the cells in the battery reaches this voltage. In an unbalanced battery, this may result in one or more of the other cells in the battery not reaching full charge. So you may see the charger saying that the battery is full, but the total voltage, which should be 12.6 volts in a 3S battery, may be lower, and your battery checker may show less than full charge. With the balance charge cycle, the charger will individually top off each of the cells to 4.2 volts, without overcharging any one cell, and the battery will be close to the full potential voltage of 12.6 volts. (For a 3S or 3 cell battery)

At the Air Museum

The next meeting of the Inland Empire Aviation Roundtable (IEAR), will feature U.S. Air Force Lt. Col. (retired) Bill "Flaps" Flanagan, speaking on "Flight testing Northrop's Flying Wings, N-1 to B-2 Stealth Bomber". The meeting will be at the March Field Air Museum on Wednesday, June 21, at 7 pm. One of these aircraft was the YB-35 flying wing bomber, with four pusher engines.

RRCC club member Dale Yaney, or "Uncle Dale" as I sometimes affectionately call him, researched, designed, built and flew a series of large flying scale RC models of these experimental flying wings, starting with twin-engine versions and culminating in the huge, 12 ft. wingspan YB-35. I have asked Dale to bring this awesome model to the IEAR meeting, and he has agreed to do so. (For those who don't know Dale, he is on the right in the photo.)

Oscar



Engines are starting, hearts are pumping and the starter is getting ready to flag the start of another heat of pylon racing at our recent event.



Dear members,

As you've probably heard by now, a federal appeals court today struck down the FAA's registration requirement for recreational model aircraft.

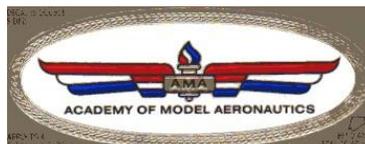
Today's Court ruling is effective immediately. As such, if you have not registered with the FAA, you are no longer required under the law to do so. For those of you who have already registered with the FAA, you may be wondering what this means for you. We are currently working to obtain answers from the FAA and will share more information as it becomes available.

Please keep in mind that this is a fluid situation and there is always the possibility of a renewed push in Congress to compel federal registration for model aircraft. If that happens, rest assured that AMA will continue to advocate for your interests and keep you well informed every step of the way. We have repeatedly argued that federal registration for our community is duplicative and unnecessary, as our members already register their model aircraft with AMA. In addition, our 80-year history of safe and responsible flying demonstrates that we're not the problem. We shouldn't be burdened by overly broad regulations.

Today's ruling also bodes well for our pending court challenge to the FAA's interpretation of the Special Rule for Model Aircraft (also known as the Interpretative Rule). That petition, which AMA filed in 2014, is currently before the same Court that today rejected the FAA's registration rule and affirmed the strength of the Special Rule for Model Aircraft, otherwise known as Section 336. This gives us hope for our continued fight against the Interpretive Rule.

We understand that these policy and legal developments are sometimes dizzying and complicated, and they are rarely resolved quickly. We're nearly three years into our challenge to the Interpretive Rule, for example. We truly appreciate your sticking with us while we press on in the fight to protect your right to fly, free from unnecessary and burdensome restrictions.

Sincerely,
AMA Government Affairs



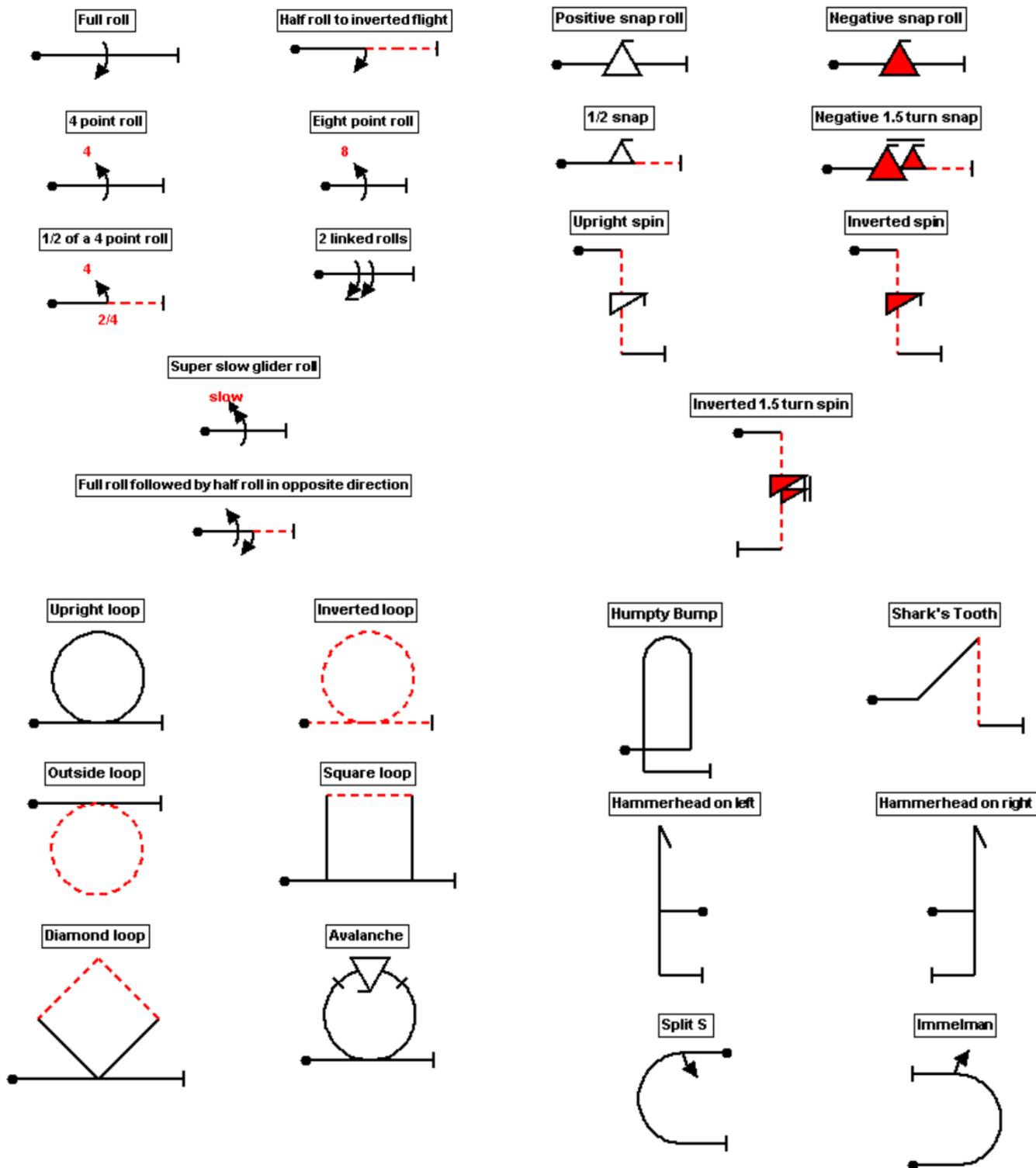
Can you read Aresti?

Aresti basics

- Figures always begin and end in horizontal flight with wings level, either upright or inverted
- The beginning of a figure is indicated by a solid black disc, the end by a perpendicular hashmark
- Figures are numbered in the order in which they are to be flown in the sequence
- Sequences are designed so they will fit inside an aerobatic box when flown

Lines

- Lines are drawn either horizontal, on 45°, or on 90° angles
- Upright / positive G flight is indicated by a solid black line
- Inverted / negative G flight is indicated by a dashed red line
- Rolls, snaps and spins are frequently added to lines





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