

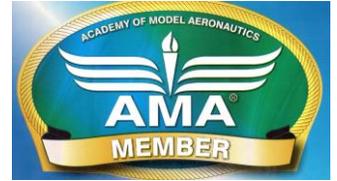
PROP TALK

THE OFFICIAL NEWSLETTER OF THE RIVERSIDE RADIO CONTROL CLUB

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MARCH 2018

Where have all the modelers gone?

It looks as if our numbers are dwindling

It seems as if in the last two years interest in model aircraft seems to be taken a hit. The attendance at the AMA Expo this year was down. Of course, that could be because there were fewer exhibitors this time. Other factors include the closing of Hobby People and the general disinterest of young people in aviation. In your editor's day, I thought of flying and airplanes day and night. Models were just an extension of full-scale flying. Getting into Air Force pilot training was my dream of a lifetime and model aircraft were with me the whole time. After I got my Air Force wings, I figured flying radio control models would be a breeze and I got my first proportional radio. Boy, was I wrong. It turns out that it is easier to fly full-scale after mastering the models. It took many crashes and repairs to teach me the lesson of needing some expert help both in building and flying. Today flying doesn't have the same allure to young people as it used to. Young people are not interested in building or even assembling a model. So, say farewell to those attributes of patience and problem solving. It is getting harder and harder to reach the "blazing hormones" age group who generally withdraw from models when girls and real life hits them in the face. Today, we are competing with computer games and smart phones which do nothing but dull the brain and take the enjoyment of real accomplishment away.

Rather than be discouraged that our membership is down over 20% from last year and event participation is way down, we need to get out, recruit and share our fun especially with those who are retired or about to retire. There are many other avenues we can pursue to get new members, and the club is always looking for ideas. For those of you that have read this far, the spark of flight is still there. So, let us savor it and press on with the best hobby in the world. *Editor*

RRCC CLUB OFFICERS

President: *Jeff Szueber*

Vice-President: *Bob Baker*

Secretary: *Rob Evans*

Treasurer: *Larry Roberts*

Safety Coordinator: *Jim Bronowski*

Field Director: *Dale Yaney*

Newsletter Editor: *Jim Bronowski*

Turbine Flying Director: *Berry Hou*

**ALL OFFICERS MAY
BE CONTACTED AT:
RRCCCONTACT
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**NEXT MEETING
SATURDAY
MAR 17TH
10:00 AM
CROWLEY
FIELD**

Minutes of the February 2018 Meeting

Call to Order:

- President Jeff Szueber called to order the regular meeting of the **Riverside RC Club** at **10:11** on February 17th, 2018 at Crowley Field.

Minutes of the Previous Meeting:

- The minutes of the **January 2018** meeting were approved as written and published in the **February Prop Talk** newsletter by the members present.

Old Business:

- There was no Old Business brought forward.

New Business:

- Our president, Jeff Szueber spoke of his talk with the president of the SCAMPS free-flight club about our common interests and concerns. They were nice enough to donate \$250 to offset the cost to replace our outhouse as they use it from time to time.
- Jeff also mentioned about the possibility of the car group to use our field for electric car drag racing. There are certain conditions that must be met before they can use the field. They must join the AMA to use the field and their activity can not damage the runway in any way. The AMA does cover them with insurance. They will be given a six-month trial period to show that they can operated under these and other conditions. Jeff will pass this information on to the representatives of the car club.

Program and Show and Tell:

- There was no show and tell this month

Raffle:

- “Big” LiPo Battery
- 2.4 Mhz 4-channel Receiver
- A Three-Cell LiPo Battery
- One Gallon of 15% Glow Fuel

*Meeting Adjourned at 10:42 AM by Jeff Szueber
Minutes Submitted by Robert Evans*

Oscar's Observations

Little Daisy, our three-legged canine member, took to disappearing whenever someone launched a model rocket over in the flea-fright area. The last time she did this, we couldn't find her and she ended up in the San Jacinto dog pound for 2 days, where Bob Baker had to bail her out for \$78. Bob put a collar and dog tag on her now. Also, she was to the vet, who treated her for arthritis and recommended bed rest. So poor Bob ended up spending over 300 bucks on her. She is very listless now, not the energetic Daisy of the past. We all hope that she recovers soon. Bob is going to work out something with the rocketeers so maybe he can put her on a leash when they are blasting off. My wife pointed out that tying Daisy up, or locking her in a car, when the rocket goes up, may be cruel when she is so terrified of the noise. Maybe Bob should not bring her out to the field when we know they are going to shoot off rockets.



I knocked the electric motor loose again in a hard landing with my Calmato Sport low-wing electric ARF. The first time it broke, I had glued the plywood motor mount back to the fuselage sides with CA glue. When it broke loose again, I used 30-minute epoxy to re-attach it. It looks like I had not cleaned off the old CA glue carefully enough, so the residual CA acted like a release agent and prevented the epoxy from getting a good grip. The high-wing Calmato soldiers on. I also broke one blade of the folding prop on my Radian XL. I guess that the motor was still turning when I did that last landing. Fortunately, Hobbytown USA in Corona has a replacement, which they are holding for me.

Paul Rinde brought his 7-1/2 year-old, charming daughter out to fly her tiny electric free-flight airplane from Harbor Freight. It flew fine and she chased it merrily all over the field. As time went on, the little plane flew lower and lower, perhaps because its battery was getting weak and couldn't hold as strong a charge. Finally, Paul had to throw the little plane for her and it barely cleared the ground. Then it started to gain altitude! It got very high and was drifting south, toward the March VOR. Paul and his daughter started walking out to recover the plane, which finally landed about halfway to the VOR! They successfully recovered it and walked back, with daughter riding on Paul's shoulders. This episode was about as charming and wholesome as it gets in this hobby, and it gave me a warm feeling in my heart.

I have been given the responsibility for coordinating with the UCR and UCSD UAV teams when they want to test fly their flying robots at our field. I also am to find them a test pilot when they can't find a student who can fly RC. I asked Ski to forward a letter to his email Prop Talk circulation list, (see below) asking for volunteers. I only got one so far, and he couldn't make it the first time they needed a pilot.

This is the letter:

Dear RRCC members.

Every year, the Association for Unmanned Vehicle Systems International (AUVSI) holds a competition in June at Patuxent Naval Air Station in Maryland. Teams from all over the world compete with small unmanned aerial systems (sUAS) to accomplish a number of challenging tasks requiring these robotic small aircraft to fly autonomously. Most of these flying robots are converted RC models. Both University of California Riverside and San Diego engineering schools have entered teams in the past few years and have done quite well, twice finishing in the top ten of about 50 entries (and highest in California). Both teams have used our flying field for test flying of their sUAS aircraft, while adhering to RRCC and AMA Radio Control Safety rules. They have both given RRCC credit for our sponsorship, and Jim Bronowski actually went with the UCR team as Safety Pilot for one of the competitions in Maryland. The sUAS test flying season has started, and the students sometimes need a volunteer Safety Pilot when their own pilot can't make it. Our club has voted to support these teams by use of our field (when it doesn't conflict with our own planned events), and by furnishing safety pilots when needed and when possible.

If you are an accomplished RC pilot and wish to volunteer to help, please email your contact information to me. I have been tasked to coordinate the AUVSI activities, by our club president. I need your Name, AMA number, Phone number, and email address. When the students need a pilot, I will send a request to the volunteers and coordinate the effort.

Thanks,
Oscar Weingart, AMA 3932,

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weingart1@earthlink.net
oweingart1@gmail.com

Please, guys, lets show these fine young people that we really support them. I would do it myself if I was a better pilot. The honor of RRCC, UCR, UCSD, Riverside and Southern California is at stake.

I am looking forward to a planned family get together near the end of March in San Diego. I hope to take my Los Angeles grandson, Joshua Weingart, to Torrey Pines to introduce him to slope soaring. I have developed some rather serious health problems lately, so I hope that they don't interfere with our plans.

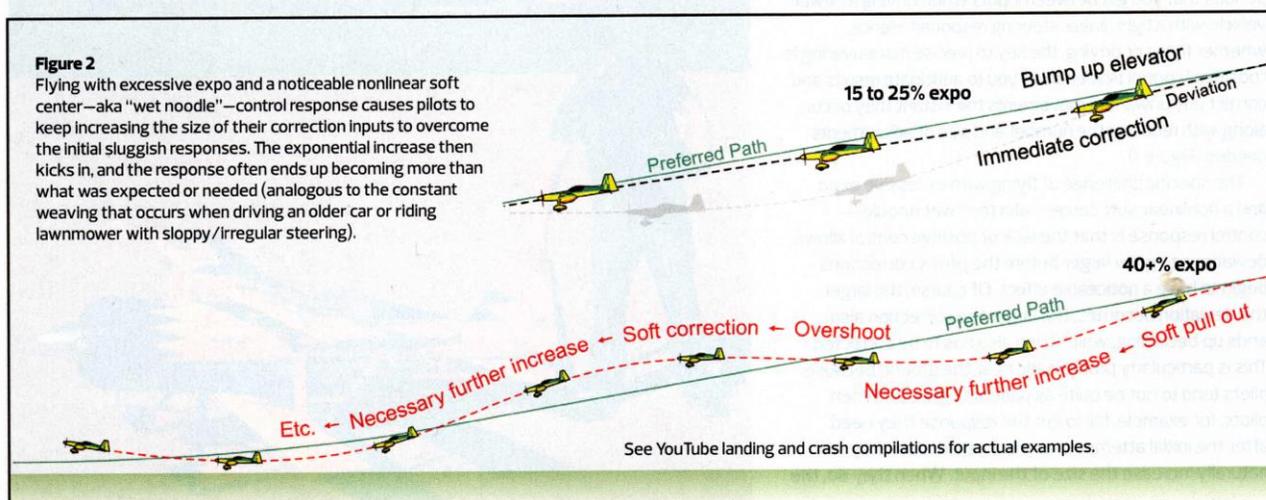
Oscar

EXPONENTIAL TIPS

(David Scott, "ARE YOU SET UP FOR SUCCESS?" Model Airplane News, April 3018, pp. 37-38)

To be clear, expo is awesome and enables us to achieve the most honest and precise-handling airplane possible. It's too much expo that creates problems! A certain amount of expo is always needed to offset the changing geometry of the rotating servo arm, which causes the control surface to initially deflect at a higher (faster) rate than it does approaching the travel limit. As a rule, approximately 10 to 15% expo on low rates is a good starting point to compensate for the changing servo-arm geometry and achieve a linear deflection rate throughout. If your plane has oversize 3D control surfaces, start with approximately 20 to 25% expo to help compensate for the inherent greater sensitivity. (You can be fairly certain that an airplane has oversize control surfaces whenever "3D" is mentioned in its ad description.)

When precision is the aim, expo should never be used to make a plane docile or to compensate for a poor setup or overcontrolling tendencies. If the plane is too responsive, the correct response is to reduce the low-rate percentage before you start adding more expo. When low rates have been optimized for takeoff, landing, and precision flying, the aim is to use just enough expo to achieve a linear control response and thus retain a "connected" control feel between you and the plane, like the feel of a brand-new car. If you later run into a scenario or your flying progresses to a point of needing to add more travel, you will then need to add more expo to maintain the same general handling. If you start sensing, however, a lag or "wet noodle" control feel between your inputs and the airplane, you've gone too far with the expo and can expect it to become difficult to make the plane do precisely what you want if you don't reduce it.



INLAND EMPIRE AVIATION ROUNDTABLE

Shot Down

Presented by Steve Snyder, Author
March Field Air Museum – March 21, 2018 – 7 pm

In 2009 when he retired, Steve Snyder began his quest to learn more about the World War II experiences of his father, pilot Howard Snyder, and the crew of the B-17 bomber “Susan Ruth.” It became Steve’s passion, and after over four years of dedicated research resulted in his book, *Shot Down*, which has won 25 national book awards.

Shot Down tells the dramatic experiences of all ten crewmembers after their B-17 bomber (piloted by Steve’s father) was knocked out of the sky by German fighters over the French/Belgian border. The book also covers the courageous Belgian people who risked their lives to help them.

Steve’s presentation begins with how he came to write the book. He then talks about pilot training, the B-17 Flying Fortress, and what it was like to fly combat missions. He tells of the plane being shot down, his Dad being hidden by the Belgian Underground, and how he fought with the French Resistance. He tells a little about Belgium, and closes with a tribute to World War II veterans.

A graduate of UCLA, Steve Snyder lives in Seal Beach, California. In 2009, he retired following a 36-year career in sales and sales management. A member of numerous World War II organizations, Steve is past president of the 306th Bomb Group Historical Association. The presentation will include the opportunity to see March Field Air Museum’s own beautifully restored B-17G “Starduster,” and Steve will have copies of his book available for sale.

The Inland Empire Aviation Roundtable is sponsored by the March Field Air Museum, and is dedicated to those interested in—and involved with—the local aviation and aerospace community. Monthly presentations are open to the public, with subjects including aviation and aerospace history (both civil and military) and new developments in these fields. Programs typically last from 60 to 90 minutes. 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

(951) 902-5949 ♦ www.MarchField.org

