

PROP TALK



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

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MAY 2017

Come to the pylon races

Also Classic Pattern event coming in June

Are you ready for some speed? Then come on out to the Quickie 500 pylon races at our field this weekend. You can be a part of it by volunteering to lend a hand or just watching the action for a while. Your editor got the racing bug back in the early seventies when some modeling friends and I attended a "Formula One" pylon race at the Famosa site (North of Bakersfield). Pilots included Phil Kraft, Kent Nogy and so many of those that brought quality and innovation to radio control flying. Engines, radios and model design made great technological leaps as a result of racing. The primary engines were K&B and Supertiger with Kraft as the most popular radio system. Now RC racing goes back to the 1960's when modelers like Pappy DeBolt raced using "reed-type" radios and Veco engines. The racing spirit is still alive and well today as you will see if you pay a visit to our field during the races. If you've never tried it, the adrenaline rush is something else. It keeps many addicted to turning left and going faster than anyone else in the immediate area. Just to let everyone know, our own Dale Yaney was a very highly rated Quarter Midget racer and did quite well at the 77 Nats.



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:
RRCCCONTACT
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**NEXT MEETING
SATURDAY
MAY 27TH
10:00 A.M.
CROWLEY
FIELD**

Minutes of the April 2017 Meeting

Call to Order:

- President Jeff Szeuber called the regular monthly meeting of the Riverside Radio Control Club to order at **10:12 AM, April 15th, 2017** at Crowley Field.

Minutes of the previous meeting:

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

Old Business: None Discussed

New business:

- Larry spoke with the farmer who tends the land around us about the overgrowth at the field. The farmer will only be cutting a fire break at first then later on he will be cutting the rest of the overgrowth down. He doesn't know exactly when the field will be cut, but the farmer will be out here as soon as he can get his other field ready. As it is now, the area is a serious fire hazard with all the overgrowth.
- Oscar Weingart spoke of a meeting coming up at the March Air Force Base Museum. They are presenting a history of Soaring for full scale and model airplane Soaring. There will be actual planes on display. This will be next Wednesday, April 19th at 7pm. Oscar is a big part of organizing these monthly presentations at the Museum.
- Just a reminder that you can go to the Club's website to see a list of events and field closures.
- We will need volunteers for the Pylon Races in May. The event will be May 20th and 21st.
- Next month's meeting will be held on the 27th of May due to the conflict with the Pylon Races on the 20th. Note: this will be Memorial Day weekend.

Program and Show and Tell:

- Dave Gardner showed his new Quarter midget 40 pylon racer, was constructed of composites and can go over 200MPH. The course length is 100 ft. This plane will cover about 25 miles in about a minute.
- Oscar showed a foam glider which is electric powered. The plane is the Radian XL. It has an 8.5 foot wingspan. It has elevator and rudder control. It doesn't have any ailerons. It does have spoilers built into the system. The price of the plane is about \$200. This plane comes complete. All you need is a receiver and radio. It is a great flyer
- Bob showed an AstroHog built by one of our late members, Bill Kline. Plans are available.

Raffle:

- The raffle included 15% fuel, CA glue, Tactic Receiver, LiPo battery, two servos, modeling saw, and an electric battery arming kit.

*Meeting Adjourned at 11:26 AM by Jeff Szeuber
Minutes submitted by Robert Evans*

Oscar's Observations

By Oscar Weingart

At the Field

Last month, I told of my acquisition of an E-flite Radian XL big (8-1/2 ft. wingspan) foam PNP electric glider. It turned out that the easiest way to transport this monster in my Ford Escape is to remove the wing from the fuselage and then remove one of the outer wing sections from the wing. Three small 3mm screws and two plywood dihedral tongues fasten the outer wing to the main wing, and five 3mm screws hold the main wing onto the fuselage. I changed the five wing to fuselage screws from Phillips head to Allen head, because the screw heads are located in a deep wells and hard to see. With the Allen socket head screws, I could assemble or disassemble the glider much faster, since I could use an extension Allen screwdriver to engage the screw and then spin it out quickly.

One glaring omission on the Radian XL is the lack of a landing wheel. I put some tape on the fuselage bottom, but it soon gets worn away. I should land on the mown grass strip alongside our runway, but I don't trust myself to hit it accurately each time. The asphalt paved runway is much larger. My old 100 inch glider has a fiberglass fuselage onto which I stuck a wide, self-adhesive nylon skid which was then available in the hobby shops. I will have to check with the glider guiders to see if such an accessory is still available.

the Radian XL flies just fine and is easy to hand launch, despite its size and weight. The spoilers, operated by the flap switch on my transmitter, are

very effective. With spoilers out, that baby comes down now! I find that looking up some reviews on the Internet often helps to head off problems with certain products. For example, the fiber reinforced shipping tape temporary landing skid and the socket head screws were used by reviewers of the Radian XL. One reviewer recommends that some nylon molded wingtip skids should be installed near the outer wing joint to the main wing. I will do this, as the area is already getting scuffed on the asphalt. Another reviewer recommends some color on the pure white bottom of the wing, and I notice that E-flite has included some stick-on black trim film like material to make something like invasion stripes.

A potentially serious problem is the rather flexible aft fuselage, which one reviewer reinforced with small diameter carbon fiber tubing set into channels he made in the aft fuselage sides. I have some thin carbon fiber unidirectional tape which I might use to stick a narrow "stripe" onto each aft fuselage side. The one annoying feature of the Radian XL is the rather soft foam that it is molded from. With some of the really thin wing and tail sections, this could become more than just annoying. Press a little hard when assembling the wing, and you are left with a visible dent.

In the Shop

I have to give some kudos to Horizon Hobby. They



have now done two really neat things for me. First, they replaced the Radian XL's E-flite 40 amp ESC/BEC at no cost to me except \$2.35 to ship the burned out one to them by first class mail. (They paid the return shipping cost for the replacement.)

Second, I had an old E-flite Li-Po charger which I accidentally zapped by turning up the voltage too high on the old 12 volt DC power supply I was using to run the charger on my work bench about 10 years ago. I heard a loud "ZAP", and the charger stopped working. Between grandson Josh and myself, we now have enough electric airplanes to justify another charger, so I sent the old inoperative charger to Horizon for repair. I figured that I blew a fuse. However, they said that the old charger worked fine in their lab, and they sent me back a free "known good" AC/DC adapter to run the charger, along with the charger itself. Again, no charge for the test, no charge for the new adapter, and no charge for return shipping. You gotta love it! But, sadly, the charger still doesn't work. It lights up and appears normal, but it quits just when the actual charge cycle

starts and it resets back to the previous screen. Horizon evidently did not actually try to charge a battery with my unit.

Whoopee!

I am going to be 84 in October, and Doris and I just celebrated our 60th wedding anniversary. One item on my "bucket list" for a long time has been to attend the EAA Airventure giant annual week-long air show in Oshkosh, Wisconsin. They say that it is the largest air show in the world! When I was a part owner of Cessna 172i Skyhawk N46130, I had hoped to fly there and camp out under the wings. This was the traditional way that many of the pilots of the thousands of aircraft that fly in to Oshkosh would stay overnight. Well, I am going, with my son, Dan, but we will fly Southwest Airlines, probably in a nice, fast Boeing 737. LAX to Milwaukee, then a rental car to Oshkosh. The car would let us get far enough from Oshkosh to find available and reasonable overnight accommodations. The previous bucket list item was two years ago, when Dan and I went to the Paris Air Show on a tour set up by the March Field Air Museum.

I Did it Again!

I keep finding new ways to wreck my poor little electric sport planes. When flying my big Radian XL glider, and unbeknown to me, the low wing Calmato Sport 1400 started up and slammed into a toolbox. Both these planes were set up on the same Airtronics RDS8000 transmitter. (The transmitter allows up to 10 different setups). So both planes' receivers were bound to the same transmitter. Something distracted me after landing the Calmato,

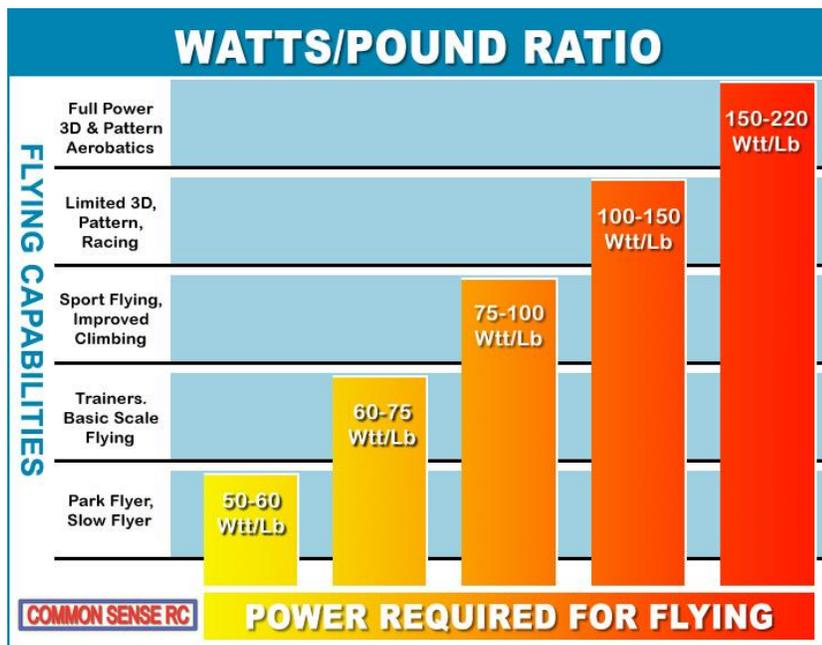
and I forgot to remove the battery from the plane. So the receiver was still "hot" and tuned to the transmitter, even though the setup was changed to the glider. This was a potentially very dangerous situation, as the Calmato could have taken off on its own and caused some serious injuries or property damage. In the event, I "dodged the bullet" and luckily, the only damage to the plane was a broken prop and a displaced firewall, which was easily glued back in place. I am told that some computer transmitters, notably Spektrum, have a feature that positively matches each plane to its setup, so this type of accident cannot happen. The transmitter "recognizes" each plane, and will control only the plane matched to the particular transmitter setup. The following is courtesy of the Spektrum web site:

"If you've flown with a programmable system for any amount of time, chances are you've crashed, or you've seen someone crash, because the model selected from memory wasn't the model being flown. Spektrum programmable transmitters are immune to Wrong Model Syndrome thanks to *ModelMatch™*.

ModelMatch assigns each receiver its own unique code when it's bound to your Spektrum transmitter. If the model you select from memory doesn't share the same receiver code as the model you're trying to fly, the aircraft's controls won't respond until the correct model is selected."

Other brands may offer the same type of protection.

Oscar



2017 CLASSIC PATTERN
GET-TOGETHER
ALL VRCS MEMBERS WELCOME!!!

SATURDAY JUNE 10th, 2017
Riverside Radio Control Club Field

Perris, California

8:30 AM Till 4:00 PM

See Link for Directions:

[http://riversidercclub.org/Maps/rrcc_flying_field_ma
ps.html](http://riversidercclub.org/Maps/rrcc_flying_field_maps.html)

- Old School One Maneuver Per Pass Pattern
- Classic Pattern Airplanes
- No Pressure Fun Fly Event
- Entry fee: **Still only \$10.00**

Have an old -school pattern plane? Bring it!
Don't have one? Bring what you have!
Glow-Gas-2 Stroke/4 Stroke-Electric
All are welcome! AMA REQUIRED.

For More Information contact CD Robert Fish @ 805-338-0200

E-mail: akmotov@pacbell.net

Links:

www.classicpatternassociation.com <http://www.vintagercsociety.org/cms3/>

CLASSIC EVENT LIST [https://www.rcgroups.com/forums/showthread.php?2811828-
2017-West-Coast-Classic-Event-Calendar-updated-2-23-17](https://www.rcgroups.com/forums/showthread.php?2811828-2017-West-Coast-Classic-Event-Calendar-updated-2-23-17)





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