

PROP TALK

THE OFFICIAL NEWSLETTER OF THE RIVERSIDE RADIO CONTROL CLUB

EDITOR: **JIM (SKI) BRONOWSKI**

EMAIL: RRCCCONTACT@YAHOO.COM

WWW.RIVERSIDERCCCLUB.ORG

MAY 2019



Crowley-Yaney Field is new name

Our flying field now named after two RRCC icons

What many of our club members don't realize is that the formation of the Riverside Radio Control Club goes back almost 56 years at what was the rise of radio control models. In the early years RC flyers were using escapements and reed systems as proportional control was in its infancy. There were no paved runways and most takeoffs were hand-launch. If my memory serves me right the club started with the name, "March Hares" and Jerry was its treasurer. Jerry held that position as the club transitioned into the RRCC name and kept the job until he passed away a few years back. Jerry established the firm financial foundation the club has today. He was unable to fly much in his later years, but he still kept impeccable records and would show up at meetings with his familiar blue briefcase. When asked, "how much money do we have," he would say, "we're solvent." Jerry was a fighter pilot in World War II and flew P-40's and P-51's. He retired as a Lieutenant Colonel at March AFB flying B-47's.

Dale Yaney's association with our club goes back almost as far and he told stories of flying at "The Bean Patch." That was a dirt runway next to a farmer's field. When the club moved from the Riverside Raceway site and built our present runway, Dale took over the "Field Management" position. He spent hundreds of hours maintaining the runway, mowing and the constant weed control. Just like any airport, we had a resident mechanic. That was Dale. His van was always chock full of supplies to aid any flyer with a problem and he was always there to lend a hand. In fact, he passed away on this way to the field to continue the mowing he started the day before. He was also a combat veteran in Korea as a tail gunner in the B-29.

At the April meeting, the membership voted to add Dale's name to Jerrys and now we have "Crowley-Yaney Field" that honors two extremely fine men who made this club great.

RRCC CLUB OFFICERS

President: *Jeff Szueber*

Vice-President: *Bob Baker*

Secretary: *Rob Evans*

Treasurer: *Larry Roberts*

Safety Coordinator: *Jim Bronowski*

Field Director:

Newsletter Editor: *Jim Bronowski*

Turbine Flying Director: *Berry Hou*

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

**NEXT MEETING
SATURDAY
MAY 18TH
10:00 AM
CROWLEY-YANEY
FIELD**

Minutes of the April 2019 Meeting

Call to Order:

- President Jeff Szeuber called to order the regular meeting of the **Riverside RC Club** at 10:18 AM on Saturday, April 20th, 2019 at Crowley Field.

Minutes of the Previous Meeting:

- The meeting minutes of the **March 2019** meeting were approved as written and published in the April 2019 **Prop Talk** newsletter by the members present.

Old Business:

- Our president, Jeff Szeuber, mentioned that we're still trying to work on the runway. We need to wait until it gets completely dried out so we can repair the cracks. The jet rally that was scheduled was postponed until we can get the repairs completed as the runway was too rough for the large and expensive turbine models. The Classic Pattern contest at our field is still a go for Saturday, April 27th. This event includes the new EDF (Electric Ducted Fan) pattern competition. Also, the sailplane event on Sunday, April 28th from 8:00 AM to 1:00 PM is still scheduled as planned.
- Bob Jones announced that the Cal State San Diego engineering students that have been practicing their entry into the annual UAV (Unmanned Aerial Vehicle) competition crashed their model beyond repair and will not be competing this year.

New Business:

- There was a long discussion among the members on the passing of Dale Yaney. There were many testimonies as to how much Dale meant to our club and its members. His van was a mobile hobby shop that provided those at the field pieces and parts for their models at no charge plus his expert mechanical help at fixing anything. His work at keeping our field in tip-top shape was a tribute to his love of the hobby. There is no doubt he will be sorely missed by all of us.
- In Memory of Dale Yaney the membership present voted to re-name our flying field: Crowley-Yaney Field. There was also discussion of getting an AMA Brick at Muncie in his name and to have an event at our field named after him. Paul Rinde volunteered to plan and organize an event.

Show and Tell/Presentations: None

Raffle:

Micro Receiver – John
Super Gold Foam Safe Glue – Paul
LiPo 2200MA – Bill
Fuel 15% - Pat
Extra Thick Glue - Charlie

LiPo 2200MA – Bob Baker,
LiPo Battery Checker -Allen

Meeting Adjourned at 10:55 AM by Jeff Szeuber

Minutes Submitted by Robert Evans

AND NOW THE LEADER MEMBER MINUTE (SOME GOOD NEWS)

There is still a lot of confusion about FAA registration numbers and enforcement. The following are some questions that I have received, with answers provided by Chad Budreau, AMA executive director.

(Question) What is AMA's policy on ensuring that members comply with the FAA registration rule?

(Answer) You are not FAA's enforcement agency. Your role as a club and member is to educate and encourage registration, but you should not police registration. Even law enforcement personnel are not to police registration, unless they suspect a threat, or if they are conducting an investigation. Even then, law enforcement does not have direct access to the FAA database to validate registration numbers.

(Question) If there is an incident and the club/member is sued, will AMA insurance cover the club and members, even if they did not follow the registration rule?

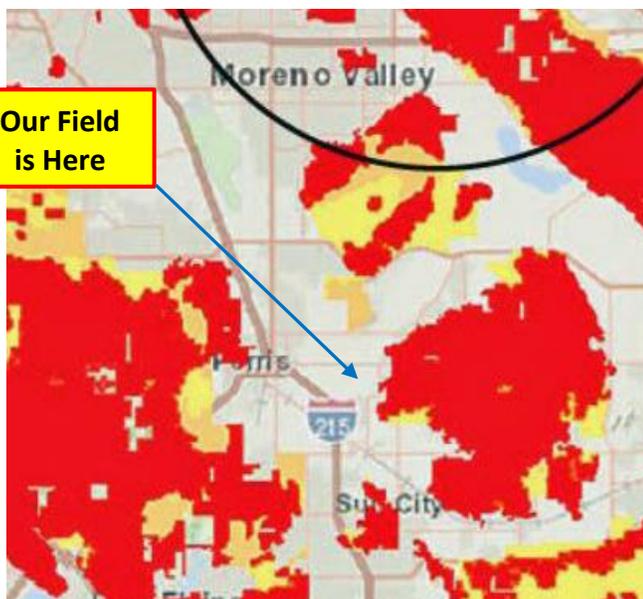
(Answer) We asked our legal counsel if a club could be held liable should a member not comply with the FAA registration rule. We live in a society in which anyone can sue, but our legal counsel believes that clubs could not be held accountable. In addition, the FAA would not pursue a club for a member's non-compliance in the same vein that the FAA would not penalize an airport for an individual pilot failing to renew his or her pilot's license. AMA club benefits and status are not contingent upon every member complying with the registration rule. There are some situations in which a club or CD might be asked to police/inspect registration. An example would be if a club's landowner requests that all modelers be registered. Another possible scenario would be an event held at an airport and the air traffic control tower requires inspection of registration. AMA's position is to educate and ask for compliance with the registration law, but we are not to police registration.



The two pictures above show the latest "Runway Intrusion" (an old Air Force term) that happened a couple of weeks ago. Also, when these pictures were taken 35 "45 caliber" shell casings were found next to our shelter. It should be noted that our outhouse is now "air conditioned" with several bullet holes. The local Sheriff's Department has been notified, but, as you know, the wheels of justice move very slowly if at all.



Above are some pictures of the Classic Pattern event at our field on Saturday, April 27th. (upper left) Two of the EDF (Electric Ducted Fan) models that have their own pattern sequence. (upper right) This unfortunate pilot had an engine mounting bolt break off and he was unable to repair it at the field. (lower left) The Osiris in the foreground lost its canopy in the first round but the pilot continued on to fly more rounds *sans canopy*. (lower right) Paul Rinde is flying his pattern sequence in front of the judges with the expert assistance of his daughter.



WARNING! FIRE RISK!

The Riverside Press Enterprise published a map of the high (yellow) and extreme (red) high fire risk areas on 11 May. High risk cities include Riverside, Moreno Valley, Perris and Hemet. As you can see, our flying field is next to or on an extreme fire risk area. The weeds around our field are at record heights and are drying fast. We need to use great caution when we are at the field to not do anything that could cause a blaze. Driving over the dry grass with catalytic converters can easily start a fire. So, that's where we worry, as our "night visitors" are driving all over the place, firing weapons and lighting campfires. With any wind, our area could be a source for a major fire.