

# PROP TALK



THE NEWSLETTER OF THE  
RIVERSIDE RADIO CONTROL CLUB

**EDITOR: JIM "SKI" BRONOWSKI**

E-mail - [jbronowski@AOL.com](mailto:jbronowski@AOL.com)

[www.riversiderclub.org](http://www.riversiderclub.org)

AUGUST 2008

## A letter from AMA

*Are we a hobby or a sport (or both)*

Dear AMA Members:

As many of you know yesterday, August 6, 2008 we took a big step forward in promoting model aviation and the Academy of Model Aeronautics.

A little over seven months ago when I became AMA president, I said that I wanted to get model aviation on ESPN – and yesterday we accomplished that objective! While this was a relatively short clip, and our ultimate goal still is to get feature coverage of an aeromodeling event, we now have our "foot in the door".

ESPN's daily show, "ESPN First Take," featured footage (provided by AMA member Fred Midgett who is President of High Planes Productions) of the 2008 XFC and AMA All-Star Andrew Jesky flying his helicopter. ESPN First Take, formerly Cold Pizza, is aired Monday-Friday from 10 AM-Noon ET on ESPN2.

During the segment, host Dana Jacobson mentioned that she doesn't think of model flying as a sport although she thought it was "very cool". While many of us view modeling as our hobby, there are just as many of us that describe today's aeromodeling activities as sport. Let's contact Dana, thank her for featuring model flying on her show, let her know that competing in championships such as the XFC is indeed a sport, and that we, as AMA members, would love to see more model flying on ESPN.

You can contact Dana at:  
[espnfirsttake@espn.com](mailto:espnfirsttake@espn.com)

If enough of us contact ESPN, perhaps we can continue to see model flying on national T.V.

Sincerely,

Dave Mathewson  
AMA President

### RRCC CLUB OFFICERS

**President:** Jeff Szeuber  
(951) 485-8707

**Vice-President:** Jon DeFries  
(951) 657-0710

**2nd Vice-President:** Don Rice  
(951) 943-3294

**Secretary:** Jim Mayfield  
(951) 301-0028

**Treasurer:** Larry Roberts  
(951) 926-8567

**Newsletter Editor:** Jim Bronowski  
(951) 780-0761

**Safety Officer:** Larry Roberts  
(951) 926-8567

**Field Director:** Dale Yaney  
(951) 927-1134

**Webmaster:** Oscar Weingart  
(951) 684-8712  
[weingart1@earthlink.net](mailto:weingart1@earthlink.net)

**NEXT MEETING**  
**SATURDAY**  
**AUG 16 TH**  
**10:00 A.M.**  
**CROWLEY**  
**FIELD**

# *Minutes of the July 2008 Meeting*

**Meeting of 19 July, 2008** was called to order at Crowley Field at 10:00 AM by President Jeff Szueber with 26 members and guests present.

Moved and seconded that the **Minutes** of the June 2008 meeting be approved as read – **passed**.

**New Members and Guests: Marvin Watson—Guest of Bob Barker**

## **President's Remarks:**

- The IMAC contest scheduled for the 26 and 27<sup>th</sup> of July was cancelled due to a conflict in scheduling with another IMAC contest and low pre-registration.

**Old Business: None**

## **New Business:**

- The safety of the security fence is in question. It was noted that the present fence made of a heavy plastic material may not be strong enough to protect a pilot from a heavy plane that might go astray and hit the fence. Larry Roberts will contact AMA to see if there are any guidelines and report back at the August meeting on any requirement to put in place a 3 or 4 ft chain link fence.

**Program: None**

## **Raffle:**

- 1 Hangar 9 Twist ARF model**
- 1 Magnum 52 XLS 2 stroke motor**
- 1 Gallon 15% Fuel**
- 2 Folding Chairs**
- 1 \$25.00 Gift Certificate from Dynamic hobbies**

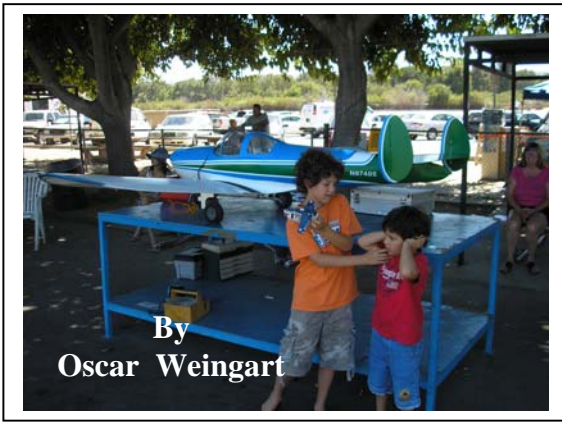
*Meeting adjourned at 10:45 AM*

*Secretary; Jim Mayfield*

## **Jim Mayfield's Extra Notes:**

Not much news this time. Biggest items were Ed Schott flying his 1/4 Scale Piper cub, powered with a OS 160 Twin. Bob Jones flying his F6F Hell Cat. Jim Mayfield flying his Bud Nosen Aeronca, and Regis flying his Rascal with a .060 Cox Motor. I'm sure there were others but I missed a couple flying days getting ready to have a couple Root Canal sessions. "OUCH"

Jim



By  
Oscar Weingart

## Oscar's Observations

### Scale Masters Qualifier

The second Southern California Scale Masters Qualifier was held on August 8-10, 2008, at the San Fernando Valley Fliers Apollo XI field, which is located in an L.A. County park at Sepulveda Basin, at the northwest corner of the intersection of the 101 and 405 freeways. It is accessed via the Victory Blvd. exit of the 405 freeway. This field is another one that makes me sorry that vandalism prevents us from improving our own field. There are permanent rest rooms with running water, said to be the only graffiti-free rest rooms in all the L.A. County parks. There are U-control circles and special areas for electrics, gliders and helicopters. The paved roads, parking areas, runway, taxiways and pit areas are clean and surrounded by green grass. The tree-shaded pit area is equipped with safety-type work benches, and there are large spectator bleachers on both ends. There are cleared dirt areas for R Vs. Extra touches include a free, solar-powered 12 volt charging station and permanent safety engine run-up stands for regular and giant size models. All in all, a fine flying field, the best I have seen.

My son Daniel lives about 15 minutes southeast of Apollo XI field, so I made arrangements to stay overnight in his home on Friday and Saturday. Grandsons Jacob and Jonathan Martin came up from San Diego for L.A., grandson Joshua's 7<sup>th</sup> birthday party. It was at a miniature golf place about

2 miles from the flying field, so Jacob and Jonathan were able to see grandpa's

plane flying before they went to the party. Their Mom (My daughter, Sharon) and Grandma Doris also saw a Scale Masters event for the first time.

I competed in Team Scale with my 33% Ercoupe, flown by Adam Gelbart, who was also the CD. There were 20 entries altogether, comprising the Fun Scale, Advanced, Team and Expert classes. There were only two entries in Team Scale, so we were guaranteed at least second place, and that is what we got. The other entry was Chuck Maitre's Waco YMF-5, flown by Curtis Kitteringham. In a close finish, reminiscent of the 2007 Championships, the other team won by only 0.2 points, between total scores of about 180 points.

The weather was fine all three days, breezy and warm, but comfortable in the pits, in the shade of those lovely big trees. The static judging was on Friday, with four flight rounds, two each on Saturday and Sunday. Adam flew a familiarization flight with the Coupe on Friday.

Notable aircraft seen included John Christensen's beautiful turbine-powered Grumman Cougar, and a smaller Albatross turbojet. There were three P-47's competing, a beautiful

Hawker Hurricane, and at least one P-51. A B-25 flew nicely, and accompanied the P-51 in a "heritage flight" at the end of the event on Sunday.

Adam only had a couple of weeks notice that he would be CD, and he did a very competent job of it, hurrying about the field training new static and flight judges, coordinating activities, picking up the trophies, flying my Ercoupe, acting as PA announcer, and even singing the National Anthem! Scale Masters Headquarters people present included Bill Hart and Carolyn Van Herk.

Our flight plan for the Ercoupe was: (1) Takeoff, (2) Fly past, (3) Touch, (4) Go, (5) Procedure turn, (6) Figure 8, (7) Traffic pattern, (8) Landing, (9) Spot. Since I was the only competitor in Team Scale in the last Hemet Qualifier, and since there were only two competitors this time, my last two wins kind of prove Woody Allen's observation that "the key to success often consists of just showing up".

### Air-minded Volunteers Needed

The March Field Air Museum needs volunteers. I work there a couple of days a week, and it is great! Meet interesting co-workers, who are mostly retired military and fellow airplane lovers. Work amidst 70 great historic warbirds. Help educate local children in model-building and aviation theory and history. Meet patrons from all over the world.

Fulfill your sense of civic duty by doing some volunteer work. Get out of the house! It is much better than sitting at home watching the boob-tube! Call me at 951-684-8712 or 951-536-4523 for details, and to be put in touch with our volunteer coordinator.

Keep 'em flying,

**Oscar**



**The Waco at the Scale Squadron's scale qualifier. Note the lineup of "big" scale aircraft.**



**Hawker Hurricane on takeoff roll. Are those real trees in the background?**



**Oscar's Ercoupe getting ready to touchdown on spot landing. Note the level wings and ideal landing attitude.**



**A beautiful Grumman Cougar is basking in the sun and awaiting its turn to fly.**



Here is your intrepid editor with his latest time-saving tool. These are "ball end" hex screwdriver bits that fit into your inexpensive electric screwdriver. They are both metric and SAE sizes. They fit virtually every size of hex-head bolts we use in our hobby. It is such a time-saver, especially for those metric bolts that come in ARFs. They seem to have a thousand threads per inch and take forever to screw in or out. There is a 9-piece SAE set for \$20 and a 7-piece metric set for \$15 from J&R Hobby Hardware at [www.jrhobbyhardware.com](http://www.jrhobbyhardware.com) or order by phone at 866-206-1955. The best part is they only charge the actual shipping charge. Notice that I am smiling.

# Senior Moments

*By Regis Mocniak*

I have been asked by several people as to why I am no longer doing Senior Moments articles. The short answer is that I have run out of items of interest. The following article appeared in the latest issue of the Society of Antique Modelers (SAM) newsletter. I think that it should be of some interest. Portions of the article have been modified and condensed.

## **The Dawn of Radio Controlled Flight by Roy Bourke**

Bill Good and his identical twin brother Walter are generally credited with making the first totally successful radio controlled flight of a model airplane in the USA under the pressure of a national contest. In 1939 at the American Nationals held in Detroit, Walter and Bill Good flew their now famous radio controlled aircraft, the “Guff” to victory with a near perfect flight under total control. The brothers went on to dominate the radio control scene for the following years, and won the American Nationals with the same aircraft in 1940 and 1947.

Radio Control is the second oldest branch of model aviation, (second only to free flight) beginning in the early 1930’s only one or two years after the introduction of engine power to the model aircraft scene. But radio control in the 30’s was nothing like it is today. The two fields of knowledge, electronics and aerodynamics were so new and challenging that it was unusual to find one person that was competent in both fields. So almost invariably the early pioneers came in pairs, one to design and build the airplane and one to build the radio equipment. Before 1950, to be legal it took a licensed Ham and a modeler to get a radio controlled airplane airborne. With the Good brothers, Bill was the licensed Ham and radio buff and Walter the modeler. It was very much an experimenters hobby, requiring the team to design and build equipment that had never been built before. Radio control remained a pioneering effort right up to the early 1950’s when the Citizens Band was introduced and opened the way for cheap RC equipment that could be used by modelers with a lot of “tinkering”.

After their success at the 1939 Nationals, Bill and Walter went on to enter the Guff in the 1940 Nationals where an incident occurred which illustrates the kind of innovative effort required of the era. The day before the contest someone stole their transmitter and put a hole in Guff. So Walter set out to repair the aircraft and Bill set out to build a new transmitter. He found a radio store, and the manager said that he had lots of parts and would be there all night for inventory. So Bill worked all night and in the morning he showed up with two vacuum tubes mounted on a piece of plywood along with a bunch of coils and other parts, that formed a working transmitter. Bill had to warn Walter not to touch anything on the plywood as there was 400 volts on it everywhere! Bill and Walter went on to win the radio control event at the 1940 Nationals with this “overnight” transmitter.

Although Walter was the modeler, the brothers rotated the job of flying (not strictly legal since Walter was not a licensed Ham, but they were identical twins so the FCC inspectors couldn’t tell them apart). The “Guff” now rests in the Smithsonian Institution in Washington, DC. Both Bill and Walter eventually earned PhD’s in physics and went on to individual careers.

So the next time you fly your 9 channel full proportional, computer controlled 1/3 scale aerobatic or scale airplane, or even your 3 channel Old Timer, think about Bill and his brother Walter and all the other pioneers of radio control aviation. They got us started on the road to radio control as it is today.

REGIS



**Hemet's Hobby Headquarters**



# **DYNAMIC HOBBIES**

811 E. Florida Ave., Hemet, CA 92543

**Owner - Bob Parcell (951) 925-9331**

Items in the August raffle will include the following items:

1. OS 46 AX ABL engine
2. SIG Something Extra kit
3. Two gallons 15% fuel
4. Folding chair

Don Rice



RIVERSIDE RADIO  
CONTROL CLUB  
P.O. Box 295  
Homeland, CA 92548