

PROP TALK



THE NEWSLETTER OF THE
RIVERSIDE RADIO CONTROL CLUB

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www.riversiderclub.org

DECEMBER 2008

Let's give it a whirl

Club elections behind us, it's time for a fun-fly

Yes, our club elections were completed at the November meeting for the 2009 year. There were no dimpled chads, run-offs or transition teams racing to-and-fro this time as the 2008 officers were unanimously re-elected by acclimation. Just as in the past few years, there have not been any other members consenting to a nomination, so the existing officers agreed to remain in their positions for another year. The members present voted to bypass the nomination/election process and to re-elect the entire existing slate of officers. We are very lucky to have good people who will take the responsibility of effectively running our club with fiscal responsibility and a friendly attitude. Many clubs handle complaints by beheading and that can be very messy. Seriously, we all owe our officers a big "thank you" for a job well done.

Our inaugural ball for our president and vice-presidents was changed to a fun fly the day of our

December meeting. Initially, qualification to fly in this event included 10 days in the mountains with only the clothes on your back, a canteen of water and returning with the tail feather of an eagle. Many thought these requirements were a bit steep, so just showing up will qualify you. The events will be low-key, such as a high-speed and low-speed run down the runway with the biggest difference in time determining the winner, a cut the crepe paper strung across the runway, a spot landing event, a bean carry and tries at hitting a balloon or crepe paper strung from a kite. There is no entry fee and, at this time, it is anticipated that we will have club shirts and hats as prizes. We may have a bar-be-que, but we will have to see. So much depends on the weather. If we get weathered out, we will have the fun-fly at another time. However, there is not time to have another meeting this month.

So, come on out and have a great time flying or just watching.

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

**NEXT MEETING
SATURDAY
DEC 20TH
10:00 A.M.
CROWLEY
FIELD**

Minutes of the November 2008 Meeting

Meeting of November 16, 2008 was called to order at Crowley Field at 10:15 AM by President, Jeff Szieber with 16 members present.

Moved and seconded that the **Minutes** of the October 208 meeting be approved as read – **passed**.

New Members and Guests: NONE

President's Remarks:

- A special welcome back to our Vice President Don Rice after his recent recovery from surgery.

Old Business:

- A Motion was made and Seconded to hold our December meeting on the 20th of December with our upcoming FUN FLY that will be held after the meeting. There will be prizes (probably club shirts and hats) for the winners of the various events that will test the skills of the least and most experienced flyers who participate. To make the events more fun and equal, the events will be designed so that both Electric and Fuel Powered models will have chances. In other words, some events may favor one power plant over the other.
- A great amount of planning and ideas have been put into this contest, with some events that may challenge even the most skilled pilots, and of course give the least skilled a chance to prove they too can put on a good show. Those who choose not to fly in the competition are requested to assist in the judging and running of the event.
- At this time, refreshments are planned at the fun-fly.

New Business:

- After a short discussion about the Board of Directors for the upcoming year, a Motion was made by Jeff Szieber and Seconded by Jon DeFries that by Acclamation, a ballot naming the present board of directors be installed for the 2009. A call for a show of hands was unanimous and the present Officers are installed for another year.

Program:

Jim Bronowski gave a demo of how to use Gorilla glue, and also how to use 3M instant contact adhesive to glue different grades of sanding paper to a sanding block. A piece of "T" shaped extruded metal is ideal for this project is available at any hobby shop.

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Raffle: 4 Packages of Servos, 4 in each pack. 2 packs of Futaba B/B servos and 2 pack of Tower Hobbies Servos.

- **1 RRCC Club Cap** **1 Starter**
- **1 digital Tachometer** **1 Slot Machine with extra cutting blades for hinges.**

Meeting Adjourned at 11:00 AM

Jim Mayfield
Secretary



OSCAR'S OBSERVATIONS

BY OSCAR WEINGART

Again, my modeling activities this past month have taken a backseat to family obligations and loss of interest, so I apologize for this short report. I have also been occupied in setting up a new home theater with the latest video and audio technology. This involves replacing not only components, but also many yards of wiring.

A bright light this month was the 5,000th hit on the club web site. Check out some new goodies for sale on the Marketplace page.

Re-Coupe?

I got my G62 back from RC Ignitions, repaired for a very reasonable price. I have been trying to make up my mind about building another Ercoupe. I salvaged some of the more expensive items from the wreck of the old one, such as the engine, radio and landing gear, and also my detailed instrument panel. I really can't afford the thousand dollars that, with shipping and tax, is what a new kit would cost. Also, you know that it would have a new 2.4 gigahertz radio.

The Balsa USA Ercoupe plans are very complete, showing just about every rib and bulkhead that comes die-crushed out of rather poor quality balsa or plywood in the kit. I have a pristine new set of these plans. If I ordered only the

parts that I don't already have, or can't make myself or buy locally, like the bubble windshield and the big fiberglass cowing, I might save some money. I would be able to spread the cost out, as I would only buy the balsa and ply and other parts as I needed them. I have asked Balsa USA for a quote on these parts and also on a partial kit that leaves out the

parts that I salvaged. Another possible approach would be one of those third-party laser-cut kits. Incidentally, Fiberglass Specialties now sells a replacement Ercoupe cowing.

Back in the Air

After a few flights in October at a float fly, I finally got back in the air again (for a very short time) last week. I went out to the field with my Venture 60. It was one of the weekdays that the retired fliers group congregates, and the weather was lovely. I counted 16 cars in the parking lot, a fine turnout. It was nice to see the old gang again.

Since I had not flown in a couple of months, I asked one of the club members to check out the trim on the plane. After an aborted takeoff, I finally remembered to replace the muffler pressure line, and the plane flew fine. I got a few minutes of stick time, and I really was really pretty rusty, so I asked the club member to land the plane. He landed kind of hot, and tried a high-speed turnoff. The plane hit the safety fence and caved in the rather fragile leading edge of the wing in two places. So my renaissance was quite short!

I have done this same goof a number of times, with both the Venture 60 and the Four Star 60, so that their wings both have very little of the original leading edges remaining. It is an easy repair. Unfortunately, the Four-Star is not flyable because I pirated the engine for the J3 Kitten for the Corona Float Fly, so I was grounded for another spell. I may take up model railroading, where the trains have a bit longer between repairs, and don't usually crash and burn. I wish everyone a happy holiday season,

Oscar



Arnold B. Irvine was looking for a way to dispense CA glue without the hassle of dealing with the cap or placing too much glue on his work. He purchased some Polyethylene pipets from a scientific warehouse. These pipets easily suck up even heavy duty CA into the bulb (the thicker CA may need some coaxing). When the desired quantity is in the bulb, just turn it upside down to allow the CA to drain from the stem and then use pliers to pull on the stem. What you get is a drawn out tip that will apply even the smallest drops to your work. When you're done, just support the pipet in an upside down position. There's no need to cap the end as the CA will last for weeks inside. Arnold made a stand out of a small wooden block drilled to support the bulb. The beauty of this system is the cost. A box of 500 can be purchased from Thomas Scientific. Part #7760M45, on the internet, for \$12.72 plus shipping. If 500 are too many, just divide them with your friends or club members. (If you want to try one without purchasing 500, some hobby shops carry them).

Reprinted from RC Report, Oct 2008, HERE'S HOW..., Walt Wilson, pp. 14-15.

Battery Technology: **What about the new A123 batteries?**

Here are two different views on this new type of battery that may have a big impact on airborne packs and electric power.

Carlos Reyes

Bottom line? These cells give you 70% the energy density of Li-Polys for about 45% of the price. Electric model airplanes have been around for roughly three decades. A huge problem in the early days was battery energy density. In other words, they simply weighed too much for the amount of juice you could get out of them. This situation has improved dramatically in recent years with the advent of Li-Poly cells, but a battery pack for a larger model can easily cost hundreds of dollars. The advent of electric cars, such as the Toyota Prius has spurred an enormous amount of research into new battery technologies. In this article, I will describe an alternative to Li-Poly batteries that offers intriguing possibilities. A123 Systems (www.a123systems.com) produces Lithium-Ion Nanophosphate cells. These cells have a nominal voltage of 3.3 volts and can withstand continuous discharge rates of 30C. They can be safely discharged down to 2.0 volts. The voltage remains fairly constant through the discharge cycle, but they do have a sharp dropoff at the end. Expect 300 cycles before you notice any reduction in capacity while at 1,000 cycles you'll have 75% of the original capacity. They are very safe. Overcharging or over discharging will not cause an explosion and will have little effect on the life of the battery. Balancing the cells when they are charged is still a good idea, but not absolutely

a capacity of 2.3 Ah and weighs 70 grams (2.47 oz). A newer, smaller size can hold 1.1 Ah and weighs 40 grams (1.41 oz).

The primary source for A123 M1 cells has been DeWalt 36-volt portable power-tool battery packs. Each pack contains 10 cells. I purchased two of these for \$100 each through Ebay. The prices appear to have gone up recently to the \$120-\$130 range. Single cells can also be purchased online for \$15 from a growing variety of vendors. You can find two of the smaller cells in a Black & Decker VPX battery pack, which sells for about \$15. The smaller cells can also be had for \$12.50 each. There are many Li-Poly chargers that support or can be modified to support the charging of these A123 cells. Because of the sharp voltage drop-off when discharged, you are probably better off using a timer when you fly. Otherwise you need your ESC to shut off the motor when 2.0 volts per cell is reached.

Bottom line? These cells give you 70% the energy density of Li-Polys for about 45% of the price. For many of us, that is a good tradeoff. They are extremely safe and can be charged in 15 minutes. If you end up buying half as many battery packs because of the shorter charge time, then they become a much better value.

John Komeker

Seems the buzz has died down a little on this new battery

required. They can be charged immediately after use in 15 minutes.

The cells are available in two sizes. The original M1 cell has

chemistry lately but I'm sure it's still very, very popular. I had gone down to my local large national chain store based in Arkansas that imports heavily from China and bought a battery pack for a cordless drill that contained these cells (two cells with 1000 Mah capacity). I built an airborne pack with it and then started experimenting on my BC-6 charger. As advertised, it handled very high charge and discharge rates with ease. It was 5C, 5 amps in my case, although I have read about folks going much higher. The pack never even breathed hard although the standard servo connectors got pretty warm. One thing I did notice was the two cells would be a lot farther out of balance upon beginning the charge cycle than I ever see on my LiPo's and when the discharge cycle got to approximately 1000 Mah the pack voltage would drop so fast it was like it fell off a cliff. I couldn't even read the 1/100th volt value on the display it was turning over so fast. So...I gave up on them and decided to stay with what I was running. Just recently I came across the following caution in a catalog I got in the mail:

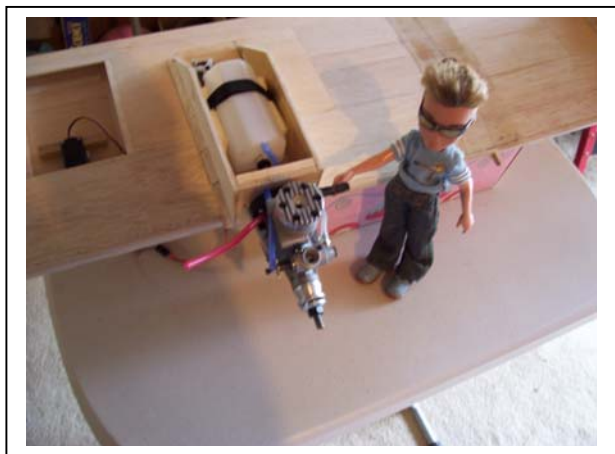
"Please note that one CANNOT use the conventional volt meter (with built in resistive load) approach to query the capacitive status of an A123 pack due to the nature of its constant voltage hold (literally till the last breath). At this time the only viable means to check A123's capacity is accumulative current counting (actually record Mah's drawn)."

Fact or sales pitch for the device they were selling? I don't know. What I do know is be careful out there.

*KFACTOR, John Komeker,
Advertising, Dec 08, p.10*



The two models above were built and flown by my old friend, Sam Stauffer. Sam just contacted me after about 30 years since we last flew together in Merced. He is now retired and lives in Las Vegas. Sam is one of the finest model builders I have ever known, but he no longer builds or flies. To give you an idea of size, you can get your head inside the cockpit of the A-1H on the right. SKI....



Because so many people (actually just one and she was a relative) have asked me for an update on my building project of converting a Goldberg Tiger 2 kit I won at the club raffle to a twin-engine configuration, I have included a picture. As you can see, I am adjusting the needle valve of the Magnum 0,28. Without the prop and muffler it really hums! Actually, it's a lot of fun and a bit of a challenge to BAAARF (Build Again After ARFs) and do some of my own design modifications. Come on in and build, it's really fun!

Mail Dues to:
Larry Roberts
P.O. Box 295
Homeland, CA 92548

RRCC 2009 DUES

Name: _____

Address: _____

2009 Dues Included:

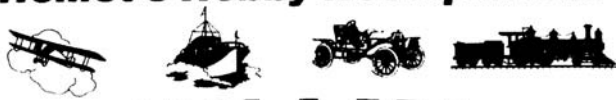
\$50 (Open)

\$10 (Junior)

AMA # _____ Phone: _____ E-Mail: _____

It's that time again; time to send in our 2009 dues. Annual fees are due by the end of January. The annual dues are \$50 for an Open membership and \$10 for those under 18 years of age. Fill out the form above, cut it out and mail it with your dues to Larry's P.O. Box. A check is the preferred method of payment as it makes Larry's job so much easier. Again, if you have a hardship let Larry know. He can help you work out a payment option.

Hemet's Hobby Headquarters



DYNAMIC HOBBIES

811 E. Florida Ave., Hemet, CA 92543

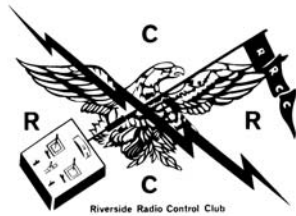
Owner - Bob Parcell (951) 925-9331



HAPPY HOLIDAYS

From your Prop Talk staff:

Me



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