

PROP TALK

THE NEWSLETTER OF THE
RIVERSIDE RADIO CONTROL CLUB

EDITOR: JIM "SKI" BRONOWSKI

E-mail - jbronowski@AOL.com

www.riversiderclub.org



FEBRUARY 2009

RC Report goes under

Another fine RC magazine bites the dust

Well, another outstanding radio control magazine is gone. RC Report was the last of those magazines dedicated to the long time RC modeler and builder. Part of the magazine's demise was, as its editor explained, because of its policy of complete honesty in product test reports. If a model, radio equipment or accessory they tested was not up to high standards or had a major fault they did not correct, they would not accept that manufacturer's or distributor's advertising. Obviously, if a manufacture's product got slammed, they won't advertise anyway.

The editor, Gordon Banks, admitted that because of the declining economy, many of his long time advertisers could no longer afford to continue to put in ads. Subscription rates were also very reasonable. Nineteen dollars a year was quite inexpensive for a periodical that was jam-packed every month with product tests and columns dedicated to scale,

electrics, engines, giant models, radio equipment, and fun aerobatics. Also included were no-holds-barred editorials and more "how to" advice than you could shake a stick at.

The monthly covering of model power plants (glow, gas and electrics) was, by far, the best in the business. Brian Winch (an Aussie) wrote "The Oily Hand" column covering gas and glow engines. He is not only an expert in this field, but an excellent writer specializing in humor. So you can see why your own editor appreciated his column. Just don't promote castor oil with him (but that's another story). The covering of electrics were unmatched in any other model venue.

This magazine was designed for the serious modeler and it totally succeeded in doing just that. I, for one, will really miss it.

They are planning to set up a web site that will still have a number of their contributors submitting articles. I sure hope so.

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
FEB 21ST
10:00 A.M.
CROWLEY
FIELD

Minutes of the January 2009 Meeting

Meeting of January 17th, 2009 was called to order at Crowley Field at 10:00 AM by President, Jeff Szieber with 24 members present.

Moved and seconded that the **Minutes** of the January, 2009 meeting be approved as read – **passed**.

New Members and Guests:

- **New Member**, Robert Cavazos who flies IMAC and Turbine Jet Aircraft.

President's Remarks:

- Jeff welcomed everyone to the new year and stated that we would have the fun fly that was cancelled in December when the winter rains etc, are over. As soon as a date is set, notice will go out in the newsletter as far in advance as possible.

Old Business: None

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New Business:

- Jeff gave the schedule for contest's this year as follows: Pattern Contest to be held on the 16th and 17th of April. IMAC , will be held on May 1st and 2nd.

Program:

- Bob Barker showed the Ugly Stick he made from scratch. It has a small electric motor he purchased at the AMA Show and the rest was made from foam. The test flight was successful with no bad habits from the plane.

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Raffle:

2 Slot cutters for hinges.

1 Torque Master Starter

1 Gallon 15% fuel

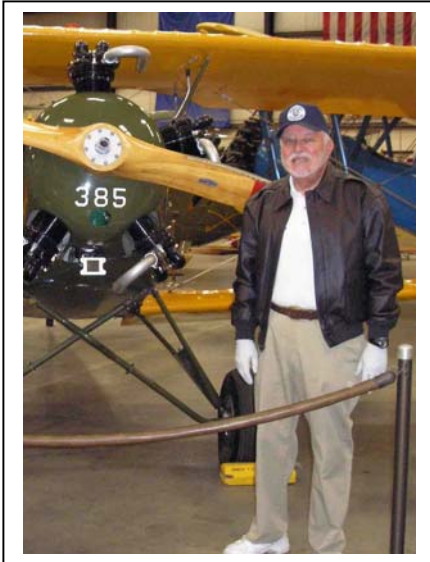
3 Packs of Futaba S3004 Servos. 4 in each pack.

1 Tower Hobbies Power Panel

Meeting Adjourned at 1030AM

Jim Mayfield
Secretary





Oscar's Observations

By Oscar Weingart

Sign of the Times

RC Report, a fine, no-nonsense hobby magazine, has gone out of business with its March, 2009 issue. They have experienced reduced advertising revenue, and the balance sheet no longer balanced. RC Report was in business for about 22 years, and it was noted for its honest and thorough reviews of RC Kits, ARFs, Radios and other products. They never hesitated to present the "jeers" as well as the "cheers". I hope that some other magazines pick up some of their writers, and especially Dick Pettis. Dick produced a big bird column and three or more lengthy kit or ARF reviews in every issue, while also holding down a full-time job! Unlike RC Modeler, which folded several years ago, RC Report is offering to repay the unused portion of subscriptions.

New Years Resolutions.

I have started trying to live up to my New Years Resolutions as stated in the January Prop Talk. One was to get a 2.4 gigahertz radio. At the AMA show, I got about \$100 off on a Futaba 10CAP.

It comes with a 2.4 gig transmitter module and a 14 channel receiver. It was still a bit pricey, but I have always preferred Futaba, and my 9VAP transmitter still works reliably, after about 15 years.

I have installed the 10C receiver in my Sig Four Star 60 ARF, and I put back the Magnum 91FS that was bulb snatched for another model. I glued two pieces of plastic tubing into the fuselage, at right angles to each other, for the two short receiver antennas. The initial range check was fine, more than 100 ft. in low power mode, and I will test fly it soon.

Another resolution was to start my grandsons learning to fly RC. I bought a Hangar 9 FS One flight simulation program at the AMA show, and installed it on my PC. The 4-year old, Jonathan, still only wants to "make a boom" (crash), like he did with the Microsoft Flight Simulator program. He crashes, and as the pieces of the plane fly in all directions, he says, "Is that cool", and laughs his head off.

Jonathan's 10 year old brother, Jacob, did reasonably well in flying an electric powered glider and a small electric helicopter on the FS One simulator. The glider has its rudder and elevator on the right stick and the throttle on the left stick, so it is like flying mode II or flying with a joystick. On Microsoft Combat Flight Simulator, he liked to shoot up the aircraft carrier island when taking off, and then he would shoot down his own squadron mates in the air. But on the FS One, even though he was still fooling around, I could see some learning taking place. Jacob is a leftie, so I wonder if they make mode II transmitters with the two sticks reversed. If so, would the buddy box have to be reversed as well?

The third grandson, 6 year old Joshua, is already flying small

toy RC planes and helicopters, so teaching him will be easy. My intention is to get an electric powered glider, similar to one offered in the simulation, for the boys to fly, with buddy box of course, after they show some skill on the simulator. This will also fulfill another of my resolutions, to learn a bit about electric power.

Another resolution was to get more stick time, and the simulator will help there, as well. I found that a plane that I actually own, the Hangar 9 Ultra Stik 120 Lite, is included in the simulator program, and lo and behold, it actually helps me practice on a windy day, or at night, when I can't fly for real, or when the actual plane is in the workshop for repair. So the simulator program will help old grandpa, too! Another nice feature of the simulator is that, in addition to the realistic transmitter-like controller furnished, it will work with a number of different controllers, including several different joysticks and actual transmitters, some of which I own. I tried it with my JR 8103 transmitter, and it works just fine. The adapter cable plugs into the buddy box socket.

On the resolution to complete a new competition scale model, I am still trying to see if I can get a deal on another Ercoupe kit. Ron Busch, the owner of two full scale Ercoupes and Balsa USA, had offered to send me a partial kit, leaving out the parts that I salvaged from the wreck. The price was still above my budget, but considerably less than a full kit. I was saddened to hear the Ron suddenly passed away in January. I never met him in person, but he sounded like a straight shooter on the phone, and I enjoyed chatting with him on the phone about Ercoupes.

At the Field

I repaired the wing leading edges, damaged last month, on my

Bruce Tharp Venture 60. It has a Magnum 61 and an Airtronics Infinity 660 “old reliable” PCM 6 channel computer radio. I flew the Venture 60 a couple of times, and the repair does not seem to have changed the trim much.

The Venture 60 is very similar in design and construction to the Sig Four-Star 60, but just a bit smaller. This is not surprising, as Bruce Tharp designed the original Four-Stars for Sig. The slightly larger Four-Star 60 seemed a bit sluggish with the Magnum 61, but the current Magnum 91FS gave it rather sprightly performance. You all know how taciturn Ken Nutt is. But, when helping me trim the Four-Star 60 after a radio change, he was heard to delightfully exclaim, “Wow!” This was high praise from a man of few words!

Oscar

Paint Compatibility

From the River Valley
Fliers RC Club, Plover-
Wausau, Wisconsin
by Wayne Dempze

Finishing materials, and especially some of the solvents they contain, react with one another. A lacquer applied over an old coat of the same material will partially dissolve the dry paint, so lacquers rarely peel. Sometimes, when one kind of paint is put over another, the whole finish may dissolve and wrinkle up. We call this a compatibility problem. The table on the right shows what material can be applied over others. We think you’ll find it easy to use. For example, a

builder might wish to use Aero Gloss dope over a butyrate dope. Find Aero Gloss dope in the top row which is labeled Over. Find the butyrate dope in the left column labeled Under. The “N” in the table shows the combination not to be compatible.

Maybe a model was originally sealed with dope over the alkyd as the table shows. Perhaps a builder wished to paint a model with one kind of paint and trim it with another. The compatibility table shows if the trim will react with the base color; however, I don’t recommend this practice.

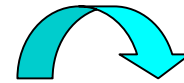
Here’s another example on how to use the chart. Vinyl spackle is compatible over polyester resin. Find vinyl spackle in the Over section and read down to polyester resin.

Now let’s reverse the two materials. Vinyl spackle is not

compatible when put Under polyester resin.

Incidentally, always sand any color paint with 320 or 400 grit between coats. Sometimes paints need the rough texture to bite into. Not all finishes partially dissolve earlier coats like lacquers do. No doubt, some very skilled wood finishers may have been able to use materials in a way we say is incompatible. The table favors a conservative, safe approach. Compatibility characteristics change considerably with brands, weather, method of application, and the reducers used.

A finisher using materials other than those listed had better plan to test for compatibility on a scrap of wood prepared in the same fashion as the model.



| | OVER | | | | | | | | | | |
|--------------------|---------------|-----------------|------------|-----------------|--------------|---------------|-----------------|--------------|--------------|----------------|----------------|
| | Vinyl Spackle | Polyester Resin | DuPont 305 | Aero Gloss Dope | Nitrate Dope | Butyrate Dope | Acrylic Lacquer | Alkyd Enamel | Epoxy Enamel | Acrylic Enamel | Polyurthane E. |
| UNDER | | | | | | | | | | | |
| Vinyl Spackle | C | N | C | C | C | C | C | C | C | C | C |
| Polyester Resin | C | C | C | C | C | C | C | C | C | C | C |
| DuPont 305 | C | N | C | N | C | C | C | C | C | C | C |
| Aero Gloss Dope | C | C | C | C | N | C | C | C | C | C | C |
| Nitrate Dope | C | C | C | C | C | C | C | C | C | C | C |
| Butyrate Dope | C | N | C | N | N | C | C | C | C | C | C |
| Acrylic Lacquer | C | N | C | N | C | N | C | C | C | C | C |
| Alkyd Enamel | C | N | C | N | C | N | N | C | N | N | N |
| Epoxy Enamel | C | N | C | N | C | N | C | C | C | C | C |
| Acrylic Enamel | C | N | C | N | C | N | N | C | N | C | N |
| Polyurthane Enamel | C | N | C | N | C | N | C | C | C | C | C |

How to Adjust a Two-Needle Carburetor

From the Spirit of St. Louis R/C Flying Club, St. Charles, Missouri

Typically, carburetors come from the factory close to being preset. If you have torn down your carburetor for a thorough cleaning and examination, or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needles until it stops. Then, back it out three turns.

Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline. Some carburetors have a throttle-stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about $\frac{1}{4}$ to $\frac{1}{2}$ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out $\frac{1}{2}$ to $\frac{3}{4}$ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just $\frac{1}{4}$ turn. Repeat step 9.

When you are finished, at about $\frac{1}{2}$ -trim setting, you should be getting a good fast idle at high-throttle trim. You should be able to shut the engine off at full low-idle trim. That's all there is to it!

| | |
|---|--|
| RRCC 2009 DUES | |
| Mail Dues to: Larry Roberts P.O. Box 295 Homeland, CA 92548 | Name: _____ |
| | Address: _____ |
| 2009 Dues Included: | _____ |
| <input type="checkbox"/> \$50 (Open) | |
| <input type="checkbox"/> \$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

Items in the February raffle will include the following items:

1. World Hobbies Cap 232-46R
2. Multiplex Easy Star
3. Gal. 15% fuel
4. CA glue

Don Rice



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