

PROP TALK



THE NEWSLETTER OF THE
RIVERSIDE RADIO CONTROL CLUB

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A fair warning

Nearby club gets shutdown for 60 days by AMA

As rumor has it, at a club runway not too far from here, a flyer was hovering a large giant-scale aerobatics aircraft over the runway. On top of that, there was someone lying underneath the aircraft taking videos. On top of that, the videos were put on the internet. So anyway, shortly thereafter the AMA vice president of district 10 rolls into town and gives the flying field a thorough inspection. So many serious discrepancies were found that he pulled the clubs AMA charter and shutdown the field for 60 days. Without that charter, there isn't any flying, my friends.

What AMA requires are a safety program and field rules with special attention given to flight operations and including normal flight patterns, operational boundaries and no-fly areas. The rules should also address flight line procedures, pit area guidelines and transmitter impound procedures. Procedures should be amplified to ensure deadline/flight

line delineations are clearly established and all incursion onto the runway are clearly announced and only allowed to retrieve aircraft and/or in urgent situations. Also develop a policy for visitation of non-members. Post appropriate signage to educate visitors as to the site access policies.

Our club complies with the above criteria and that information is posted. Whether anyone reads it is questionable.

In reading through the AMA's comments, I found a couple of places we could do better. One is to replace the procedures to communicate in the event of an emergency to EMS and fire-fighting personnel and directions to the nearest medical facility. This information was posted, but is now missing. The other thing, I think, we can do better is to develop a method of reporting safety related items and put procedures in place to correct them.

As the pirates say: **"Ye have been warned, matey!"**

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**NEXT MEETING
SATURDAY
MAR 17TH
10:00 A.M.
CROWLEY
FIELD**

Minutes of the February 2007 Meeting

Meeting of February 2007 was called to order at Crowley Field at 10:15 AM by President, Jeff Szieber with 34 members present.

Moved and seconded that the **Minutes** of the January 2006 meeting be approved as read – **passed**.

New Members and Guests:

- Tom Henny, Ed Nutt

President's Remarks: None

Old Business:

- Only about half of the members we had last year have so far renewed their dues this year. There were 145 members then and only 65 so far. Wake up people, or your membership could be canceled.

New Business:

- As mentioned in the last news letter, a Web site is being investigated and will be made available when all the details are worked out. Oscar will be the Web Master and help monitor and input items on the site.
- April 14 and 15 will be the date for our first pattern meet of this year with the IMAC meeting being held one month later on the 12th and 13th of May

Program: None

Raffle: Malcom Oliver donated a new OS 91 FX and 2 MEJZLIK propellers to the Raffle this month.

Winners of the large prizes were: OS 91, Paul Jones, Magnum 46 XLS, Lennie Dunham and the CAP-232 ARF, 60 or 91 FS, Dennis Walker.

Other Prizes were; 1 Nyrod

- 1 Hangar 9 12v fuel pump
- 3 ft. fuel tubing
- 1 gal 15% fuel
- 1 Zinger 15 inch prop
- 2 Mejzlik props

Meeting adjourned at 10:40 AM

Jim Mayfield, Secretary

FORGET TO RE-UP? WARNING! THIS COULD BE YOUR FINAL COPY OF PROP TALK!



Oscar's Observations

By Oscar Weingart

At the Field

I have been activating three models that were hanging in the rafters for some time. All three were a bit fast for me, and I am only a "half-fast" pilot. The first is a beautiful Lou Andrews Aeromaster Biplane. This lovely model was built by Howard Born, our ex-secretary, who is a skillful and meticulous builder. It was originally powered by an Enya 120 four stroke engine, quite an overkill for this .60- size airplane. I have used an OS 120FS in it, which was still too much power, and, lately, a Magnum 91 FS, which seems just right. Despite its draggy biplane rigging and big radial cowl, the thin wings of this bomb make it go really fast. I have not flown the Aeromaster much, as it is so pretty that I would hate to damage it. I am especially hard on wheel pants.

The second fast model is a Dirty Bridi 40, also built by Howard. (Thanks, Howard !) This baby, now powered by a Super Tigre .46, is even faster than the Aeromaster. Its small fuselage cross-section and ultra thin wings make this rocket go like hell. After flying the Dirty Bridi, the Aeromaster biplane seems slow!

These first two models have Futaba PPM radios, which I drive with my Futaba 9VAP transmitter.

The third fast model is a Global Avenger ARF, a clone of the old Thunder Tiger Champion 45L ARF. It came with servo-retractable landing gear, a JR 8103 radio, and an OS 70FS engine. I "borrowed" the JR radio and servos for my Ultra-stick 120, so I have now installed Airtronics Infinity 660 PCM equipment. The OS 70 FS was also borrowed, for my J3 Kitten on floats, but has now returned to the Avenger. The Kitten was happier with a Magnum 91 FS. The Avenger, structurally, is a big improvement over the Champion 45L. It is also the only model I have owned that has functional retract gear. Our Canadian snowbird friend, Buck, was training me in pattern with the Avenger, which handles like a miniature pattern plane. Thanks, Buck!

Scale Musings

The Hemet Model Masters are hosting the 2007 Scale Masters Regional Qualifier in April. They will have the Fun Scale and Open Competition Categories, in addition to Expert and Team Scale. The Fun Scale and Open events are designed for entry level scale modelers to get their feet wet, so the static judging, documentation and builder of the model rules are more relaxed. One can even compete with an ARF scale model. I am thinking of entering my Ercoupe, not that I expect to place very high, but just to experience competing in a scale meet.

The Ercoupe was flown several times on wheels at our field, when it still had the Zenoah G45 engine in it. It has only been flown

on floats with the replacement G62. Since flight points are important in flying scale events, I decided to get some stick time with wheels and the G62. On March 1, I took the Coupe out to our field and asked Ken Nutt to help me trim it out. Thanks, Ken!

When time for engine start came around, I found that I had apparently forgotten my "convincer", a 24 volt Sullivan Heavy Duty Starter with the Miller speed reduction belt unit. We tried starting the G62 with the built-in B&B spring starter, but this is difficult until some gas gets into the carburetor. Finally, Roger Clarkson was able to start the G62 with the same type of 24 volt Sullivan starter without the speed reduction unit. Thanks, Roger!

New member Tom Henning had a dB meter and measured the full throttle noise of the G62, with a 22-10 APC prop, as about 103 dB, but 100 dB is the limit at the Hemet field. Suggestions were to run the engine at below full throttle or slightly rich, or to put on a bigger prop or better muffler. There is more than adequate power with the G62, in fact the Coupe flew fine on wheels with the G45, so a slight reduction of the maximum power of the detuned G62 should be no problem. We found that reducing the 7020 RPM full throttle setting to 6400 RPM brought the noise level down to 99-100 dB. Thanks, Tom! I am also investigating the bigger prop and better muffler options.

The Ercoupe flew fine, but Ken thought it ballooned too much when power was reduced for landing, instead of naturally nosing down and losing altitude. He thought it acted tail-heavy. (I wonder if the built-in down thrust has something to do with it.) With the G45 on wheels, the Coupe needed an 8 ounce flywheel in the spinner to balance at the point prescribed by Balsa USA (about

25% of wing chord.) The G62 is about 10 ounces heavier than the G45, so the flywheel was no longer required. However, I will recheck the balance and add ballast if required.

When we were running up the G62, Ed Schott noticed that the three 4-40 screws holding the Ercoupe's stabilizer onto the fuselage were loose. He tightened them and I will use Tite-Bond on them at home. Thanks, Ed!

I will pull a complete maintenance on the Coupe before flying it again. As we learned in the Army, "FITCAL". (Feel, Inspect, Tighten, Clean, Adjust, Lubricate.)

When packing to go home, what should be found standing in the Pit area near my other plane, but my "convincer"! It was there all the time! I just forgot where I put it after I unloaded it from my Aerostar. Scary!

I have downloaded both the AMA and Scale Masters competition rules, and I have contacted Dick Pettit of RC Report magazine, who has competed with his Ercoupe, for tips on competing with this aircraft. The Scale Masters rule book has 54 pages and the AMA one has 36 pages, so a bit of reading and digesting is in order. I am also consulting with Don Lien, who is an experienced scale builder and competitor. Thanks, Don!

As time allows, I am going to add some more scale details to "Foo-Foo". (That's what the previous owner of N87405, Tom Laird-McConnell, called his full-scale Ercoupe.) These include running lights, registration numbers and some more of the various "lumps and bumps".

Technology on the Move.

Horizon Hobbies has announced conversion sets called "Air Modules", that allow use of some existing JR and Futaba transmitters with the Spektrum 2.4

GHz DSM2 technology. The Air Modules consist of a replacement plug-in frequency module and antenna for the transmitter, and new 7 or 9-channel receivers. For example, both my Futaba 9CAP and my JR 8103 may be converted. However, a complete Spektrum radio, complete with servos, costs about the same as an Air Module, so it looks like this might be a good deal only if you have a very expensive JR or Futaba transmitter, like the 10X or the MZ. Also, the transmitter modules are limited to 8 channels. You must operate the transmitter in PPM mode, but all your programming for your individual models is retained, as long as you used no more than 8 channels. See

<http://www.spektrum/rc.com>

What a Club is All About

In the preceding text, there were a lot of thanks to individual RRCC members. As in any human endeavor, there are always a few bad apples, but the great bulk of our club members are good-natured, friendly and helpful. I need a lot of help, and I am seldom turned down, so thanks, RRCC members! It is a great club!

In the larger world-wide club of model airplane hobbyists, most people are like our members. Dave Collis of Vancouver, B.C. put it well at the big Lake Shuswap float fly in Canada last September. He was a great help in flying the underpowered Ercoupe on floats. I was kidding him about how I was surprised that they would award the "Best on the Beach - Scale" trophy to an American. He said that he viewed the aeromodeling hobby as a world-wide fraternity of like-minded people, regardless of their nationality.

Let us strive to keep it that way!
Oscar



Senior Moments

By Regis Mocniak

The Great Rat Race

In the early 1950's I was heavily involved in control line. The place to be was Pelham Bay Park where control line was the hot activity. Pelham Bay Park was located in the northern part of New York City and just off the Atlantic Ocean. There was always something of interest going on. The great Jim Walker visited once while I was there. Jim Walker was the greatest promoter of the hobby that we ever had. He toured the country and gave control line exhibitions at any open area that was available. He even demonstrated control line at Madison Square Garden in New York City where he performed his famous "Saber Dance". He flew three (3) control line airplanes at once. One in each hand and one from a football helmet that he wore. Jim Walker held the patent for the "U Control system", therefore many kits of the day stated to install your favorite control line system in order not to infringe on his patent. Most of us did not have a favorite control line system as did most of the kit manufactures so we simply ignored the patent. The word was "sue us if you can". One feat that I witnessed many times was Chris Schuck flying a control line down wind after the engine quit and doing a series of loops and figure eights. I

have read about someone in Texas doing the same thing but Chris is the only one that I saw do it. I meanwhile was attempting to learn the stunt pattern and had many flights that ended in the famous figure 9 (crash).

One of the other activities at the field was to see how many airplanes we could flying in circle at the same time. One day we managed to get nine(9) up and running at the same time and all landed without any damage. Thus “THE GREAT RAT RACE” had begun.

By 1961 I was living in Manhattan Beach and flying at South High in Torrance. Many schools and parks allowed flying control line, even before mufflers we were welcome. By then Rat Race was an official AMA event. The rules were quite simple: .40 cubic engine max, one 35 lap race with no pit stops, one 70 lap race with one mandatory pit stop, and the four lowest times flew a 140 lap (10 miles) two pit stops mandatory final. All races were with four in a circle. All starts were cold starts (hand flip).

Our club the South Bay Piston Poppers held a few Rat Races with interesting results. Pit stops usually meant guys running around the circle carrying tool boxes and batteries to pit and restart engines. It was a sight to see the mad scramble.

In 1962 I attended a contest in Garden Grove and saw what Rat Racing was when done properly. The team of Jack Garcia and John Greenshields were flying an airplane that contained some of the features that were to become standard. They flew an airplane that was larger than most, about 125 sq in, with a Johnson 35 CS on suction and mounted inverted. John Greenshields was the pit-man and

wore a hot glove with the battery strapped to his arm. The airplane had two brass plates on the side of the fuselage so that when John held the airplane he lit the glow plug. The fuel filler tube was 3/8 inch in diameter and he used a squeeze bottle to fill the tank. John never moved to catch the airplane as Jack Garcia always landed right at the pit mans feet. John Greenshields eventually became the first general manager of Hobby Shack, which eventually became Hobby People. Jack Garcia worked for Hi Johnson who produced the Johnson engines, which were a popular engine of the period.

In the quest for speed engines were pressurized which meant that you could enlarge the venturi. A self sealing fast fill was also developed. Eventually two-wheel landing gear became one wheel. One of the final developments was the engine shut off. If your engine shut off just as you passed your pitman you would have to glide a full lap which meant that you lost a lot of valuable time. With the engine shut off you could stop the engine within a ¼ lap of your pitman and go from 100+ mph to a catchable speed within a ¼ of a lap. A good pit stop which included engine shut down, glide, land, catch, refuel and restart engine took about 13 seconds. Just like Indy the pit stops were a key to winning.

I determined that the race was won in the pits and became a pitman and found a strong arm flier named Don Burke. We enjoyed some success as Don built the airplanes and I reworked the engines and mixed the fuel.

On Memorial Day 1963 the Valley Circle Burners held a 1400 lap(100 mile) with 20 pit stops race. The temperature that day was 100+ and a number of fliers did not finish due to heat exhaustion. Don and I went

on to win the Nationals that year with our back up airplane. With pit stops our average speed was 92 mph which includes a three cold starts and two pit stops. The current record is 4 minutes 50.87 seconds, which averages out to 124.22 mph and includes four cold starts and three pit stops. WOW!

PROGRESS IS A PART OF CIVILIZATION



First place in Rat Race, 1963 Nationals, Los Alamitos, CA. Regis is on the right.



The current Regis with his Proctor “Antic.” His love of modeling still shows in his smile some 43 years later.

This month's raffle prizes include:
Cessna ARF for 40-46
Magnum 46 Engine
(What a coincidence!)

Hemet's Hobby Headquarters



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