

PROP TALK



THE NEWSLETTER OF THE
RIVERSIDE RADIO CONTROL CLUB

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MARCH 2008

What's going down?

What are the upcoming and planned events?

Well it looks like the first half of the year is going to be a busy one. There's lots going on and it's certain there will be something for everyone. Everything is happening from contests to swap meets and a special meeting location.

The first event is our annual AMA pattern event on April 12th and 13th. This is normally a well-attended contest and the "Best of the West" flyers always show up. We usually have two AMA pattern contests a year, but this year the Whittier Narrows club wanted our second one. They finally got their 400 foot altitude restriction lifted and can now accommodate a pattern meet.

Next is a special monthly meeting and breakfast at Roger Clarkson's home on April 26th. This is our normal monthly meeting at a special venue. As most of you know, Roger has a railroad layout in his beautiful backyard that is world famous. He is generous enough to provide a breakfast to all who attend. It doesn't matter if you've seen it

before, it's still a modeling marvel that never gets old.

The weekend of May 10th and 11th will be our first IMAC (scale aerobatics) contest. I think this date has changed for obvious reasons, but I didn't get the latest date. I will keep everyone updated, including the web site, on any updates.

Then our monthly meeting in May (May 17th) will feature a swap meet. We will get out the word well in advance for this event as it helps get sellers and buyers to make plans for attending. Other clubs have had super success in swap meets and we hope to do the same.

Finally our second IMAC contest is scheduled for July 19th and 20th. These IMAC and AMA pattern contests are good revenue sources and must-see events for anyone who loves modeling (that should include all of you).

There are also some plans for a scale fly-in and a jet-rally that are being worked at this time.

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**NEXT MEETING
SATURDAY
MAR 15TH
10:00 A.M.
CROWLEY
FIELD**

Minutes of the February 2008 Meeting

Meeting of February, 2008 was called to order at Crowley Field at 10:00 AM by President, Jeff Szieber with 32 members present.

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

New Members and Guests:

- None

President's Remarks:

- The IMAC (scale aerobatics) contest will now be held at our field on July 19th and 20th. May 10th and 11th is the tentative date for the first IMAC contest at our field.

Old Business:

- The new club roster is being comprised and will include all current members. We have 148 members, however as of the meeting date, 53 have not paid their yearly dues. A suggestion was made to post delinquent members names posted near the PIN board stating: These persons will not be allowed to fly here until DUES are paid. No action was taken on this suggestion at this time.

New Business:

- Oscar is looking at the prospect of having another Float Fly, with Scale Airplanes being the featured and also a fly in.
- Roger Clarkston has invited all members to have a meeting and breakfast at his home on the 26th of April at 10:00 AM.
- Anyone with one of the new Futaba 2.4 GHz Radios need to be aware of the possibility of interference with other Futaba 2.4 GHz transmitters. If you have one of these radios and someone else at the field does too, a quick check will determine if there is an interference problem.

SWAP MEET WILL BE HELD AT THE APRIL MEETING. IT'S TIME TO SHARE YOUR MOST PRIZED TREASURES WITH SOMEONE ELSE.

Program:

- Jim Bronowski gave a short talk on the use of Gorilla Glue. When using gorilla glue, be sure to wear latex gloves, and have one surface to be glued damp with water to activate the glue.

Raffle:

Prizes included: A Sig 4 Star 40 Kit, An E-Flite Ultimate FZ 3D ARF, 15% Fuel, A Magnum 46 Motor, 2 RRCC shirts, 2 RRCC caps, and 1 Dynamics gift Certificate.

Meeting adjourned at 11:00 AM

Secretary; Jim Mayfield



Oscar's Observations

By Oscar Weingart

Balboa Park Aerospace Museum

On Feb. 17, 2008, I visited the Aerospace Museum with an out-of-town guest. One of the volunteers offered to show us the basement workshop, where they are building, from scratch, a replica of a Boeing P-26 "P-Shooter" monoplane fighter. This is not a restoration or a fiberglass mock-up, but rather a full-scale sheet metal replica, down to the last detail and rivet.

Other planes that they have replicated this way include the Gee Bee racer in which Jimmy Doolittle won the Thompson Trophy race (displayed with a replica of the trophy), and a flyable replica of the Spirit of St. Louis, which was built to replace the one lost in the fire that destroyed the collection before they moved to the present Pan American Exposition Building.

Also seen in the basement was a monstrous SR-71 engine. There is a Lockheed A-12 fighter (predecessor to the SR-71) on display on a plinth in front of the main entrance. Another ground floor display that I found interesting was the Consolidated Fleet Model 2 biplane, the civil version of the PT-6A that I am currently building.

Non-Progress

At this writing, Don Lien has all four wings of his Fleet

Model 2 built, while I have finished none. However, I now have an assembly line going and I am building all four wings at once. Don and I collaborated on a series of display boards, on which we mounted the photos that we have on the two versions of the plane. This is to help facilitate our telephone discussions about how to build various scale details.

I have not been out flying since I badly dented the wing leading edge of my Venture 60 on one of our

useless fence posts. I had forgotten to reattach the vent line to the muffler of the Magnum 61, and it lost power on takeoff. I have repaired the wing, and I got out to the field on March 6 and flew the plane. I got disoriented and almost crashed, but saved it by dumb luck.

I had a series of crashes this past fall that were very discouraging. I lost my Ultra Stik ARF favorite floatplane, the Avenger ARF and my 4-Star 120. Then came the wing dent of the Venture 60.

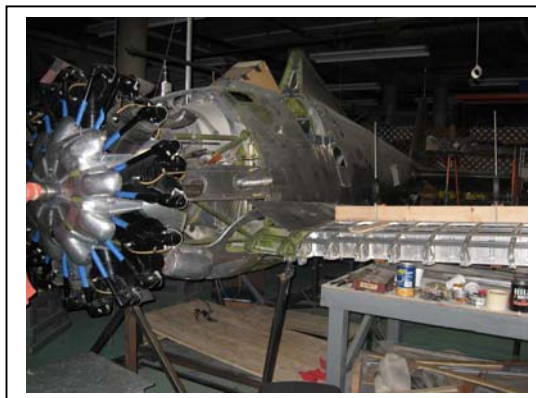
The 4-Star crashed apparently due to a bad switch that I knew about and should have replaced. The fast Avenger got out too far while I was trying to trim it. The Ultra Stik went crazy after trying to trim it. In both latter cases, I had asked my spotter to move a trim lever for me, and they may have inadvertently moved a switch on the transmitter. So I will do my own trimming from now on. I am also considering getting a simple trainer to help me to restore my flying skills, but I don't know if that

will help me with my age-related absent-mindedness.

Compete or Not?

On the basis of my Team Scale 4th place at the Scale Masters Championships last October, I am qualified to enter this year's Championships in Florida. Although I don't need to do so, I am thinking of entering my Ercoupe in the Qualifier meet in Hemet in April, just for the practice.

I can improve the airplane and the scale documentation, based on the Championships judges feedback, and perhaps gain a few more static judging points. Then,



Boeing P-26 "P-Shooter" under construction at the Balboa Park Aerospace Museum (above) and Doolittle GeeBee racer (below).

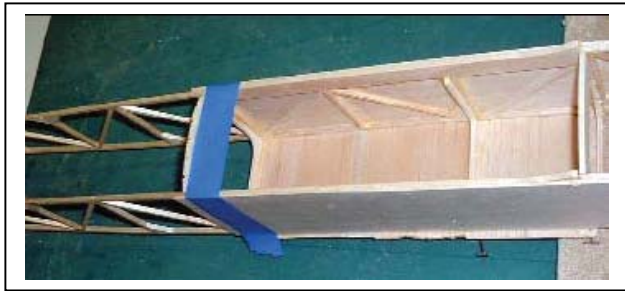


by doing a fair amount of test flying, Pilot Carl Lindou might be able to boost his flight judging scores a bit. I still have not decided about attending the Championships in Florida in October.

Oscar

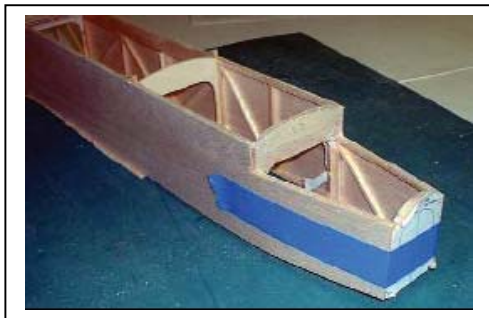
From the Burlington County R/C Club, New Jersey Thinking Outside of the (Tool) Box

by Bill Bowne



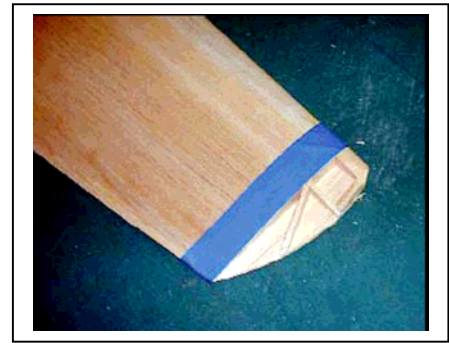
Some of my most useful modeling tools aren't usually found in your average toolbox, nor are they usually found hanging in an RC Hobby Shop. Better yet, they often don't cost as much as specialized hobby equipment. Interested? Let's take a look at some of them. Probably the cheapest and most versatile tool I have in my workbench drawer is plain old 1/2-inch masking tape. Yep, masking tape. Probably the only thing I don't use is for is paint masking! In the following pictures, you'll see a blue masking tape.

There isn't anything magical about blue masking tape. The only



reason I picked up a roll of blue tape is because I knew the regular color tape doesn't show up well against balsa when photographed. One big use for masking tape is as a clamp. Here I've clamped the sides of a fuselage together with a strip of tape. The bottom is pinned, so I didn't need the tape there, but I did need to keep the top sides together. In the next shot, I've clamped together the nose parts. It may take a few more pieces than you see here to keep stuff together. Another use for masking tape is to prevent damage to soft parts when sanding. In the following picture I've used masking tape to protect the balsa-wing sheeting while I was sanding the wingtip blocks. And while it isn't quite paint masking, you can use masking tape to control the spread of excess epoxy when applying wing center-section tape. One word of warning, though. If you use alcohol to thin your epoxy, as I do, it will probably leak under the

tape. The good part is that it also soaks into the wood better, so it's less likely to show. There are many more uses



for masking tape. For example, I use small strips of masking tape to reinforce the plastic sandwich wrap I use to cover my plans. That way, the thumbtacks won't tear through the sandwich wrap.

Of course there are other uses, like emergency Band-Aids, but we won't discuss that ...

What if you have something the adhesive in masking tape will damage? That's the problem I faced when I

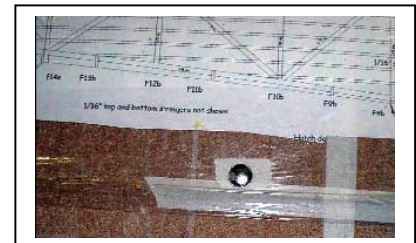


had to repair the wings on my GWS Tiger Moth biplane. The Tiger Moth is made of thin foam with an integral outer colored layer.

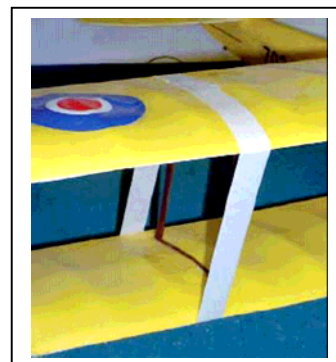
The masking tape adhesive will pull the covering film right off. So, I turned the tape over so that the non-adhesive side was against the Moth's foam wing and stuck the tape to itself to fasten it.

No damage!

One more regular use for masking tape, although it isn't exactly for building. I like



to use it to temporarily tape stuff together so I can see how things fit, how they look, and so forth. No, I don't use it to hold the stuff together so I can "fly" the model while making airplane noises. At least not very often ... _



Tips and Tricks

Good Cleaner

Here is a concoction I came up with. In an empty spray bottle, add a tablespoon of dish washing detergent, then fill the bottle halfway with regular rubbing alcohol, and top off with hot water. I have found this to work really well for cleaning the oil off of the wings and fuselage after a days worth of flying. Strong cleaner but will not hurt the covering or take the colors off.

New Life To Old Wire Landing Gear

Did you ever have a problem where your wire landing gear seems to get weaker and weaker? A possible solution is to remove the gear from the airframe and remove all the hardware from the gear wire (i.e. the wheels, collars, pants, etc). Preheat your kitchen oven to 450°F. Place the wire on a cookie sheet in the oven for one hour. Turn off the oven and toss the wire into cold water to cool it off quickly. What you have just done is to retemper the music wire and you should have put new life into that old gear. Note that soldered joints should not be harmed as solder doesn't melt until about 700°F.

Mixing Epoxy

When mixing epoxy use an old coffee can lid, after the epoxy hardens just flex the lid and the epoxy will pop off.

Tip for cleaning bolts

I saw this little tidbit on RunRyder on cleaning bolts before applying loctite to them. To do so, place the pile in a fine strainer (stainless) and sink it in a pot of boiling water and regular, not lemon, Cascade detergent for about 10 minutes.

Dissolve the Cascade first. Rinse thoroughly and dry when complete. The parts are very clean when done. No further prep work is needed. This is easier on the fingers than the manual method, especially on a new model with a whole bag of screws to do.

Got Fuel Soaked Balsa?

Fuel leak from the fuel tank all over the tank compartment? If so I have the solution! First, remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24-48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours.

Repeat as you feel necessary. Yes, there are other methods to use but I have found this one to be best.

Tips & Tricks

—All tips and tricks from Jim's RC.com
(<http://jimsrc.com/tips.html>)



Tips For Beginners

The picture on the right has me pointing out the location of my snap roll switch on my JR 388 transmitter. The picture on the left shows what happens when you accidentally hit that switch on final approach.



Here is Dale Yaney's latest creation. This scratch-built delta wing configuration uses canards for pitch control. The canards also act as very effective speed brakes on landing as they pop up to a 90-degree angle. The ducted fan set-up pushes this baby up to the speed of heat. The roll rate, as you might imagine, is incredibly fast. On its second flight as Dale lowered the gear for landing, the nose gear came down all right, clear to the ground. The LG strut just fell out. There was minimal damage to the nose cone on landing.

Hemet's Hobby Headquarters



**DYNAMIC
HOBBIES**

811 E. Florida Ave., Hemet, CA 92543

Owner - Bob Parcell (951) 925-9331

The following items will be in the March raffle:

1. Hanger 9 Twist 40 ARF
2. Carl Goldberg Tiger 2 kit
3. Dremel 4.8v cordless rotary tool
4. Gal. 15% fuel
5. Gift certificate from Dynamic Hobbies
6. RCC hat and tee shirts

Don Rice



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