

PROP TALK



THE NEWSLETTER OF THE
RIVERSIDE RADIO CONTROL CLUB

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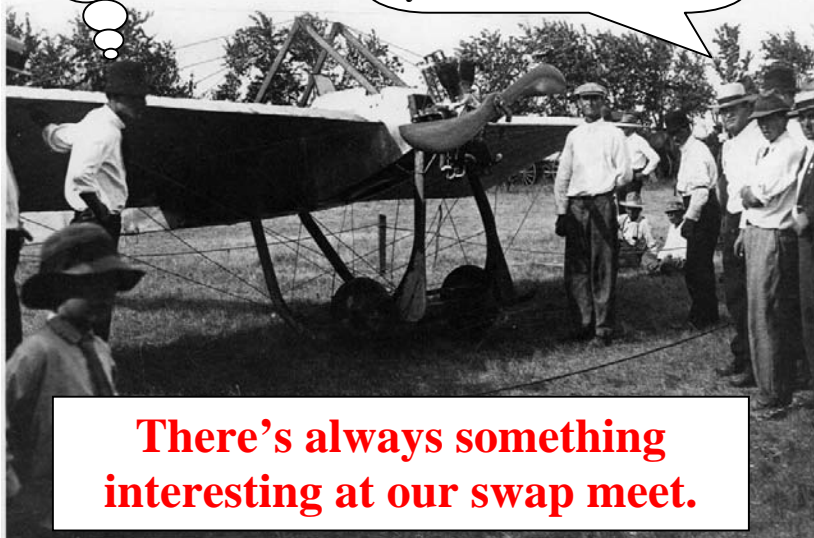
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MAY 2008

The CG
might be a
little aft.

I just don't know if I'll buy
it. It's got JR servos and I
don't believe it will fit in
my PT Cruiser.



**There's always something
interesting at our swap meet.**

**THE RIVERSIDE RADIO CLUB
ANNOUNCES ITS ANNUAL
MEETING/SWAP MEET
SATURDAY MAY 17. BRING
YOUR SALEABLE ITEMS AND A
LITTLE EXTRA CASH FOR
THOSE THINGS YOU CAN'T DO
WITHOUT.**

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

Minutes of the April 2008 Meeting

Meeting of April 26th , 2008 was called to order at Roger Clarkson's home at 10:30 AM by Vice President Jon DeFries with 45 members and guests present.

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

New Members and Guests:

Our Special Guest for this meeting was Faith Clarkson, who prepared the very delicious Breakfast that everyone enjoyed.

President's Remarks:

- A rousing round of applause was given to Roger and Faith for their hospitality and the chance for everyone to see and watch the trains as they worked their way through the towns and scenery that Roger and Faith have made to the exact scale for the railway network.

Old Business:

- The flying field was resurfaced and was stripes painted on May 1st.

New Business:

- Richard Roberts, a former member passed away this week. The Club will send flowers.
- A report on the Pattern Contest was given. There were 22 entries with no unhappy events occurring while flying, except the wind was a real factor that kept the planes grounded for a period of time. Later in the day, the wind decreased some so the Contest went into full swing.
- The IMAC Contest was held on May 3 and 4 with many entries.
- **AT THE MEETING ON THE 17TH, THERE WILL BE A SWAP MEET FOR ALL THOSE WHO JUST CAN'T WAIT TO HAVE SOMEONE ELSE HAVE THE PLEASURE OF OWNING THE GREAT STUFF THAT YOU NO LONGER WANT.**

Program: Jim Bronowski gave a short talk on safety. This time it was on the causes of an accident or mishap. No one thing causes an accident or mishap. It takes at least two events to happen to cause the end result. Never take anything for granted. Always check everything carefully and watch out for those around you as your carelessness can cause great harm to others.

- Roger gave a short presentation on the task of building the Rail Road setup and the amount of preparation taken to make the background scenery for every ones enjoyment. The week before our meeting, there were 800 people touring the trains and that included many school children who especially wanted to see the trains.

Raffle:

1 Sig LT 40 Kit. Winner Paul Jones
1 Something Extra Electric ARF
2 Blue RRCC caps

2 White RRCC Shirts
1 15% fuel
1 Dynamics \$20.00 Gift Certificate

Meeting adjourned at 11:30 AM

Secretary; Jim Mayfield



OSCAR'S OBSERVATIONS

By Oscar Weingart

At the Museum

I don't have much progress to report on my RC Modeling efforts, so I'll tell you about what I have been doing at the March Field Air Museum. I have been working as a Volunteer, two 7-hour days per week. The museum has only a small staff of nine paid employees, some of whom are part time. Most of the workers at the museum are volunteers like me. There must be over a hundred volunteers.

The "Blue Hats" are docents, who man the front desk and gift shop, drive the narrated tram tours, conduct the group guided tours, run the F-14 simulator, tend bar at events in the museum, and generally make themselves useful. The "Red Hats" do aircraft repair, maintenance and restoration. Most of the volunteers are retired ex-military, mostly Air Force. Some are women, some of whom are military widows. There is a lady's auxiliary that helps with jobs like envelope stuffing and who do quite a bit of fund-raising.

I am a Blue Hat. Although I won the gold star award for the best new volunteer of 2007, I still am not an official docent. The rules for achieving that exalted status are a bit fuzzy. Some of the official docents have several thousand hours of museum volunteer time. The official docents get a Hawaiian shirt with flowers and airplanes on

it. Some of the docents know everything there is to know about aviation history in general and the 70 aircraft in the museum collection in particular.

I have done the front desk and some guided tours, and I have also helped out in the office, doing filing and other miscellaneous duties and "paying my dues". But lately, I have been assigned some more interesting work. I have been assigned to special projects that involve

historical research and writing the text for the posters, signs and labels that identify and explain some of



Malcom Oliver with his electric Extra 260.

the exhibits, as well as for the planned new self-guided audio tour of the museum.

The 45 minute audio tour script that I wrote will be recorded in little MP-3 players which guests can rent. It takes them through



Howard Pilcher with his identical, but heavier Extra 260.

aviation history from the Wright Brothers to the end of World War II, as they move through the museum building.

Another recent project was the "To the Stars" exhibit, which covers the Russian Space program and the "Space Race" with the United States. The artifacts were loaned to the museum by Neil Glick, an American who worked and lived in Russia during the Space Race. I researched and wrote the text for a number of large signs covering various aspects of the exhibit, and for dozens of labels for the individual artifacts.

A fun project I am now working on is an exhibit on Bob Hope, which utilizes mementos loaned by the Bob and Dolores Hope Charitable Foundation. He was a great and generous and funny man, and I have worked some of his better quips into the exhibit. More technical projects now in work include exhibits on flight simulators and on aircraft propellers.

I do most of my research on line, using data bases such as Wikipedia. The facts gathered are then rearranged and written into logically flowing text segments for the exhibits. It is absorbing and rewarding work.

Electric Lightening

No, not "lightning", like Ben Franklin caught with his kite or the Lockheed P-38, but "lightening", meaning removing weight, from electric-powered model airplanes in this case.

At the flying field, I have run into Malcolm Oliver several times. Malcolm has taught me a short course in electric power for models. He will

be contributing a Tech Topics article on that subject for our web site.

Malcolm's latest project is a big IMAC-type plane, an Extra 260. With its big electric motor and battery pack, the Extra came out a couple of pounds heavier than it would have been with a gas engine for power. But the smooth, vibration-free electric motor allows a much lighter airframe structure than needed for a gas engine. There is little vibration and no starting or backfire impact loads. As a bonus, there is no dangerous, smelly, expensive gas or glow fuel, and no dirt and oil all over the airplane.

Malcolm has been conducting a very rigorous weight reduction program on his plane and he has gotten it down to a couple of pounds lighter than an identical one belonging to Howard Pilcher. Malcolm has replaced his metal spinner with a composite one and he has even drilled many lightening holes in the spinner's thin metal back plate. He installed lighter weight foam wheels. He has relentlessly removed unneeded wood from the fuselage structure, and he has drilled lightening holes in what remains. The inside of the fuselage looks like Swiss cheese!

But don't get the wrong idea. Malcolm is a retired engineer, and his weight reduction moves are very carefully calculated to leave enough meat for the flight loads on the structure. The plane is not designed for crashing, but is adequately strong for flying. But why use a two ounce tail wheel assembly, when there is a 1-1/4 ounce one available? So, gram by gram, Malcolm has methodically removed excess weight.

Malcolm is not done yet! He is now planning to save a few grams by installing a single elevator servo with dual pull-pull cable systems to replace the dual servos with pushrods now driving his split

elevators. I pointed out that he could use a single pull-pull system, if he connected the two elevators with a lightweight cross-shaft, and he is considering that approach. A good engineer, Malcolm is designing with his head, not his emotions, so "not invented here" is not in his vocabulary.

See you all next month,

Oscar

IMAC Report

By Jeff Szueber Sr.

A First! Two meets in one.

On May 3rd and 4th we held the RRCC Spring IMAC Meet. What made this meet different from all the other is that we also held a



Jeffery Szueber Jr. wins the Freestyle event with spectacular flying. Congratulations!

separate Freestyle meet at the same time. This was not part of the IMAC contest but a separate meet all in its own. By doing this we attracted more entries for both meets. We had a count of 25 pilots for the IMAC meet and 9 Pilots for the Freestyle meet drawing people from Northern California as well as Arizona. This was a real accomplishment when gas is 3.80 to 4.40 a gallon for diesel. The freestyle meet went as follows. After the final Imac round was flown on Saturday we broke out a huge sound system provide by Jason Benson (fellow IMAC Pilot) and proceeded to play the music

that each freestyle contestant provided. It was just like going To the T.O.C. or the Tucson shoot-out. The pilots were judged by 9 volunteers pilots that flew the IMAC meet using a simple scoring process. The top 3 pilots were to fly one final round on Sunday for the first through third place trophies provide by the club. Even though it was after the rounds on Saturday no one left the field. Every person that was there for the IMAC meet stayed for the freestyle meet, we even gained some spectators for the Sunday fly off. The nine pilots that flew the freestyle really put on a great show. The entries consisted from one pilot that this was his first freestyle meet to a person that has placed fifth in the Freestyle at the

2006 Tucson Shootout against the best pilots in the world (quite a spread of experience). You would never know it was someone's first freestyle meet. The quality of flying was so impressive that two anonymous competitors from the IMAC meet donated a total of 1000.00 cash prizes for the freestyle

meet. After calculating the scores to determine the top three contestants for

Sunday we had a big surprise. First and second were tied as well as third and fourth were tied. So we had a four-way fly off on Sunday. To avoid the tie situation again we switched to the Tucson shootout manner of scoring for the final four. Let me tell you, the flying by all four finalist was world class with full power on snaps no more than 7-8 feet off the ground and knife-edge passes with wing tips about 1 foot off the ground.. First place received a trophy and \$400.00, second a trophy and \$300.00, third a trophy and \$200.00 and fourth received \$100.00 cash. Results are posted later in this newsletter.

Riverside Spring IMAC Contest (May 3-4) Results:

| Basic | Sportsman | Intermediate | Unlimited | Freestyle |
|-------------------|----------------------|-------------------|--------------------|------------------------|
| 1. Kyle Goodwine | 1. Jason Benson | 1. Evan Curto | 1. Matthew Szeuber | 1. Jeffery Szeuber Jr. |
| 2. Dominic Grasso | 2. Rusty Fried | 2. Cody McLean | 2. Eric Powell | 2. Matthew Szeuber |
| 3. Dan Bridges | 3. Howard Pilcher | 3. Nick Radle | | 3. Eric Powell |
| 4. Ted Edginton | 4. Spencer NordQuest | 4. Todd Bridges | | 4. Todd Bridges |
| 5. Brad Beedy | 5. Luke Johnson | 5. Curtis Pilcher | | |



Here are all the trophy winners displaying their plaques at our Spring IMAC scale aerobatics and freestyle contest. Look at the “young-uns!”



Riverside RC club members who took home the hardware are left to right: Howard Pilcher, Cody McLean, Jeffery Szeuber Jr. and Matthew Szeuber.



Roger Clarkson and his lovely wife, Faith hosted our April club meeting. They provided a super breakfast and, of course, tours of their world-famous model railroad layout. Roger does the trains and Faith does the landscaping.



Here is an explanation of your editor’s aircraft loss of the month for April 2008. With my Inspire pattern plane was set up for landing, I used my thumb to move the engine trim down. Unfortunately my thumb found the “Off-On” switch instead. With the switch off for just a second, the model nosed over and the delay in coming back on prevented me from recovery.

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 May raffle:

1. Sig Four Star 40 ARF
2. Dremel Rotary Tool
3. One Gal. 15% fuel
4. Gift certificates from Dynamic Hobbies
5. CA glue

Don Rice (not part of the raffle)



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