

PROP TALK

THE NEWSLETTER OF THE
RIVERSIDE RADIO CONTROL CLUB

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Fun-Fly/Fly-In coming up

Our club to host a fun event in December

Well, after a few years of well-deserved rest, our club is going to hold a Fun-Fly/Fly-in event. We haven't done this in a while and it's about time. It will be held in December when the weather may have cooled off a bit. The idea is to have a low-key competition with several fun events. You may try as many as you like, or none if you don't want to. We'll have some sort of barbecue, probably using balsa charcoal. We are hoping everyone will come with an airplane and either compete or help someone who does.

Even though we have had numerous pattern and IMAC contests at our field, it's been quite a while since we ran one of these fun things. Gone are the reed receivers and 27 Mhz transmitters, but we might be able to use some of the fun events we used way back when. Such as:

Catch the Pattern Plane – This was a good one. Survivors still talk about holding their ground as a 10-pound pattern plane bore down on them. "Fly One, Catch One" was the rule. Ten points were added to your

score if you could knock a man over. A big 25 points were awarded if you could catch the model without any bleeding. Fifteen points were deducted if there was any blood or crying.

Snuff the Butt - In this event you had to knock a lit cigarette out of your mouth with the wing of your model as it flew by. Five points were deducted if any part of the model (especially the prop), except the wing, hit the cigarette. No points were awarded if the model hit the pilot or his transmitter's antenna. We probably can't use this one in our fun-fly because no one smokes any more.

O.O.S. (Out of Sight) – You were timed from takeoff until the model disappeared from sight. The shortest time took the prize. There were two judges and one timer who had to agree when the model was no longer visible. The top people in this event usually went off at a 45-degree angle. This event really eased frequency control as we didn't have as many frequencies in those days.

But boy, those were the days!

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

Minutes of the August 2008 Meeting

Meeting of August 16th, 2008 was called to order at Crowley Field at 10:00 AM by President Jeff Szieber with 22 members and guests present.

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

New Members and Guests: None

President's Remarks: None

Old Business:

- The chain link fence installation is up to the membership. As it now stands the present fence is adequate for our needs.

New Business:

- A Fun Fly for club members was voted on and seconded and will be held in November or December on a meeting day. The entry fee will be “Toy for Kids” in a new box or carton. The minimum cost of the toy will be discussed when the event gets closer.
- Tom Henning will contact the city of Perris about a “Learn to Fly Day” for school children, Scouts or other interested young people.
- As a side note, the Menifee flying club held a “**Learn to Fly Day**” for a Boy Scout Troop. As reported by Matt Stein, the event was well attended and new interest in our Hobby was shown by the boys and their friends.

Program:

- Jim Bronowski gave a short talk on the articles featured in the **R/C Report** Magazine, which included articles on all aspects of radios, engines, planes and tools for all types of work.. This magazine tests a wide range of ARF models, radios and accessories used in our hobby. They are very honest in their appraisals. There are articles on scale, electrics and “how-tos” also. \$19/year.

Raffle:

1 OS 46AX-ABC Engine Bob Baker Winner
1 Sig Something Extra Kit Bob Baker Winner
2 Gal 15% fuel
2 Pks Rigid Push rod Kits
1 folding chair
2 9.5 X 6 Master Air Screw Props

Meeting adjourned at 11: 45 AM

Secretary; Jim Mayfield



Oscar's Observations

By Oscar Weingart

Scale Masters Championships

Our next big model airplane activity is the trip to the Scale Masters Championships in Florida in October. Ron Peterka, a fellow Scale Masters Team Scale competitor, has been in touch about getting his RV ready for the trip. He is building racks to hold the wings of his Stinson and my Ercoupe inside the commodious rear basement compartment of his class C motor home. We have already determined that the Coupe's fuselage will fit in the sleeping area above the driver's seat, and I guess that the Stinson fuselage will fit in the big basement compartment along with the wings.

Ron lives in Palomar, so I will drive the Ercoupe and its support equipment down to his home in my van. In Florida, Ron will camp at the flying field, while we will stay with friends who live a sort distance away. Doris and I will fly out to Florida with our frequent flyer airline tickets (if the airline is still in business). My team pilot is a Sarasota local, while Ron's pilot is flying out from California.

It's a Gas

A couple of neat gas/oil fuel-related things happened recently. At the Scale Masters Qualifier at Sepulveda Dam last month, I was getting the Ercoupe

ready for a pilot familiarization flight, when I discovered that I had only a small amount of fuel in my 2-1/2 gallon steel safety can. Anticipating this, I had brought a quart of oil with me, and I prepared to drive over to a nearby service station to get some more gas to mix up some more fuel.

A flyer at the next worktable overheard me talking about this, and told me to forget about mixing more fuel. He was a factory test pilot for one of the local large scale aerobatic ARF manufacturers, and he had in his van one of those huge, 10 gallons or more, plastic bottles of fuel, the kind that you will often see on an off-road vehicle trailer. He gave me about 1-1/2 gallons of already mixed fuel, and he would not accept any payment! "This is what we do", he said. I commend the manufacturer for good public relations.



This is a model of Hiller's first Helicopter.

The oil I use is Mobil 1 type 2T synthetic racing oil. A modeler at the qualification meet cautioned me that Mobil had quit production of this product. He suggested that I order a case or two from my supplier before warehouse stocks were gone.

After the meet weekend, I dropped in to the local auto supply store which stocks this type of oil. There were only three quart bottles remaining on the shelf, which I took to the checkout counter. I figured that the forty gallons of fuel mix that I could make (including the

quart of oil that I already had) would probably be a lifetime supply (at my age).

When the cashier scanned the three bottle's barcode on his register, a code came back indicating that he could not sell them! We called a store manager over, who explained that he was supposed to dispose of any remaining stock of this product, and could not sell any to me. I explained that I badly needed the oil for my hobby, so the manager said that he would dispose of the oil by giving it to me! Again no payment would be accepted! Like, Wow! Such a deal!

Hiller Aviation Museum

While in the San Francisco Bay area on a vacation trip, we visited the Hiller Aviation Museum at the San Carlos Airport. This fine jewel of a little museum is about 10 years old and was funded by the Stanley Hiller Family. Hiller, of course, was a pioneer in helicopter development, with many firsts to his name, including the first commercially available production helicopter in the United States. His copters initially used two coaxial counter-rotating main rotors, with no tail rotor.

The Hiller Museum focuses on California's contribution to aviation, with many full scale restored or reproduction aircraft, including a beautiful Wright Flyer. Mostly civil aircraft are on display. There is a light sprinkling of military aircraft, mostly helicopters, spy planes, and experimental craft.

Notable displays include the Boeing SST mockup, many Hiller helicopters, and the old Stanford wind tunnel. Old civil aircraft include a lovely Brown Racer - "Miss Los Angeles", a Monocoupe, a Pietenpol Aircamper, three John Montgomery gliders, a

Curtiss Jenny, Fairchild models 22 and 24, a Stinson Junior, a Waco 10 and a Republic Seabee. More contemporary aircraft on display include a Cessna 177 Cardinal, a Christen Eagle, and the Rutan Defiant and Long EZ. Spy planes on exhibit include a Lockheed YO-3A Quiet Star and the 200 ft. wing span, propeller-driven, super-secret Boeing Condor.

Many model airplanes are on display, including a history of model aviation, which contains reproductions of the 1871 Penaud and the 1804 Cayley models. There are special exhibits on Women in Aviation and the Pan-American Clippers.

The Hiller Museum is a first-class facility, with 150 volunteers and 14 staff members. There is a 3000 square foot gift shop and a 2500 square foot library. The restoration shop is "open", with large picture windows into the main lobby. Many displays have push buttons for audio narrations, and there are many computerized flight simulators. An innovation is an audio tour which works through your own cell phone. You call a phone number and then dial the exhibit number, followed by the # sign, to hear the narration for that exhibit.

A Milestone

Since we started counting about a year ago, we have had over 4000 "hits" on our web site, or about a dozen per day.

More next month,

Oscar

Another break-in involving RC planes: Jon Soffel, one of our members (MARKS club), was working out of state when his garage in Mentone was raided (Early August). Besides lots of other valuables all but two of his planes were stolen. Below is a list of what is missing. Please keep your eyes and ears open and let Jon know (cell at any time 909-557-3834, e-mail: jonsoffel@hotmail.com) if you see any suspicious "selling activity". It would be nice getting if we could help police catching those guys.

Thanks,

- 1.20 size Pitts Special (black and yellow with a magnum 1.20 4 stroke (ASM)
- .40 size purple and white Biplane with an OS 40. (Nitromodels)
- 2x hitec optic 6 transmitters
- HPI Savage X 1/8 scale gas truck
- Traxxis SMaxx gas truck
- Sportwerks 1/8th scale Truggy
- 2x toolboxes with misc. RC engines/mufflers and tools
- Electric Edge 540, .40 size (Hyperion)
- Rossi engine .53 with a tuned pipe
- Traxxis Rustler electric truck 1/10 scale
- 1 Helimax CP purple body w/ purple anodized aluminum upgrades



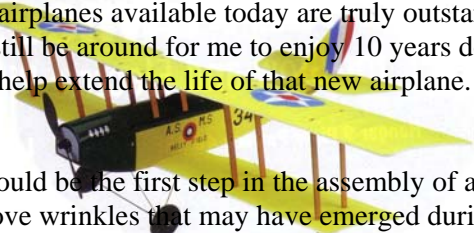
When I pulled the covering off of this ARF because it wouldn't shrink and the bubbles would not come out, I found the wing skin was covered with a hard wood. To make the new covering stick I sprayed on Aqua Net. It is cheap and a super heat-activated glue.

At the field is Tony DiPadova with his electric-powered Beaver ready for takeoff. It is a really fine flyer.

From the Aero-Shaft newsletter, Flint, Michigan (You may want to save this page!)

ARF Tips

Manufacturers strive to design and build almost-ready-to-fly (ARF) kits that any RC pilot can proudly show off and enjoy for many years, and more often than not, they are enormously successful. The quality, appearance, and flight capabilities of the airplanes available today are truly outstanding, and I am among those who want to ensure that my new models will still be around for me to enjoy 10 years down the road. Fortunately, a little extra time during the final assembly will help extend the life of that new airplane. Try out some of these tips on your next ARF.



1. Seal down loose covering: This should be the first step in the assembly of an ARF that uses heat-shrink covering. Use an iron or heat gun to remove wrinkles that may have emerged during shipping, and then turn the heat up and go over all the surfaces where the covering overlaps or ends on bare wood. Be sure you don't melt or shrink the covering too much, and pay particular attention to the engine compartment and wing-saddle areas. After you've sealed the covering where it ends on bare wood, apply cyanoacrylate glue (CA) along the edges to ensure that it stays that way.

2. Fuel proof the firewall: After a few flights, the firewall or engine compartment of airplanes powered by nitro and gas engines can incur damage if left unprotected. Check these areas, and if needed, paint, epoxy, and CA can provide the necessary protection. (Heat-shrink covering material will not sufficiently protect these areas from repeated exposures to fuel and gas residue.) The paint can be sprayed or brushed on, and the epoxy should be thinned with a little rubbing alcohol and applied with a brush. Thin CA can be dripped on the surface and allowed to soak in, but thick CA should be rubbed in with your finger; of course, it's a good idea to wrap your finger in plastic.

3. Check high-stress glue joints: All visible glue joints should be checked for cracks or stress breaks when you unpack a new kit. Damage can easily occur during shipping; changes in humidity levels from one part of the country to another can warp parts and cause cracks or other damage to joints. When checking the joints, pay particular attention to high-stress areas such as the wings, stabilizer, rudder, firewall, landing gear attachments, and servo trays. Repair the damage with CA or epoxy, and reinforce that area with balsa triangle stock, plywood, or fiberglass cloth.

4. Rubber tubing around the clevis: When the control surfaces deflect, pressure builds on the control horn and the clevis. The weakest link is the clevis—specifically, on its tiny pin. The pressure can generate enough force to pop that clevis pin loose but rubber tubing will help prevent this.

5. Reinforce the screw holes with CA: All screw holes in wood (balsa, plywood, and hardwood) should be reinforced with CA, especially those for the control horns, servos, canopy, and cowl. Drill the hole, insert the screw and remove it, and then drop thin CA into the hole. This will strengthen the wood and prevent it from being stripped.

6. Seal fuel-tank tubing at the firewall: Tubing that exits through holes in the firewall will eventually wear out from vibration, but you can prevent this by sealing the fuel tubing at the firewall with silicone sealant. Tanks that extend through the firewall should also have sealant around the hole; this will stop any fuel from seeping into the tank compartment.

7. Properly installing the hinges: The CA hinges that are included in many ARF kits do a fine job of supporting the control surfaces. They are usually chemically treated to encourage the CA to wick to all parts of the hinge and provide good adhesion, but this process can be helped along by drilling a small hole (3/32 inch) in the center of each hinge slot. This gap above and below the hinge will allow the CA to penetrate all the way to the back of the hinge.

8. Foam tape on the wing saddle: Exhaust residue that enters through the wing saddle can damage unprotected wood in the airplane's interior and will eventually ruin it. You can protect this area by applying foam tape around the wing saddle. It will form a fuel-proof seal and is soft, so it won't hinder wing alignment.

9. Thread-lock all bolts: With the exception of engine screws, all of the bolts that screw into nuts, blind nuts, and threaded metal pieces benefit from thread-lock. It reinforces the grip and provides a measure of insurance that the screws won't vibrate loose. This simple step can save you quite a bit of grief later.

10. Keep those wheels rolling: To ensure that the wheels remain in place, use a small file or a rotary tool to grind a small flat spot on the axle beneath the wheel-collar setscrew. This flat spot will prevent the wheel collar from sliding off. Don't forget to apply thread-lock to the setscrew. →

Hemet's Hobby Headquarters



DYNAMIC HOBBIES

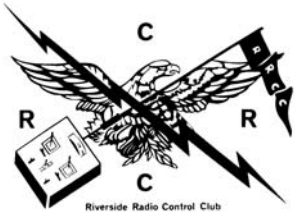
811 E. Florida Ave., Hemet, CA 92543

Owner - Bob Parcell (951) 925-9331

Items in the September raffle will include the following items:

1. Great Planes RV-4 .40size
2. GWS-190(FW-190) Brushless
3. Sig Fieldboss Flight Box
4. Gal. 15% fuel
5. CA glue

Don Rice



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