Prop Talk

THE NEWSLETTER OF THE RIVERSIDE RADIO CONTROL CLUB

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www.riversidercclub.org

APRIL 2016

We knew it was coming!

The FAA means business and they are showing it

Sent: Monday, April 4, 2016 4:03 AM
Subject: FAA Fines and shut down!!!

Good Morning flyers,
Well it seems our biggest fear has come true. The FAA paid visits to the L.A. Basin and Bakersfield air fields. From what I heard the Basin had so many flyers not registered that they closed the field and issued several fines. At the Bakersfield Club they issued those without FAA registration fines. I was also told that the club was fined as well however, I cannot confirm or deny that. I want to reinforce the clubs standing on registering yourself. You must have your FAA number on all your aircraft as well as your AMA number. There can be no exceptions to this rule as we do not want to jeopardize our field or our hobby. Please follow the rules that have been put upon us by those who make them. Remember the fine is $25,000!!!
Help our club stay in compliance and continue to enjoy the hobby we all love so much.

Thank you, Vince
CFC Prez

This letter is a real eye-opener and sends us a warning. I would think the FAA jumped right on this after the near-miss of a drone and a commercial airliner at LAX. As time rolls around and March ARB is preparing for its big air show there will probably be FAA personnel snooping around. As we all know, it's the innocent getting punished for what the unlicensed are doing. That fine is nothing to sneeze at, so to keep yourself covered and put the necessary information inside your airplane that is easily accessable. If you haven't got your FAA registration yet, get it!

RRCC CLUB OFFICERS

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Vice-President: *Jon DeFries*

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Treasurer: *Larry Roberts*

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Safety Officer: ***Vacant***

Field Director: *Dale Yaney*

Webmaster: *Oscar Weingart*

ALL OFFICERS MAY BE CONTACTED AT: RRCCCONTACT @YAHOO.COM

NEXT MEETING SATURDAY APR 16TH 10:00 A.M. CROWLEY FIELD

Minutes of the March 2016 Meeting

Call to Order:

- President Jeff Szueber called the regular monthly meeting of the Riverside Radio Control Club to order at **10:10 AM** on **March 19th, 2016** at Crowley Field.

Minutes of the previous meeting:

- The minutes of the February 2016 meeting were approved as written and published in the March Prop Talk newsletter by the members present.

Old Business:

- No old business

New business:

- No New business

Program and Show and Tell:

- Oscar showed his plane. This is an electric plane, low wing trainer made by Kyosho. Kamano 1400 (named for the wingspan length) The plane has tricycle landing gear. This plane would be good for an intermediate trainer. Oscar cut the rods that were originally set to come out from the fuselage. He moved the aileron servos out under the wing next to the landing gear.

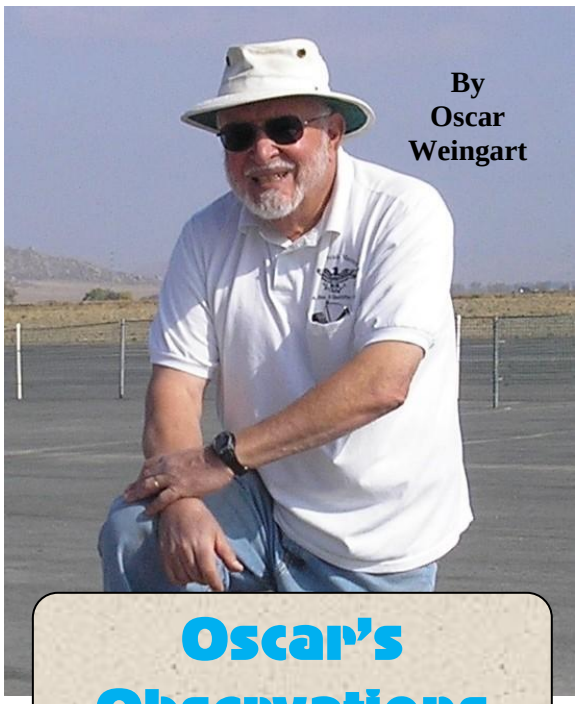
- Showed an all foam tower hobby trainer called the "Sensei". The plane comes with a radio and everything included. The plane took its maiden flight, there were no corrections that needed to be made for the flight. The cost is about $299.

Raffle:

No raffle as Larry Roberts was not able to attend the meeting.

Meeting Adjourned at 10:40 AM by Jeff Szueber
Minutes submitted by: Robert Evans

Here is your editor's solution to the FAA's regulation hammer (I can't afford the $25000 fine). It is shown actual size and I just printed a page full of them, laminated them, cut them out and used contact cement to fix them inside the fuselage of my models. It's easy and complies with the regulation. Don't fail to do something!



Oscar's Observations

At the Field

I am still fighting to gain confidence flying my electric airplanes. The low wing Kyosho Calmato 1400 Sport ARF is gradually being tamed, and I have a box with the high wing version in reserve. I am still adjusting the landing gear on my Spacewalker .46 ARF, and I damaged the .46 Fly Baby ARF in a botched takeoff. Fortunately, a replacement for the clobbered fiberglass cowl was available, although the color does not exactly match. Thankfully, the electric power and radio control systems and the wings were undamaged, and the other minor fuselage and tail damage is easily repairable.

In the Shop

When training my grandsons with the buddy box system, I acquired two identical Airtronics RDS8000 transmitters. I have all my electric airplanes programmed on one transmitter, including the V-Tail glider, and none on the second transmitter, which I had lost confidence in, because of several incidents which were probably "dumb thumb", but could have been transmitter malfunction. So I brought the suspect transmitter in to the Riverside Hobby People store, and Mike sent it in to Airtronics to be checked out. They reported that it met all specifications and did not charge for the check-out. So now I will spread the wealth, and maybe even put grandson Josh's Apprentice on the second transmitter.

Where does all the time go? Grandson Jacob, the oldest, is entering Cal State San Diego this year, and yesterday was Doris and my 59th wedding anniversary! One of the things that I promised Doris for our anniversary was to clean up the garage. It was originally a three-car garage, which a previous owner had remodeled into a two-car garage with an adjacent, but separate workshop about the size of a one car garage. There was a lath and plaster wall between the two areas, and the workshop had its own lockable door to the outside. This was attractive to me when we bought the house in 1969, as it kept our small inquisitive children out of my hobby stuff. Later, when the kids were older and I was building the full-scale Moni Tri-Gear home-built motor glider, I had the wall between the two areas knocked down, leaving one big room, about 25 by 30 feet. The Moni could fit into this space fully assembled, although I sold it way before completing it. I had added lots of florescent lights and electric outlets, and I kept the workshop area in the original place.

Over the 46 years, lots of surplus household and hobby stuff had accumulated in the various cabinets, and on the many shelves, and up in the exposed ceiling rafters. I have sold or given away many of the RC airplanes that were up there, including my beloved quarter scale Grumman Widgeon. But I had also inherited additional airplanes and tools and supplies from dear departed friends, like "Woody" Warren, Paul Bowman and Don Lien. (Rest in Peace - good friends.) So a thorough, unrelenting purge was called for.

One problem that I encountered was what to do with the lumber, paint, tile and grout left over from the several remodels of our bathrooms and kitchen. Another problem was how to dispose of hazardous materials like old model fuel. I found a company in Riverside which accepts and recycles water-based alkyd house paints. This got rid of about 15 gallons of old paint. Over the years, I had accumulated about another 15 gallons of solvents, old fuel, nitro-methane, and methyl alcohol. I found a Riverside County facility in Rubidoux, open every Saturday morning, which accepted it all, and even would have taken the paint! The assorted small lumber remnants, tiles and long ago hardened bags of grout, were tossed in the solid waste garbage can.

I am a long way from finished with this huge task, but at least I can once again see the top of some of my work benches.

(Caution - my old Brooklyn Sky-Scrapers friend, Norm

Rosenstock, always kept his flammable fuels, solvents and paints out in a lockable metal shed way back away from his home near the back fence. He would never bring more than a gallon of the stuff into his basement workshop at one time. This is a good safety measure that we should all follow.)

At the Air Museum

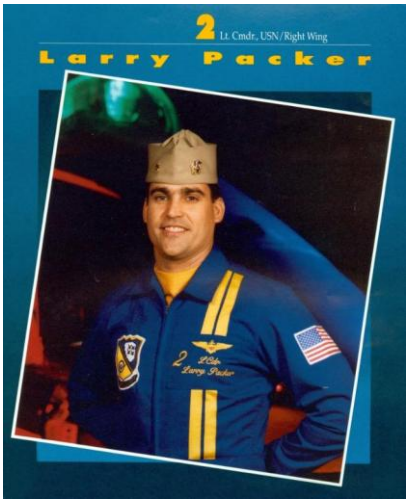
At the free Inland Empire Aviation Roundtable (IEAR) meeting on Wednesday, April 13th at 7 pm at the March Field Air Museum (MFAM), we have an outstanding speaker - a Former Navy Blue Angel pilot! Lt. Colonel Larry Packer USAF/Navy (retired) will speak on "My Time with the Blue Angels". He was Blue Angel #2 with the United States Navy Flight Demonstration Squadron for the 1992 and 1993 air show seasons. In 1992 he took part in the Blue Angels trip to Moscow, where he got to fly in the Russian MiG -31 and Su-27.

After a long career flying Navy Carrier jet fighters, Larry transitioned to Air National Guard. He has 5,000 hours flight time in tactical aircraft, Including the A-6E, F/A-18, F-16 and F-15, and over 600 Aircraft Carrier landings. Larry now flies for Alaska Airlines as a Captain in the Boeing 737.

Larry's IEAR appearance ties in nicely with the 2016 March Field 2016 Air Fest, "Thunder Over the Empire" Air Show, April 16-17, which will feature the USAF Thunderbirds, our nation's other great flight demonstration team. See http://www.marchaviationsociety.org/airfest.php .

A little-known attraction at the March Field Air Museum is that we offer an alternative way to view the Air Show. This one is not free, costing $25 per car, but it gets you away from the estimated 400,000 spectators across the other side of the field. At the museum, you will have easily accessible parking and will not have to wait hours to get out after the show is over. Also there will be grandstands, vendors and the same audio air show announcer feed as the other side of the field. In addition, RV parking, either 24 hour or show only, is available at reasonable cost.
See www.marchfield.org.
If you are planning on watching the air show at March Field Air Museum, please review the list below of items that WILL BE ALLOWED on museum property and items that will NOT BE ALLOWED.
*** All Bags, Backpacks and Coolers will be inspected at entrance ***

Items Allowed
E-Z Up's – Umbrella's – Folding Chairs –
*** there will be height restrictions on E-Z Up type shelters ***
Coolers (no alcohol) – Water – Soda - Sports Drinks
Food/Snacks - Sun Screen – Selfie Sticks
Great Attitudes
Please Keep The Following Items at Home



Items NOT Allowed
No Alcohol – No Pets (service dogs allowed) – No Tri-Pods
No Uni-Pods – No Smoking or Vaping – No Lasers
No Drones – No RC cars or aircraft – No Balloons
No Kites – No Cooking – No Drugs – No weapons
No Bad Attitudes

Oscar

Lithium Polymer Battery Storage Tips

Lithium polymer batteries (lipos) power our electric model airplanes. With sizable inventories of packs that represent a fair investment, getting the longest life out of our lipos is in our best interest. Two words: proper storage. The bulk of a packs lifetime is spent in "non-use". The conditions packs see during the cumulative days, weeks, months and even years of storage takes its toll. A unique characteristic of lipos is their life span is dependent upon aging from time of manufacture and not just on the number of charge/discharge cycles. An older battery will not perform as well as a new one, due solely to its age. This drawback is not widely publicized or know by the typical user. As lipo batteries age, their internal resistance rises. This causes the voltage to drop under load, reducing the maximum current that can be drawn. Additionally as lipos age, usable capacity is lost. Typically once a battery has lost 20% of its rated capacity it considered at the end of its useful life. It's a fact, lipos age and degrade even during non-use. What can we do to minimize these effects? Manage two factors that are totally in our control: cell storage voltage and storage temperature.

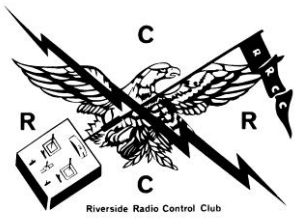
Storage Voltage:

A fully charged lipo cell is approximately 4.2 volts. Lipos are different from other battery chemistries as they should never be stored fully charged. Lipos should be stored approximately "half full". Many of the newer lipo balance chargers have a "Storage Mode" which charges the pack to the proper reduced voltage state for storage purposes. The popular FMA CellPro charger charges cells to 3.85Vdc in Storage Mode. Check your charger manual, some chargers can both discharge the pack and then charge up to the storage level, while others can only charge up to the storage level. The later type charger requires you to discharge the pack below the storage level to take advantage of the storage feature. Storing your packs at the proper voltage level is the simplest thing you can do to lengthen their usable life span (assuming proper application and use). Storage is not just "over the winter". If you only fly on the weekends, your packs are technically in storage all week, week after week during the entire flying season. Those cumulative hours can add up slowly degrading your packs.

Temperature:

Lipo batteries function via a chemical reaction that occurs inside their sealed foil envelopes. Providing power is a chemical reaction, while the aging/degrading process is another chemical reaction. If you remember back to high school chemistry, a chemical reaction doubles its speed for every ten degrees increase of ambient temperature. This is why lipos don't perform as well in cold weather. The cold "slows down" the chemical reaction process. But this fact can work in our favor when it comes to lipo storage. Reducing the storage temperature slows the chemical reaction of the aging/degrading process. There is a limit as to how cold is OK. Lipos don't want to be frozen solid, but keeping them cool during storage is most certainly in our favor. It turns out the typically household refrigerator (37 to 40 degrees) is the perfect storage place. Put lipos in plastic zip top storage bags and place them in the fridge when not in use. When you take them out leave them in the bags, to prevent any atmospheric moisture from condensing on them as they warm. After they're at room temperature, use them as you normally would. To see it all in black and white look at the table below…it tells the whole story.

My typical routine for a Saturday morning flying session: Friday night when I get home from work I take the storage bags of lipos out of the fridge to warm. After dinner I charge the packs as I'm prepping my planes and loading the car. Saturday morning I go out and fly. Saturday afternoon when I return from the field I discharge all my packs (used or unused) to slightly below the storage voltage of my charger. I then put each pack on a CellPro charger set to Storage Mode. The packs then go back in their storage bags and are returned to the fridge. I don't leave a pack fully charged or at room temperature for more than 24 hours if at all possible. Is this all necessary? I've reviewed CBA battery analyzer discharge graphs of packs that were base lined brand new and put in "proper storage" for over 3 years. When CBA tested again years later the packs were virtually identical to the "brand new" discharge graphs. Capacity and current sourcing ability were unchanged. So how long a pack last is in a large way up to you. It's your decision on what you want to do to care for your batteries. It doesn't take much effort to get the most out of your lipo investment. Like others, I bought a small "dorm refrigerator" for my shop for storing lipos (after my wife threw me out of our kitchen refrigerator vegetable crisper drawer). Refrigerators are a good place to store CA and alkaline batteries too. *(Source: www.utec.org, author unknown)*



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