

# PROP TALK



**THE NEWSLETTER OF THE  
RIVERSIDE RADIO CONTROL  
CLUB**

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**JULY 2016**

## Looks like we're off the FAA hook

*But not all the way says the AMA*

Yes we all cheered loudly last month when the latest FAA rule came out with new rules covering commercial use of Unmanned Aerial Systems (UAS) exempting recreational model aircraft flying. We are not bound by the FAA restrictions of age, testing, altitude, and speed limits as are those flying for commercial reasons.

**However**, read the following correspondence from the AMA: Yes, Part 107 exempts those who satisfy all of the criteria of 336 from the new rules, but it doesn't exempt us from existing requirements. For example, we are not exempt from complying with 91-13 (careless and reckless operations) or registration. Part 107 does not nullify, replace, supersede, or revoke the registration requirement. The FAA remains steadfast that registration is still required even for hobbyists who satisfy all of the criteria of 336.

Federal law requires that all aircraft (which includes certain UAS and radio/remote controlled aircraft must be registered with the FAA.

While section 336 bars the FAA from promulgating new rules or regulations that apply only to model aircraft, the prohibition against future rulemaking is not a complete bar on rulemaking and does not exempt model aircraft from complying with existing statutory and regulatory requirements. As previously addressed, Public Law 112-95 identifies model aircraft as aircraft and as such, the existing statutory aircraft registration requirements implemented by part 47 apply." We encourage our members to comply with federal laws, which at this time includes registration.

**RRCC CLUB OFFICERS**

**President:** Jeff Szueber  
**Vice-President:** Jon DeFries  
**2nd Vice-President:** Bob Baker  
**Secretary:** Rob Evans  
**Treasurer:** Larry Roberts  
**Newsletter Editor:** Jim Bronowski  
**Safety Officer:** Vacant  
**Field Director:** Dale Yaney  
**Webmaster:** Oscar Weingart

**ALL OFFICERS MAY  
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**NEXT MEETING  
SATURDAY  
JUL 16TH  
10:00 A.M.  
CROWLEY  
FIELD**

# *Minutes of the June 2016 Meeting*

## **Call to Order:**

- President Jeff Szieber called the regular monthly meeting of the Riverside Radio Control Club to order at **10:17 AM Jun 18th, 2016** at Crowley Field.

## **Minutes of the previous meeting:**

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

## **Old Business:**

- Jim Bronowski gave an update on the Classic Pattern Contest held at our field. There were 16 entries for this one-day event and, as usual they had a ball. They also gave all of their entry fees to our club. In addition, they sold T-shirts and gave those proceeds to the club.
- Jim also mentioned that he and Dale Yaney attended the Gilman Springs Club electric fly-in. He said this was a well run and fun event. They had awards for different classes of electric-powered models, food available and a nice raffle. Jim felt that it would be nice if we have a similar event at our field in the future.

## **New business:**

- A father-son combination gave a presentation on Quickie 500 pylon racing. They went into great detail about the procedures and models used in this AMA event. They gave a demonstration after the meeting. He was hoping our club could host a couple of racing events a year. This does require club help in providing pylon judges, timers, starters etc. The aircraft are available for around \$200 and the engines about the same. They suggested a race on October 29th or the first weekend in November. The membership present agreed to these dates.
- Our president, Jeff Szieber received an email from Joe Hunt who is requesting our field for an IMAC "Freestyle" event. He would like it at the beginning of November. This was voted on and approved by the membership that Jeff give them a "yes."

## **Program and Show and Tell:**

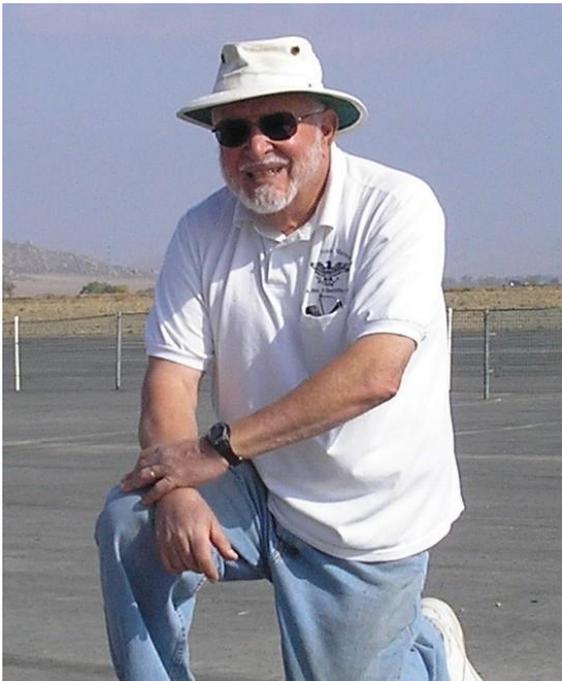
- John DeFries showed his control-line "speed" pulse jet model. The pulse jet is a direct copy of the engine on the German V-1 "buzz-bomb." This one uses about 10 ounces of nitro and alcohol fuel to achieve speeds of nearly 200 miles per hour.
- Jim Bronowski, using his experience in the safety field, briefed the dangers of heat on these very hot days and how it affects the body. He outlined how to recognize the symptoms of heat stress and how to combat it. Bottom line, severe heat stroke can cause death.

## **Raffle:**

15% Fuel, LiPo battery checker, CA Glue, Epoxy Glue, 2 Lipo Batteries.

*Meeting Adjourned at 11:35 AM by Jeff Szieber*

*Minutes submitted by: Robert Evans*



## Oscar's Observations

By Oscar Weingart

<http://www.torreypinesgulls.org/> and <http://www.tpsss.org/> )

Well, that old Greek tragedy curse on hubris is alive and well! I again flew (briefly) flew three electric models in one day, and this time, I was punished for bragging, even before I had a chance to brag! The models were the Roc Hobby V-tail foam glider, the

Apprentice belonging to grandson Joshua, and the Kyosho Calmato 1400 Sport. I was preparing to land the glider, and it was way out near the east end of our runway, when I evidently let it get too low and slow. I had the throttle stick on my transmitter, but stupidly did not use it. The glider stalled near the ground and hit on its nose. The nose was apparently unharmed, but the left wing, previously broken and repaired, broke again, in the same place. If I can't make a decent repair, I will bite the bullet and order an expensive set of new wings. There are a couple of lovely ocean-side flying sites near our planned Summer RV trip route, and the V-tail is ideal for taking along on the trip. Paul Jones got a good deal on the similar big Hobby People Quest foam electric glider, and we look forward to seeing it fly. Big Jon De Fries, our VP, has a Quest, but we have not seen it flying much.

I had a hard time keeping the little Calmato in sight. I just have to learn to keep it closer in

when flying. It is a fast little bugger, and gets way out there before you know it. I am capable of flying closer in, but I am a little spoiled by our wide open, hazard-free airspace. When flying the same model at the cramped ISS field near the Citrus park, I usually managed to keep it within the strict ISS local airspace limits and also to avoid the surrounding tall trees.

The Apprentice flew fine, even with the rather big control surface deflections available to my ham-handed thumbs (mixed metaphor?), thus proving what a good trainer it is. This particular Apprentice does not have the fancy gyros and different skill levels of later versions, but it really does not need them. With the plain vanilla Mode 2 control setup, neither grandson nor grandpa had any trouble flying it. Our Apprentice was repaired with a bigger .25-size electric motor and ESC, but it really does not need them either. It flies quite nicely at half throttle.

### UCR UAS Team Does Well in AUVSI Meet

We have been supporting the UC Riverside Bourns College of Engineering's Unmanned Aerial Systems project for three years now. The main goal of the project is participation in an annual competition held at Patuxent NAS in Maryland by the Association for Unmanned Vehicle Systems International. We have allowed both the UCR and UCSD teams to test fly their autonomous robot aircraft at our field, and we provided our fine Prop Talk Editor, Jim Bronowski,

### At the Field

We stayed a few days in June in Chula Vista, in our RV, so we could attend our oldest grandson Jacob Martin's High School Graduation in San Diego. While there, Jacob's brother, Jonathan, accompanied me to Torrey Pines, where I flew my 40 year old 100 inch 2-channel glider off those great cliffs, with their wonderful slope-soaring lift. I had to re-register with the Torrey Pines front office, show my intermediate glider pilot certificate (issued last year by Ray Pili of the Torrey Pines Gulls) and my 2016 AMA license, and they made a movie of me reading their 2016 release of liability statement. The old glider flew just fine, and I had hoped to also fly my big foam Roc Hobby V-Tail electric powered glider, but Jonathan wanted to go home. Mike Lance, Safety Officer of the other club who fly at Torrey Pines, the Torrey Pines Scale Soaring Society, helped us out, and he showed us some of the huge scale gliders that they fly. (See

as a safety pilot to accompany the UCR team to the competition in 2014. The following excerpts from an email to the UCR Chancellor summarize the results of the UCR Team's efforts this year. Note the credit given to RRCC.

*< My name is Frederick "Fritz" Grigsby and I am the coordinator for UCR's Unmanned Aerial Systems Project. I have some very exciting news to share with you all.*

*The team has just finished participating in the AUVERSI Student Unmanned Aerial Systems competition in Maryland. This competition is arguably one of the largest competitions in the field of unmanned aerial systems in the world, where student teams focus on the development, analysis, design, and demonstration of a system capable of completing specific autonomous aerial operations.*

*This competition consisted of 43 officially registered teams, roughly a third of which were international teams. Out of these 43 teams, 19 teams were eliminated during the journal and proof of flight portions of the competition. As one of the remaining 24 teams which moved on to the flight readiness review and mission task components, we are very happy to share with you that UCR placed 8th overall! Considering only universities that competed from the United States, UCR placed 4th nationally! UCR is also the highest placing University from California. (Competing California schools include: UCSD, Cal Poly Pomona and CSU Fullerton). For 2 years in a row, UCR UAS has consistently placed in the top 10 to be recognized nationally and internationally.*

*Considering that we placed 10th in this competition last year and 24th the year before, we are proud to have achieved such progress. We have shown that we can learn from previous failures and apply those lessons to continue to advance and grow our project as well as teach these hard earned lessons to new members of our team. With your continued support and our growing group of new members and alumni we hope to continue to show that UCR is a school to be contended with when it comes to both engineering and its application to unmanned aerial systems.*

*I would like to thank the various support from professors and faculty which have supported the UAS Project. Dr. Ren who has advised this project and who has provided generous donations to our efforts. Jun Wang and the BCOE staff in aiding us with all logistics and fundraising efforts. As well as the Riverside Radio Control Club, who provides us with a field to conduct our flight tests. >*

Oscar

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## 2016 CLASSIC PATTERN GET-TOGETHER

**By Robert Fish**

West Coast Regional Director, Classic Pattern Association

Some people say that the best things in life are free. That may well be true in some cases, but I can say for sure that there are some wonderful things that do not cost much. One such thing was the 2016 Classic Pattern Get-Together, which was held on June 4<sup>th</sup>, 2016 at the Riverside Radio Control Club field in Perris, CA. What makes the CPGT different is that it is not a contest, but rather a "fly-in". The idea was hatched six years ago by a group of So. Cal guys, and has become a staple item in the classic pattern community here on the west coast. The weather was HOT, marking the start of the hot season here in So. Cal. But that did not stop us from filling the sky with classic pattern airplanes. We had 16 entries, and everyone had an absolute blast.

This year saw the return of several of our "Veterans" that went missing during recent events. Eric Huffman made his way out from Phoenix, AZ. Eric brought his Dirty Birdy as well as a new Curare ARF for its inaugural flights. Eric's Curare is powered by a NovaRossi .57, which is a strong performer. Speaking of first flights, Kevin Gribben of WingsWestRC.com brought out his Deception for its long awaited maiden voyage. I am happy to report that it flies every bit as well as it looks. The YS Classic .61 provided ample power and a nice vapor trail to follow the airplane through the sky.

I do not want to leave out the rest of the WingsWestRC team, Brian Connors returned with his new Dirty Birdy ARF, and Dick Johnson had his “Kevinized” Kaos 40 ARF. It is almost hard to call it an ARF, when Kevin gets down fixing on an airplane, it is far more than the sum of its parts.

Otto Dieffenbach always brings a small air force of cool things to fly, and this year was no exception. Otto brought out his electric Kaos and Kwik fli, accompanied by two “Mini-Me” micro versions. They are all great fliers, and the micros really hauled the mail! Otto also flew a Proctor Antic biplane, which while not a pattern aircraft, it is arguably a classic in its own right.

Team Tailwinds (Lancaster, Ca.) was represented by Tony Frackowiak, Mike and Jean Greear, Jennifer and myself. Tony brought his Kaos and venerable Phoenix 7. Tony made several flights with the Kaos, but the P-7 stayed in the car. Even in this age of radios with 250 model memory, it is still possible to bring the wrong transmitter! Mike flew his Kaos as well, but his day was cut short with a burned up motor. Jean brought her electric powered Taipan. I flew my EU1-A equipped with a converted NovaRossi .61 (Speed 13 converted to R61F) and my electric powered Typhoon.

Doug Woodward was back with his lightened and improved Conquest IVe. I had the privilege of flying it, and I will testify that removing 3/8 of a pound from an airplane makes an undeniable improvement to its flight characteristics! Doug’s goal was to stretch the airplanes performance to where he could fly the Expert pattern with the required overhead left in the battery, and he succeeded in doing so.

The Father and Son team of Paul and Jonathan Rinde returned, with Paul burning up the sky with regularity with his OS .61 FSR powered Taipan. Jonathan flew his Birdie 40 and his Flash 45. The Flash was one of the giveaway airplanes from Prado 2014. Yes, sometimes we give away airplanes out west.

Brad Lang brought his YS powered Joker, and put up several graceful flights with it. Scott Holmes returned with his 40 Kaos and his new P-7 ARF. The OS powered P-7 burned through the skies in a convincing manner.

Bruce Tefteau returned this year with his beautiful Dirty Birdy. All painted and powered with a K&B .61, you can’t get this caliber of airplane out of a China box.

I said everyone had an absolute blast, but unfortunately we did have one casualty, and that was Marta Horvath’s Forte. As a corollary of Tony F’s wrong TX situation, having the right TX and selecting the wrong model can bring disaster! Marta and Dave both carried on in stride, and switched to her back up model (also a Forte). The Forte is Dave Horvath’s design, and it was featured as a construction article in a recent issue of Model Aviation magazine. Thanks:

I want to thank some key people, without whom this event would be a no-go. First the Riverside Radio Control Club, they have graciously provided their facility four years in a row. This year has been a tough one for the Riverside club, having several of their events cancelled due to unfortunate circumstances. We were happy to help support them through our event. We have developed a great relationship with the club, and we will continue to have it as an annual event. Thank you so much!

Along the same vein, I want to send very special thanks out to Kevin Gribben, and the WingsWestRC team. They have been a supporter of this event since the beginning. This year, WingsWestRC generated extra funding which was turned over to me to apply toward a “classic cause” of my choice. I chose to give the extra funds to the RRCC to help support them and to say a big Thank You for being a friend of the CPGT for the past four years.

Jennifer Fish- Once again the “Hostess with the Mostest”. Her welcoming attitude and dedication to seeing that everyone’s needs are met are priceless.

This is not so much of a thank you as an acknowledgement of a blessing- All of the ladies present this year, two of whom are pilots! It adds a dimension of class to an event seeing Marta, Jean, Jennifer (Both Jennifers- Fish and Lang), Mrs Tefteau and Mrs . Rinde chatting and supporting their guys. We must be doing something right!





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