

# PROP TALK



## THE NEWSLETTER OF THE RIVERSIDE RADIO CONTROL CLUB

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[www.riversidercclub.org](http://www.riversidercclub.org)

MAY 2016

## Wait there's more!

*The latest news from the AMA regarding legislation*

### Several Detrimental Provisions Remain in the Senate Bill

Last week we (AMA) asked you to contact your Senators requesting support of an amendment to resolve provisions in the Senate's FAA reauthorization bill that could be detrimental to our hobby. Thanks to your efforts over 30,100 letters were sent to Congress. We thank you for your support of the hobby and making your voices heard. The Senate version of the FAA reauthorization bill importantly preserved the Special Rule for Model Aircraft and affirmed the importance of a community-based approach to managing the model aviation community. The Senate bill also exempts our members from the 400-foot altitude limitation that was in the draft Senate bill. AMA secured this exemption for our members after engaging the leadership of the Senate Commerce, Science, & Transportation Committee.

Unfortunately, however, today we learned the Senate did not incorporate some of AMA's suggestions into the final version of the Senate bill. AMA is disappointed with several of the provisions that passed the Senate, which could undermine our community's model aircraft activity and detract from the creativity, innovation and enjoyment of the hobby.

One of the provisions would require all UAS, including model aircraft, to meet new FAA design and production standards and impose unnecessary regulation on hobbyists who often build their own models at home. This legislation also puts new requirements on model aircraft operations within 5 miles of airports, potentially jeopardizing hundreds of existing flying sites that have operated safely and harmoniously within our communities for decades. And finally, the bill creates an unnecessary and unsubstantiated requirement for AMA members ages

*(Continued on page 2)*

### 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*

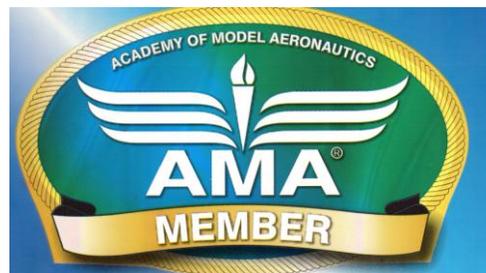
Webmaster: *Oscar Weingart*

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

**NEXT MEETING  
SATURDAY  
MAY 21ST  
10:00 A.M.  
CROWLEY  
FIELD**

13 and above to take an online FAA safety test and carry proof of passing the test when flying. While the Senate bill is disappointing, know that we still have opportunities to shape the final legislation and we'll need your continued help and support to achieve the best possible outcome for our hobby. The more favorable House version of the FAA reauthorization bill still needs to go to a floor vote. This bill provides a clear definition of a community-based organization (CBO) and tasks the FAA with developing a process for recognizing qualifying CBOs, both long-overdue tasks for the agency. In addition, the House bill makes clear that model aircraft can be used as a teaching tool for science, technology, engineering and math (STEM), as well as aeronautics. Once the House and the Senate bills are passed, they go to a conference committee for another round of revisions and another Congressional vote. This process could take many more weeks or possibly months before being presented to the President to sign into law.

We will continue to work with our allies in Congress to protect and strengthen our long-standing, safe and educational hobby, and we may need your help again in the near future. Please continue to monitor [www.modelaircraft.org/gov](http://www.modelaircraft.org/gov) and your email for updates and more information.

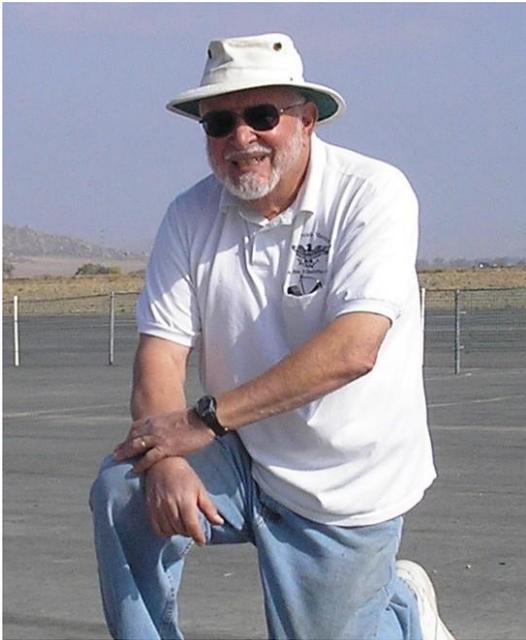


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**There are no minutes from the meeting last month as there were not enough members present to have a meeting and decide anything. There were enough officers present to form an Executive Board and they voted to approve two new club policies:**

- **All RRCC members are required to have and display in the aircraft an FAA Small UAS Certificate of Registration. This is now a club rule. The reason for this is: If the FAA inspector checks and finds you are not in compliance with this requirement, you may be fined but the club will not incur further liability.**
- **Turbojet flying is now authorized at our field with restrictions. One of our club members volunteered to control turbojet flying by checking each pilot, enforcing safety rules and approving each turbojet flyer for flying at our field. Once cleared by this individual, they may fly.**

**For reasons beyond our control, our annual AMA pattern contest (The RRCC Chuck Hartmann Memorial Pattern Contest) scheduled for May 14th and 15th was cancelled. Our thanks to Tony Frackowiak our contest director (CD) for all his efforts. We look to next year.**



## Oscar's Observations

*By Oscar Weingart*

### In The Shop

I think that the Hobby Industry is a little slow in responding to some needs resulting from changes in our technical or regulatory environment. The FAA now wants, and the AMA has always wanted, to have us put registration numbers on our RC and flea-fright airplanes. The scale rules suggest that each scale model should have a scale pilot visible in the cockpit. Electric-powered flight has generated a host of technical requirements and gadgets.

One would think that the hobby shops would offer decal or stick-on letters and numbers that would enable us to easily meet the AMA and FAA requirements. I hate to fuss with arranging individual stick-on numbers. I always get some on crooked and badly spaced. So I went to Aaron's sign shop on the corner of Van Buren and Magnolia to get a sheet of

custom registration numbers. They are stick-on vinyl, in just about any color, font and size. They are already pre-positioned and spaced behind a front carrying sheet, so you don't have to fuss with individual letters and numbers. Just (1) clean the surface to be marked. (2) peel off the anti-stick backing sheet. (3) position the front carrying sheet with the numbers in place and (4) press the registration numbers down. Then (5) peel off the front carrying sheet, leaving the neatly spaced numbers and letters in place for a professional looking job. I paid about \$27 for a dozen sets of 1-1/2 inch FAA and AMA numbers. That turned out to be a bit large for my current electric models. I would use one inch if I did it again. They also have sheet stick-on vinyl film, in many colors, for \$2 per foot of rolled 30 inch wide material on a non-stick backing sheet. So a 12 x 30 inch sheet is \$2, but the 12 inch dimension can be any number of feet, so a 24 x 30 inch sheet would be \$4, etc.)

I had trouble finding a pilot for my Clamato 1400 Sport. Hobby People had no pilots at all. Hobby Town USA in Corona had a few pilots, by no means a good assortment, and the only one that would look right, a sport pilot, was about \$25! I settled for an inappropriate, military jet-

looking pilot for about \$6. Suitable pilots are available by mail or internet, but the listings often lack the dimensions needed to determine suitability. Fortunately, scale model ARFs now often include a pilot. A funny (and rather insensitive) recent goof was a VQ "Red Tail" Tuskegee Airmen P-51 ARF, which came with a white pilot!

Another lack I have noticed is in suitable field boxes for electric flyers. Why is there not a "designed for electric" field box. It would have the usual cradles for holding the airplane, plus a fire-proof drawer for LI-Po batteries, and drawers for the needed tools, special meters and cables, etc. There would be a built-in panel with test meters and charger, powered by AC or a large built-in 12 volt battery, with cables to also allow the use of an external car battery. A charger for the built-in field box battery should be included. A transmitter holder would be nice, and a place for instruction sheets and manuals would be handy. The type of box that rests on its own legs, thus elevating the airplane cradle to convenient working height, would appeal to me, but it would have to fold up into a rather compact package for it to fit in my Ford Escape along with the airplanes.

I currently (no pun intended) use a small folding table from Camping World, with a separate plastic airplane cradle, which has a tray for a few tools.

My transmitters are in a separate case, and the Li-Po batteries and more tools and meters are in a separate tool box. I sometimes bring a separate AC/DC charger that connects to my car battery. The special field box described above would replace these five items, that each now have to be separately carried from my car to the pits.

If I had this improved field box, I could have avoided a repair job on the vertical fin of my Calmato 1400 Sport ARF, which was damaged when the wind blew the unattended plane off the plastic cradle.

#### At the Field

Here I have some bad news and some good news. The bad news is that I managed to crash my VQ Fly Baby .40-size electric ARF. The prop hit the runway and broke during takeoff and I had a plane in the air with little or no power. I managed to stall it and it went in on its nose. The ply motor mount plate will need replacing, and I ordered a new fiberglass cowling from Hobby People Online. The new cowling is a perfect replacement, but the @!#\$%^&\* color is way off! It would have been just as easy to make it the correct color. What a pain! The electric motor, ESC, and battery are OK. The fuselage is cracked in a few places, and the fin and rudder are a mess, but repairable. (I am very hard on fins and rudders!) The wings and all-important aluminum wing support tube are OK, but the tube will need minor straightening. I hope that I can do as good a repair job as Paul Rinde did after the first crash.

The good news is that I finally got the landing gear on

my .40-size electric Space Walker ARF properly adjusted for toe-in, and it tracks fairly straight on take off. I like the way this plane flies. The large wing and more than adequate power make for a smooth-flying combination. More good news is that I was able to fly three planes in one day! These were the big foam V-tail electric powered glider, the Space Walker electric ARF, and the Calmato 1400 Sport electric ARF.

We were contacted by the UC-San Diego UAV team, for permission to test fly their AUVSI Competition UAV at our field on April 30 and May 8. Since this was pre-approved by the club, there was no problem, and they got some satisfactory test flights. The competition is in June, so it is well that they are getting some in-the-air practice. They have promised me some photos of the tests.

#### At the Air Museum

Our speaker at the Inland Empire Aviation Roundtable, at the March Field Air Museum on May 18 at 7 pm, will be Mike Magnell. Mike has many colorful aviation stories to tell. He has been a Flight Instructor, Alaska Bush Pilot, Airline Pilot, and Ferry Pilot. Mike has delivered a wide variety of aircraft, from light planes to Boeing 737s, throughout the world. He has flown to Australia, South America and the Mid-East, including exotic destinations like Baghdad and

Kabul. He has helped to install the complex plumbing and controls for the large temporary extra fuel tanks needed to extend the range of aircraft being delivered overseas. And he has dealt with customs agents and other bureaucrats worldwide.

#### *Oscar*



**What is this goop you can buy at ACE Hardware? Turn the page and find out!**

*Your editor has tested this adhesive and found it to be very handy around models, and the workshop.*

**Weldbond®** is a universal bonding adhesive for glass, wood, plaster, metals, slates, tiles, building panels, boards and blocks, cement, bricks, concrete, linoleum, fabrics and more.

**Weldbond®** appears white in the container but dries to a clear film. It is water resistant but not waterproof, impervious to gasoline, oil, grease, salt, molds and fungi, weak alkalies and weak acids. It is non-staining and will not become brittle with age. **It creates a flexible bond.**

**Weldbond®** is concentrated and can be thinned with clean water only. It is ready for use, it does not require heating or mixing. ( More information on [www.weldbond.com](http://www.weldbond.com))

### **SURFACE PREPARATIONS BEFORE APPLICATION**

Ensure all surfaces to which **Weldbond®** is to be applied are clean and free from ridges that would prevent 100% contact. Remove all loose particles. All oil, grease and dirt must be removed. Steel surfaces should be given a coat of Rust Inhibiting Primer Paint before using **Weldbond®**. Porous surfaces must be sealed with 1 part **Weldbond®** to 5 parts water. Porous surfaces can be determined by dropping a small amount of water on surface. If water is readily absorbed, surface is porous. If water beads on the surface, it is not porous. Check for warping of material and use clamping where warping is evident.

**NOTE:** The sealing mixture of 1 **Weldbond®** to 5 water should not be used where water alone would have an adverse effect, i.e. on water soluble fillers.

**Bonding Porous Surfaces (i.e. China, Pottery, Ceramics)-** First seal both surfaces as above. Allow to dry (approx. 1 hr.) then spread thin film of **Weldbond®** over both surfaces and clamp lightly or tape until fully cured.

**Bonding Porous to Non-Porous Materials (i.e. Wood to Metal)-** Spread thin film on both surfaces. Leave open for 1 to 2 minutes to become tacky and slightly transparent, then squeeze both surfaces together with slight turning motion. The longer it is left to cure, the stronger the bond. **Weldbond®** cures by evaporation. When fully cured the bond is clear (transparent).

**Bonding Non-Porous Materials (i.e. Glass to Glass)-** Spread thin film on both surfaces. Leave open for 2 to 3 minutes, then squeeze surfaces together with a slight turning motion. The longer it is left to cure, the stronger the bond. When cured the bond is clear. Higher temperature and lower humidity speeds curing.

**CURE TIME:** **Weldbond®** becomes tacky quickly and will dry within the hour on porous surfaces. Provides a strong bond within 24 hours and tremendous strength within a few days. The sealing mixture of 5 parts water to 1 part concentrated **Weldbond®** dries in approximately 1 hour.

**WORKING TEMPERATURE:** For maximum performance use at temperatures above 50°F / 10°C and on surfaces below 200°F / 92°C.

**EXCEPTIONS:** Some types of plastic, rubber and cast metals will not produce a bond with **Weldbond®**, i.e. polyethylene, unbacked vinyl, P.V.C., Teflon®, polypropylene, vinyl to vinyl, cast iron, cast aluminum. **Weldbond®** is not intended for marine applications. It is not recommended for use on exposed exterior surfaces. Garage interiors are acceptable.

**NOTE:** Do not use when bonding containers designed for use with, or subject to, hot liquids.



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CONTROL CLUB  
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