

# PROP TALK



THE NEWSLETTER OF THE  
RIVERSIDE RADIO CONTROL CLUB

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FEBRUARY 2008

## Future of our field?

### *Plans by the city of Perris for our area found*

Looking to see if the city of Perris had any plans for the area where our flying field is located, Tom Henning went to the City of Perris web site. I guess it's something none of the rest of us even thought about trying. And sure enough, he found an outline of the long-range plans for the acreage where our field is located. It shows the area west of the drainage canal where we are designated as an "undeveloped park." Now we are assuming that because it is projected as undeveloped that there will not be any buildings or athletic fields. The thought is that they won't put any money into that area and will be content with letting the modelers continue to use the area. Of course, we don't know at this time. We do know that someone owns the property we fly on and has given us permission to continue to fly there.

Years ago your editor saw plans for a housing development where our field sits now. The plans

showed the noise footprint from the final approach to March ARB. It would require the absolute maximum of insulation on each structure because of the noise. Also, a large lake would be dug out and the soil used to bring the level of the ground for houses raised at least four feet because the area is on a flood plain. Now the cost of this project would be quite prohibitive in the present housing and economic environment.

The city of Perris would have to annex and purchase the area before their long-range plans could be implemented. Of course, it is not certain an enterprising individual or company won't come in and buy the land for other purposes. A ski resort or logging operation might just work out for our purposes. Anyway, our best guess is that we should be there for the foreseeable future.

By the way, this is the last time the annual dues form will be printed in the newsletter. If you haven't signed up, this could be your last chance.

### RRCC CLUB OFFICERS

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

# Minutes of the January 2008 Meeting

**Meeting of January, 2008** was called to order at Crowley Field at 10:15 AM by President, Jeff Szieber with 30 members present.

Moved and seconded that the **Minutes** of the December 2007 meeting be approved as read – **passed**.

## **New Members and Guests:**

Don McEntire, a former club member. (New Member)

## **President's Remarks:**

None

## **Old Business:**

- The second AMA pattern contest for this year will be announced as soon as a date is established. (The latest update: We will only hold one AMA pattern contest this year (April 12<sup>th</sup> and 13<sup>th</sup>) as the Whittier Narrows club will take over the second one June 7<sup>th</sup> and 8<sup>th</sup>.)
- The first IMAC contest is considered for a possible change of date. The second IMAC contest is scheduled for the 26<sup>th</sup> and 27<sup>th</sup> of July this year.
- A new club roster will be completed soon and made available.

## **New Business:**

- A short comment on the land use for our flying site was presented. A land use document dated 03/06 from the Perris California web site shows that we are on a possible park space, which may be annexed at some time in the future. However, the document shows the area where our field is located to be an “undeveloped” park designation. This apparently means that we should be able to maintain our present status. Actually, the land we are on is private property and would probably have to be purchased by the city of Perris before the area could be deemed a park area.

## **Program:**

Several Planes were shown for all to see:

**Bob Jones** displayed his Black Horse Spitfire MK II ARF. It has a 120 Motor, retracts and split flaps.

**Ken Reid** had his P 40 also. It has 3 retracts systems, main gear and tail wheel. This plane is an ARF with Sierra retracts and Oleo Struts. It has an Evolution 50 engine that has a 5 ½ inch crankshaft especially made to fit this model.

**Bob Gillespie** also displayed his model, a Hangar 9 B-25 which he flew successfully later.

## **Raffle:**

**Prizes included a Black Horse YAK 40 ARF, A Funtana 300 Electric E-Flite ARF, 15% fuel, Thick CA, 2 Dynamics gift certificates, and 1 RRCC Cap. Great raffle prizes!**

Meeting adjourned at 10:50 AM

*Secretary; Jim Mayfield*



## Oscar's Observations

By Oscar Weingart

### Widgeon Redux

I got an email from a modeler named Rich Hardt, who lives on a ranch in Riverton, Wyoming. About 5 years ago, his wife bought him the G & P Sales short kit for the Quarter Scale Grumman Widgeon, hull no. 4. (It cost \$1200 – where do you get a wife like that?) He is having it built now, so he contacted Al Franklin and me for information. Al is the originator of the quarter scale Super Widgeon design and the tooling used for the fiberglass hull, flat-four engine nacelles and wing tip floats. I built, with Jim Mayfield's help, the first of these Widgeons to actually fly. Stan's Fiber Tech made the first production moldings from Al's molds. I also had Stan make a mold for the classic Widgeon inverted Ranger engine nacelles.

Rich flies at 6000 ft. altitude, so he is using Brisson 2.4 engines. Rich had a lot of questions, so Al and I wound up sending him lots of emails, construction photos, and even DVD movies of our Widgeons flying. This activity ended in an email round robin of the various Widgeon builders and pilots, discussing how to control porpoising on takeoff, and other

subjects. That, in turn, made me want to lower my Widgeon from the garage rafters for further test flights.

My Widgeon needed new wing tip floats, which it took G & P about a year to provide, and my Ercoupe on floats project meanwhile had started, so I sort of lost interest in the Widgeon. But, aside from the tip float finishing and mounting, it needs only minor work to get it ready for the spring float-fly season. So

who knows? I may just get it ready. I have put a link in our website to a short movie on YouTube of my Widgeon's second flight at our Lake Perris float fly in 2000:

<http://www.youtube.com/watch?v=1Gmo8Q5ooNA>

### A New Idea

All this Widgeon activity, along with my Ercoupe on Floats project and Scale Masters activity, combined with my communications with Randy Wilbur of the Scale Squadron on a RRCC Scale Fly-in, set me thinking on the possibility of a new and unique event.

How about a Scale Masters event for seaplanes? We see a lot of scale seaplanes at the float flies. I own two possibly competitive aircraft myself, a 1/3 scale Ercoupe on floats, and a quarter scale Grumman Widgeon. There are lots of Cubs

and other scale aircraft on floats, and in Canada, I saw a couple of 14 ft. Albatrosses flying in formation on Lake Shuswap, B.C.

What I envision is an event just like a land-based Scale Masters meet, with static judging and flight judging. I might even be coaxed out of float-fly coordination retirement to run such a meet at Lake Perris. We held 9 annual float flies there before I burned out. We tried a Schneider Cup Race at one of the float flies, but only two entries showed up. That event required a very specialized airplane, so it is understandable.

The Scale competition could be tried out in conjunction with a regular float fly, on an experimental basis. Scale operations could be expanded to include sailing, docking, water bombing (of a candle burning on a raft) etc. The Portland, OR club runs float flies at Pine Hollow, a campground on a lake about 50 miles east of Portland. They have spot landing, Limbo and other events, in various combinations, and also a scale model competition where one must present documentation.

I have run this idea by Bill Hart, head of Scale Masters, and Randy Wilbur of Scale Squadron. I would appreciate feedback from our members. Would it work? Would RRCC support it? Would anyone show up to compete?

### Nostalgia

The March Field Air Museum, where I volunteer two days per week, recently had a Pearl Harbor



event. One of the exhibits contains a Strombecker solid wood scale model assembly kit of the battleship USS California, one of those sunk

on December 7, 1941. How well I remember these kits! Balsa was almost impossible to get during WWII, as it was used for life rafts and other strategic purposes, so the model airplane kit manufacturers substituted basswood and even cardboard, for the stringers and bulkheads, spars and ribs. The Strombecker kits were solid pine or rock hard maple display models, with most parts pre-shaped. They also made similar kits for airplanes and trains.

Progress?

I have started building the PT-6A (Fleet Model 2) biplane. There are 10 wing box spars, of six different types, that must be laminated from spruce and plywood. I am using Tite-Bond's waterproof glue, a first for me, as the kit manufacturer recommends against using CA, because of all the spruce and plywood laminating. CA does not have the open time,

penetration, or fillet-forming characteristics needed for this type of structure. This plane was designed in 1976 for the emerging Quadra gas engines, which were real shakers, so the construction is heck for stout.

Don Lien and I had a two-hour measuring and picture-taking session at the March Field Air Museum, to help firm up our approach to making the Concept Models kits into models that will be suitable for Scale Masters competitions. We took about 80 pictures, and with plastic-gloved hands, made many measurements of struts, wires, wheels and other details. Like the Ercoupe, the Fleet biplanes have been around for so long, (since the 1930s) with so many modifications and restorations, that no 3-view drawing is to be trusted. The beautiful red and cream civilian model that Don is building closely

resembles the museum's military version, so we have similar concerns about modifying the kit.

"Into the air, Junior Birdmen, into the air upside-down .....

*Oscar*



We learn from our mistakes

As usual, your editor had another "senior moment" at the flying field. On takeoff roll with my Swallow, as I eased the nose up for another spectacular takeoff, the nose actually went down, the prop contacted the runway and the landing gear went its own way. The elevator worked just fine, except it was backwards! I had brought out the wrong transmitter! I had checked the controls before flight, but only for movement and not direction. Yep, that was dumb. Anyhows, while repairing the landing gear I used Gorilla Glue. It is great stuff and fill gaps like you won't believe. The stuff expands as it dries to fill the gaps. You need latex gloves, or similar, or your hands will turn very black.



Here I am trying to pick out the right transmitter for the airplane I will be flying. I think the sunglasses caused my confusion. I picked the one on the left (wrong!)



Here I am admiring my Gorilla glue container. This clear drying (actually white) glue can be purchased at most hardware stores, Home Depot or Harbor Freight.



Mail Dues to:  
Larry Roberts  
P.O. Box 295  
Homeland, CA 92548

## RRCC 2008 DUES

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

2008 Dues Included:

**\$50 (Open)**

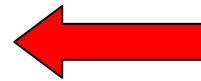
**\$10 (Junior)**

AMA # \_\_\_\_\_ Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

It's that time again; time to send in our 2008 dues. Annual fees are due by the end of January. The annual dues are \$50 for an Open membership and \$10 for those under 18 years of age. Fill out the form above, cut it out and mail it with your dues to Larry's P.O. Box. A check is the preferred method of payment as it makes Larry's job so much easier. Again, if you have a hardship let Larry know. He can help you work out a payment option.



Here I am inspecting my Gorilla Glue repair job on my landing gear support area. Note how the glue expanded to fill the gaps. I have just taken off my latex gloves, which are necessary when using this product. By the way, it is moisture that sets up this glue. Read the directions carefully before using!



Bob Jones shows his Black Horse Spitfire MK II ARF. It's a real beauty.



Ken Reed and his "big" P-40 Warhawk. I looks like he is standing on the wing.

**Hemet's Hobby Headquarters**



**DYNAMIC  
HOBBIES**

811 E. Florida Ave., Hemet, CA 92543

Owner - Bob Parcell (951) 925-9331

The February raffle will include the following items:

1. Sig Four-Star 40 kit
2. E-Flight Ultimate FX 3D Arf
3. Magnum XLS 46R Motor
4. Gal. 15% fuel
5. Gift certificate from Dynamic Hobbies
6. RCC hats and tee shirts

Don Rice



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