



President: Mike Stone (951) 385-3714
VP: Skip Shaw (909) 224-4775
Secretary: Bob Estrella (951) 928-2070

**APRIL
2017**

Treas.: Bill Rothenbuhler (951) 845-4801
Field Director: Vacant
Field Safety: Roy Truitt (951) 247-0162

MARCH MEETING MINUTES

The April 1, 2017 meeting was held at Killeen Field. Mike Stone opened the meeting at 10:05am. There were 27 members in attendance.

The January 28, 2017 Meeting Minutes were approved as written. Bill Rothenbuhler gave the Treasurer's Report, stating the amounts we have in our Checking Account and Cash On Hand. Bob Estrella gave the Membership Report, stating that we have 54 members in the Club. Safety Coordinator, Roy Truitt noted that he saw a snake while mowing the Runway edges.

Old Business:

Mike Stone stated that the new owners of the property have informed us that, within weeks, we will receive a Notice to Vacate.

New Business:

Much was discussed regarding "WHAT DO WE DO NOW" in light of the fact that we will lose our Flying Field soon. Firstly, it was agreed that, due to the uncertainty of when we will lose the Field, we will cancel all 2017 Events, except for the upcoming April 8/9th Scale Masters Qualifier/School. Bob Jones agreed to run the Lunch Concession for that event as he did last year.

**APRIL MEETING
SATURDAY,
April 29, 2017
10:00am**

KILLEEN FIELD

It was then agreed that we would not pursue the issue further with the new owners, as it appears quite clear that they want us "out of there".

The next question that came up was "Do we dissolve the Club?" It was agreed that, for now, we will not dissolve the Club. We will see if anything comes up regarding a new Flying Field location. Bob Jones indicated that he would be willing to follow up on any leads regarding potential new Flying Sites. Holly Hollingworth stated that he would work with Bob Jones on it. Also, a vote was taken by attendees on whether or not to dissolve the Club if the Board decides, at some point in the future, that we will not be relocating to a new Flying. The vote by all 27 attendees was unanimous to dissolve the Club if that became the case. See list of attendees who voted **YES** on the next sheet herein.

Note: Per our Bylaws, a 2/3 Yes vote of the membership is required to dissolve the Club. Since we

currently have 54 members, we will need an additional 9 **Yes** votes to dissolve the Club.

The next question that came up was "Should we discontinue the Club Website? – Renewal is due on May 1st." It was agreed that we will renew the Website for an additional year. Discussion continued regarding how we should dispose of our assets. A summary of the "Disposition of Assets" discussion is shown on the next sheet herein.

Regarding disposition of whatever cash balance we have when we are notified to vacate the site, Mike Stone related that we probably won't have enough money to have a catered BBQ at the Field. If that's the case, he recommends holding a Pot Luck at the Field, with open flying all day, and spend our remaining cash on Door Prizes for the event. Attendees agreed.

Show & Tell:

There was no Show & Tell

Raffle:

There was no Raffle. Instead, each member was given a Ticket, and we drew Tickets for Door Prizes. Every attendee received a Door Prize.

ATTENDEES AT THE APRIL 1, 2017 MEETING WHO VOTED “YES” TO DISSOLVE THE CLUB AT SUCH TIME THAT THE BOARD DETERMINES THAT WE WILL NOT BE RELOCATING TO ANOTHER FLYING FIELD.

Bruce Anderson
Bob Estrella
Charles Fisk
Steve Glen
Gary Gruenke
Holly Hollingworth
Darrell Ivie

Ira Johnson
Bob Jones
Paul Jones
Jim Layes
Justin Link
Jay Littlefield
Stuart Lohr

Juan Martinez
Mike Mullins
Duane Neese
Ed Nutt
Toby Pitt
Paul Potter
Bill Rothenbuhler

Mel Santmyers
Mike Stone
Ralph Torres
Roy Truitt
Mike Wheel
Darrell Whiteaker

SUMMARY OF DISPOSITION OF ASSETS DISCUSSION

During the April 1, 2017 meeting, a discussion was held regarding what we should do with the Club’s assets when we lose the current Field and we don’t have another Field to relocate to. The following is a summary of the results of that discussion.

Start-up Stands: Any member who wants a Stand can take one home. Distribute the rest of the Stands to Hemet Model Masters (Davis Rd Field and Simpson Rd Field) and the Riverside Radio Control Club Field. Mike Wheel volunteered to transport the Stands wherever they need to go.

Desks and Tables: Same as above, if anyone wants them.

Tractor: The Tractor will go to Dave Carling.

Roller: Offer it free to the guy from the Corona Club who offered to buy it last year, but didn’t follow through with the purchase. If he doesn’t want to pick it up, sell it for Scrap.

Tamper: The Tamper will go to Skip Shaw.

Water Tank: No discussion regarding disposition.

Storage Containers: No discussion regarding disposition.

Markham’s Mansion: No discussion regarding disposition.

Pylon Race Equipment (Pylons, Sound Equipment, Bulletin Board, Pickle Switch Hardware): Holly Hollingworth agreed to store it in a building on his property.

Refrigerator and two Microwave Ovens: No discussion regarding disposition.

Two “Easy-Up” Canopies: No discussion regarding disposition.

Gilman Springs RCF Computer and User Guide: Bob Estrella will hold on to them pending possibility of continuing the Club.

2017 Consolidated Schedule of RC Events

- Saturday, April 8thHemet Model Masters Springtime Fun Fly
- Saturday April 8thMenifee Valley Flyers Bomb Drop Competition
- April 8/9thUS Scale Masters Qualifier/School at Gilman Springs RCF
- Sunday, April 9thChino Flyers Trainer 40 and Club 40 Pylon Races
- Saturday, April 22ndVictor Valley RC Flyers Warbirds Pylon Race
- Sunday, April 30thSC2 Soaring Event at the SCAMPS Field (next to RRCC Field)
- Saturday May 13thMenifee Valley Flyers Spring Swap Meet
- May 12/13/14thHemet Model Masters "IMAC Event"
- Sunday, May 21stVictor Valley RC Flyers SC2 Glider Event
- May 20/21stRiverside RC Club Quickie 500 Pylon Race
- Saturday June 10thMenifee Valley Flyers Electric Glider Competition
- Saturday, June 10thVictor Valley RC Flyers Fun Fly
- Saturday, June 10thRiverside RC Club Classic Pattern Get Together
- Sunday, June 11thChino Flyers Trainer 40 and Club 40 Pylon Races
- Saturday, June 17thCorona RC Club Fun Fly
- Saturday, June 24thCircle City Flyers Scale Masters Workshop and Fly-in
- Saturday, July 1stVictor Valley RC Flyers Combat Event (Fly Till You Die)
- Saturday August 5thMenifee Valley Flyers Members Appreciation Night Fly
- Saturday August 12thMenifee Valley Flyers Summer Swap Meet
- Sunday, August 13thChino Flyers Trainer 40 and Club 40 Pylon Races
- Saturday, September 9thHemet Model Masters Autumn Swap Meet
- Saturday, September 9thVictor Valley RC Flyers Warbirds Pylon Race
- Saturday, September 16thVictor Valley RC Flyers Tailhook Contest
- September 22/23/24thVictor Valley RC Flyers IMAC Event
- Saturday September 23rdMenifee Valley Flyers Annual Poker Fly
- Sunday, October 8thChino Flyers Trainer 40 and Club 40 Pylon Races
- October 21/22ndAMA District 7 Pattern Championship at the RRCC Field
- Saturday, October 28thCorona RC Club Halloween Float Fly at Lake Perris
- November 4/5thF3J Soaring Event at the SCAMPS Field (next to RRCC Field)
- Saturday November 25thMenifee Valley Flyers Fall Swap Meet
- Sunday, December 10thChino Flyers Trainer 40 and Club 40 Pylon Races

April 4, 2017

To make additions and/or changes to the Consolidated Schedule of RC Events, email Bob Estrella at EstrellaRC@hughes.net or phone him at (951) 490-2222.

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STORY OF THE “FLYING HUMMER”

By Holly Hollingworth

“Johnny Walker special”, AKA. “The Flyin’ Hummer”, AKA. “Holly’s folly”

One afternoon, not too long ago, the situation became rather tense at my house. As usual, I had no clue what prompted this scenario, but, being married to this lovely lady for over 40 years, I realized quickly that it would be in my best interest to remove myself from the area, post haste. Basically, “get the hell out of Dodge”. Quietly, and with as much stealth as possible, I made a hasty retreat. Passing by the buffet, I noticed a half empty bottle of Johnny Walker Scotch. Now, my Father, (the smartest man I ever knew), had always told me, “Son, always finish anything you start!”.. So, ...grabbing old John by the neck, we escaped to the safety and serenity of my shop. Be advised, Johnny Walker and I have been known to party occasionally, so this alliance was not a new thing. Settling in for a pleasant afternoon, I fired up the computer and poured myself two fingers in a water glass, and began surfing. Soon I was at the EAA museum, (have no clue how or why), but, there was a picture of a, “1946 Taylor Aerocar.” Both Johnny and I thought that was quite a novel concept. More surfing and 2 more fingers in the glass produced some real interesting information. People have been trying to make the concept work for way over 100 years! Back as far as 1841. Glen Curtiss gave it a shot in 1917. A Frenchman, Tampier, tried in 1921. Throughout the 30s 40s 50s 60s, individuals such as the Taylor Aerocar, Waterman’s Aerobile., and Robert Fulton’s Airphibian. Large company’s also made an effort, like Convair and Boeing. They are still trying today with the, “Terrafugia” and the “Aeromobile” and others. The fact is, Henry Ford predicted in 1940 that we would see an, “aircar in the future”.

Most interesting was the, “Mizar Air car”, a combination of a Ford Pinto, and the rear half of a Cessna 337 Skymaster, aka the “Huff & Puff”. The concept came from Henry Smolinsky, an aeronautical engineer and his business partner Hal Blake. The engineering was more than adequate, as the test pilot said it flew quite wellThe welding?,not so much. Twice the welds at the strut attach point failed. The first time, the test pilot, knowing the wing would not stand the stress of a banking turn, landed straight ahead in a Bean Field and drove it back to the airport. After re-welding, Smolinsky and Blake took it up themselves. The weld failed again. This time they tried to make it back to the airport. The wing failed, folded, and both were killed.

What made the Mizar even more interesting was the fact that I had the pieces! Another few sips from the glass and Ol’ John said, “why the hell not ?” On the top shelf was a toy Hummer that my Grandson had brought over for me to fix a bent axel. This was a push toy, but strong. After the repair he never picked it up, as a birthday had come around and he received an RC off road buggy. The Hummer was on its way to the Salvation Army. Also, in a corner was a repairable US Coast Guard, O-2 , “Oscar Deuce”, (Military version of a Cessna Skymaster). This was going to take some clear thought and fabrication. So, I put the cap on “Ol’ John”, for the return of what little was left to the buffet.

Couple of days later

Laying out all the pieces, I found some truths that could not be ignored. First, there was no way I could use any part of the fuselage of the Skymaster. That would entail a complete rebuild. However, the back of the Hummer was a totally flat surface, ...interesting, in fact the entire car was nothing but a box. The wing, booms, and tail area, was one structure and would sit nicely on top of the roof without much modification. The luggage racks made a useable wing saddle. A plywood former with holes for the existing leading edge wing dowels screwed and epoxied to the roof, and two blind nuts installed for the trailing edge hold-down bolts. So far so good.

Now for the Hummer.

The body of the car is held to the frame by eight screws, and seemed to be quite strong enough to hold the weight of the battery and electronics. After fabricating a very simple steering mechanism, (a single center pin), I installed an old servo and called it good. The placement of the motor was a challenge, as the car sat too low for prop clearance. Looking through the, “woodbox”, I found a carbon fiber/balsa laminate piece that would raise the motor above the car and provide a two inch clearance for a 12X6 prop. Just bolted it to the flat rear surface of the car. Again, so far so good.

Continued on the next page.

STORY OF THE “FLYING HUMMER”

Continued

The rest was pretty easy. Using velcro, I attached the ESC and receiver to the sides inside the car, Attached the battery hold downs to the frame, connected it all together, and fired it up. VIOLA !! Everything worked !! Quite a surprise! Balancing was a bit dicey, because the car was so short it needed quite a lot of nose weight. I had weighed the Skymaster, and two 25 fuel engines, and it came out at about 6 pounds. What I had now was a tad over 6 ¼ lbs. ...¼ pound ? ...not to worry. I ran it up and down the driveway a few times and it tracked well Sooo, lets give it a shot.

Nice calm day at the Gilman Springs Flying Field.

The “peanut gallery” was all settled in their chairs for the critique. I taxied out and made a couple of runs to check the steering. Everything looked good. Turned into the wind and let her go. We had a hell of a lot of speed, but, it didn't even think about lifting off. We tried 3 more times with the same result, IT WAS NOT GOING TO FLY!

As we taxied back in, the reasons and suggestions were coming fast and furious. Bigger motor, more elevator, change the wing incidence, and the comment that rang the bell, “way too much wing loading”....

Sooo back to the drawing board. Believing that all the suggestions had some merit, I thought about what I would change first. (one thing at a time). I really thought the wing loading was a major factor. Again, in the rafters was an old 40 size “Ugly Stik” wing with the tips damaged. Measuring things out, I found that, if I cut the wing back one bay on each end, I would have the same wingspan as the original wing, but with almost double the cord. I removed the sections of the original wing outboard of the booms, and cut the Stik wing in half. Secured these sections to the booms, and called it good. Back out to the field with high hopes...NOPE, same scenario Now I'm looking at \$90.00 + for a bigger motor. Another suggestion was, “just turn this motor faster” So I replaced the 11.1 lipo with a 14.8 ..That woke the motor up, big time !!

Again to the field. Checked again for a straight taxi, pointed it into the wind, took a deep breath, and let her go. The motor was turning close to 12000 rpm and away she went. Not knowing how much speed was needed, I let her run as far as I dared, then eased in some elevator. She came off as pretty as you please, straight as a string. We made two trim passes and quickly realized this was not, “Yo Daddy's trainer”!! It was a handful!! The second flight was a little better as the trims were a little closer. It was still very unstable and antsy. When landing, I flared maybe two feet too high and let the speed drop too low and lost aileron authority. Fortunately she went into the weeds off the runway, and damage was minor. Thanks to the building guru, Mel Santmyers, who repaired the booms, I repaired the damage to the Hummer and we were back out a week later. I have added more aileron throw, and less elevator to try to calm her down.

We have 4 flights to date, and though still unstable, she will respond to control inputs. I'm hoping I can learn how to fly this little turkey before hammering it up too bad. It will be an interesting challenge.

Thanks to:

Dave Carlingfor the Oscar Deuce
Mel Santmyers .. for his expertise and help
Mike Stone..... for saying, “why ??”

And my flying buddies at the Gilman Springs Field that gave me good, knowledgeable information that contributed greatly to the project. (Now, where did I leave the rest of that Johnnie Walker?)

