

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

President: Jim Scott - 209-576-7549

Vice President: Jose Macias - 209-464-5313

IMAA Charter# 623

Sec/Treasurer: Steven Howie - 209-847-0567

Membership Chairman: Mike Cummins - 209-985-1550

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www.rcflyersunlimited.com

Current News

We had our first annual toys-for-tots event at the field on Dec 15 2007. This event also commemorated some of our lost club members. The event brought in a lot of toys and the members seem to really enjoy themselves. A special thanks to Mike Cummins for his effort in putting on this event. Also thanks to all of the people that helped (including the provided lunch).

I have sent out the annual membership information form/invoice to each member for the upcoming year. Please return the form with all corrected information and fees/dues owed. Even though you may not have any fees owed and the form is current, it is imperative that you return the form. Otherwise, you will be dropped from the roster. This allows me to keep the membership roster current.

Once again another new year is upon us. We will be having our spring swap meet, the 4th of July IMAA fun fly, some float fly meets, maybe have another IMAC scale acrobatic meet in June, the warbird flyin, a couple of charity events and maybe, a jet rally. Hopefully, each one of these events will be successful, and that the club members will happily donate time and resources to make each of these events successful. For the club, it is the most effective way we can get people interested in the hobby, showing them our good will and keen interest in having them become

new members. It also allows us to meet members of other clubs and to show them what we have to offer.

We have made some improvements to the field during the past year. The major improvement was the cook station built by the club, most of the other expenses were recurring including pest control, portable toilet, and weed control. The biggest expenditure was the sealing of the runway. Thanks to all that participated in keeping the field looking great.

Our safety record at the field is very good with only a few minor cuts, bruises, and damaged egos. Hopefully we can maintain this through out this year.

Remember we are here to have fun, relax, and enjoy the camaraderie others of our hobby (its great to swap lies at the field). Go out to the field, relax, and have a great year.



PILOTS CORNER

Glow Plug Problems

From the Camarillo Flying Circus, Camarillo, California

Today's glow plugs are well made products and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. It's always best to follow the manufacturer's specific glow plug recommendations, but if you have an engine that seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

Overheating: A glow plug coil will melt if it gets too hot. Reasons why this happens vary. Sometimes the combination of running an engine wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel which has a built-in surge feature, which sometimes results in a momentary over-voltage to the plug when the power is first switched on. When a glow plug fails because of overheating, the end of the element wire has a tear drop shape at the break. Sometimes a microscope is needed to see this affect.

Vibration: If the engine is soft mounted the element is shaken from side to side with tremendous force. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.

Shockwave: Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets too low the increase in compression forces air out of the squish band

area with supersonic velocity and the action on the glow plug elements is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

Less often reasons why glow plugs sometime fail are:

Cranking the engine when it's flooded sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where is shorts out.

Another problem that occasionally occurs is that engines sometimes wear abnormally, causing a crankshaft to crack, bearings to fail, or a connecting rod to chew metal off the crank pin. Of course, when this metal goes up and deposits on the plug element, the plug burns out.

Tips & Tricks

Got fuel-soaked balsa?

Fuel leak from the fuel tank all over the tank compartment? If so I have the solution! First, remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24-48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours. Repeat as you feel necessary. Yes, there are other methods to use but I have found this one to be best.

Tip for those who have Real Flight G2

If you use the interface controller for real flight, take a small zip tie and secure the cord to the carrying handle that way it will relieve the stress on the wire going into the controller.

Tip for cleaning bolts

I saw this little tidbit on RunRyder on cleaning bolts before applying loctite to them. To do so, place the pile in a fine strainer (stainless) and sink it in a pot of boiling water and regular, not lemon, Cascade detergent for about 10 minutes. Dissolve the Cascade first. Rinse thoroughly and dry when complete. The parts are very clean when done. No further prep work is needed. This is easier on the fingers than the manual method, especially on a new model with a whole bag of screws to do.

Reinstalling the fuel tank with motor installed

Have you ever tried to run those pesky fuel lines through the tiny hole in the firewall while

the motor is installed and you got a headache? Well here is your aspirin! If you have any old pushrods or old bent landing gear lying around, straighten them as best you can and route them through the front of the firewall to the radio compartment. Then hook your fuel lines onto the wire and pull the wire out of the firewall. Easy huh?

Reducing glitch

Use shrink or silicon tubing on metal parts such as throttle and linkages to reduce minimum glitching.

—all tips and tricks courtesy of Jim's RC.com

Cash Flow Report

Income		Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$1,650.00	Port-o-potty service	\$0.00
	\$0.00	Pest control	\$40.00
		Newsletter	\$123.00
		Event expenses	\$413.15
		Bank Service Charge	\$13.00
Totals	\$1,650.00		\$589.15

Last Month's Total	\$7,078.75
Income	\$1,650.00
Expenses	(\$589.15)
Balance	\$8,139.60

**The January Club meeting is scheduled for:
 Wednesday, January 9, 2008 at 6:30 PM
 At Jim Scott's house, 2671 MacGregor Ct in Modesto.**