

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

President: Jim Scott - 209-985-0859

Vice President: Larry Maxfield - 209-404-0659

IMAA Charter# 623

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

Membership Chairman: Mike Cummins - 209-985-1550

Volume 9, Issue 7

July 2010



www.rcflyersunlimited.com

Current News

I would like to extend the club's welcome to our new members.

Tony Cunha
James Garner
Elias Jemenez

Please make our new members welcome and give them any help and advice they may wish to have.

June, we had two club events, IMAC, and Pattern aerobatic competitions. Even though, both events were not as large as past years, they were a great success netting a total of \$1,100 for the club.

The new field lease should be ratified soon. There are some changes for this lease. The annual lease will be \$800. Camping fees will be \$6 per camp (RV, Car, P/U, or tent camping). We are not to invite or have any outside vendors selling at the field. There will also be a \$75 boat usage fee for the float fly area.

At the June meeting, the membership has proposed to elevate the senior dues to 1/2 of the open member's dues. The current bylaws states:

Article IV, section 4

SENIOR MEMBER is a non-dues paying

member age 65 or over entitled to all the privileges of an Open Member. A one time initiation fee and a one time prorated annual Open Member dues (based on the month joined divided by 12) are required for all non-members of age 65 or older wishing to join the club.

The proposal is to change the bylaws as follows:

Article IV, Section 4

SENIOR MEMBER is a non-dues dues paying member age 65 or over entitled to all the privileges of an Open Member. The dues shall be one half (1/2) of the Open Membership dues. A one time initiation fee and a one time prorated annual Open Member dues (based on the month joined divided by 12) are required for all non-members of age 65 or older wishing to join the club

As required by the bylaws, there must be a notice of the proposed changes given to all of the membership at least five (5) days prior to the next general meeting before voting of these changes. Because of the lack of time to the July club meeting, the vote for the changes as stated above will be held at the August Club meeting. If you cannot make the meeting but wish to cast your vote, please email me at (rvcu@rcflyersunlimited.com) and state your decision. For those that do not have access to email, please send your decision via us mail to the address stated:

RCFU
233 Reardon St
Oakdale, CA 95361

All voting shall be concluded at the end of the August Club meeting.

A Yay vote of two-thirds (2/3) of the attending membership at the meeting including the count from any absentee votes shall be considered as ratification of the proposed changes to Article IV section 4 of the Club Bylaws.

PILOTS CORNER

FOR SALE

Super-Sportster 40, New, White with Green trim. A Magnum .91 4 cycle engine. A Cirrus Cycle Pro duel charger.

For any of these items please call Edward Felver at 209-492-0865.

Shop Preparation for Engine Running

From the Society of Antique Modelers,
the Central Coast Chapter (26)

When we acquire a used engine that flips over okay, and generally looks and feels like it should run, it will usually do so. But, about half the time it may need some tweaking to exorcise some little problem that made the owner sell it. For this, a good mechanic is more helpful than a priest. For those of us who can't or don't like to run 'em at home, there are some basic things to check out before taking it to the field running session, and maybe being disappointed.

Checkout amounts to more than seeing if an engine props over okay and a glow plug lights. If the engine is stiff or frozen up you'll need to loosen it first thing. A glow engine was no doubt run on glow fuel, but if it's a sparker, it might have been run either on gas and oil or glow fuel. A glow plug in the head and a missing

timer is a pretty good clue. A further test is to use a little of each fuel on a rag to wipe away some of the goo. The fuel last used will dissolve any residue the easiest. So, as a minimum pull the plug and flush things out with a fuel or solvent of the same base as the fuel last used. It may require soaking. A frozen engine can usually be loosened with a propeller installed and a heat gun applied. How much pressure you can put on the propeller without breaking anything is a matter of experience. (If something breaks, you used too much pressure.)

If the engine has ball bearings they need to be checked more carefully once things have been basically loosened up. With no propeller installed, rock the crank back and forth with the piston down below the exhaust opening. Carefully feel and listen for any bearing roughness. More soaking, or even disassembly may be needed. That's because congealed oil and/or even rust may be present. Congealed oil can make bearings skid in their races on startup and scuff the races or flat spot the balls. Sort of like losing your skateboard halfway down the steel handrail. Rust can be even worse, because it's abrasive and can grind up everything inside. Rust has to come out and new bearings may be needed. Fortunately, an old sparker that was last run on gas and oil is much less likely to have internal rust, or even bearings.

Most used engines are usually in really bad condition. Probably the most common reason an older engine won't start right away is poor or no fuel flow. Put a foot-long piece of fuel tubing on the spray bar, blow through it and listen. You should be able to close the needle so that no hiss is present, then open it and hear the progressive hiss of flowing air. If not, use fuel to flush things out with the needle both in and all the way out. Check alignment of the spray bar. Best position for the outlet orifice is at right angles to the venturi's air stream or slightly downstream of that position. If you look into the intake and can't see the orifice looking back at you, you're probably okay.

Select the propeller you're going to use, install it, and flip the engine over to make sure the hole

size is correct and the propeller nut and washer clamp down all the way.

Points on a sparker often have congealed oil, a misadjusted gap, or other problems. Check that points work by simply installing a continuity light or Ohmmeter between ground and insulated point. Slowly rotate the propeller and see that the light or meter kicks on for almost half the revolution. Check and set the timer advance at this time. Rotate the piston to top dead center by feel, or by peeping into the exhaust. Note the propeller position, and rotate it backward, and watch for the light or meter to kick on at about 20° before top dead center for easy hand starting.

Make sure you have a clean tank and filtered fuel. And if you have an external tank, or at least an external fuel line, using an inline fuel filter will eliminate a lot of potential problems. Check all screws for snugness to be sure someone didn't leave something loose at some time.

For hand starting, a heavy leather glove is a good idea. An out-of-time, or leaking crankcase on an Ohlsson using gasoline can bang your fingers as unmercifully as anything you'll ever encounter. Follow these steps as a minimum and you've just improved your odds of getting things running during the first attempt

TIPS and TRICKS: Don't cut that wire!

From the Rogue Eagles R.C. Club, Medford, Oregon

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

Cash Flow Report

Income		Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$0.00	Port-o-potty service	\$140.00
Raffel intake	\$0.00	Pest Control	\$40.00
		Event Expenses	\$298.67
		Newsletter	\$18.80
		Monthly Lease	\$57.50
Totals	\$0.00		\$554.97

Last Month's Total	\$7,332.56
Income	\$0.00
Expenses	(\$554.97)
Balance	\$6,777.59

**The July Club meeting is scheduled for:
 Sunday, July 11, 2010 at 10:00 am
 at the RCFU Flying Field, Woodward Reservoir.**