



# The Transmitter

Suburban RC Barnstormers - P.O. Box 524, Bloomingdale, IL 60108

AMA CHAPTER 640

IMAA CHAPTER 194

July 2010

<http://www.suburbanrcbarnstormers.com>

## Coming in July and August

July 12<sup>th</sup>, Membership Meeting, Pratt's Wayne Forest Preserve, 7:00pm

July 18<sup>th</sup>, Fun Fly #3, Pratt's Wayne Forest Preserve, 9:00am Trim Flights, 10:00am First Pilot Off

August 9<sup>th</sup>, Membership Meeting, Bloomingdale Public Library, 7:00pm

August 15<sup>th</sup>, Fun Fly #4, Pratt's Wayne Forest Preserve, 9:00am Trim Flights, 10:00am First Pilot Off

## **New Location for Next Membership Meeting!**

We all know that the Suburban RC Barnstormer meetings at the Bloomingdale Library are, of course, the most important they hold. But apparently, the word has not gotten around to everyone! Alas, the Library has preempted our July meeting with city business.

Not to worry, what do we like to do? Well, fly of course. So where is a great place to meet, the FLYING FIELD!! And that is what we are going to do.

So, put an airplane over July 12<sup>th</sup> on your calendar to remind you the next meeting will be held at the Pratt's Wayne flying field. Sunset is still late, so we will meet at the normal time of 7:00pm and should have light to spare.

So, charge the batteries, get there early, and enjoy some great summer flying before getting down to business!!

## **CHICKEN WINGS**

[www.chickenwingscomics.com](http://www.chickenwingscomics.com)

BY MICHAEL AND STEFAN STRASSER



# Notes of the Suburban RC Barnstormers Membership Meeting

June 14, 2010

## ATTENDANCE

There were 36 members present including new member Dennis Dobosiewicz who said he wants to learn to fly without crashing!

## OFFICER REPORTS

**President: Mert Mischnick** presided over the meeting. Mert reminded everyone that the July meeting would be held at Pratt's Wayne Woods due to a conflict at the Library. We will meet at the regular time of 7pm. If it rains we will use the first open shelter on the west side of Powis road.

Mert also reported that sadly, Juan Larios had passed away after our last meeting.

**Vice President: Mike Maciejewski** said he had several door prize items to pick from. He had a flying disk, some foam wings, and set of Allen wrenches. The Ultra Sport 60 remains the rollover prize.

**Treasurer: Bob Elsner** reported that in addition to the July meeting conflict, the Library will be holding a book sale on the date of our September meeting. Currently, the following Monday is available (9/20) and we will likely shift our meeting to then.

We have a credit for the Memorial Day field permit that we can use on another date.

**Secretary: Scott Taylor** had nametags for new members and AMA identification labels for sale. There was also information on an upcoming Milwaukee float fly on August 21<sup>st</sup>.

## COMMITTEES

**Fun Flies – Mert** proudly held up the Barnstormer/ Prop Master plaque. Yes, we won! We had a great turnout, a great lunch, and a great event! Many thanks to Jeff Peca for the coordination, Scott and Jessi Stampfli and Debbie Howe for getting and preparing the food.

Our Memorial Day fun fly was cancelled due to the flight restrictions as a result of President Obama being in town.

**Ron Hilger** said the next fun fly would be a "carrier" landing in a designated spot on the field. The carrier will get smaller as the event progresses. Ron says, "lawn darts" are OK.

**Flight Instruction – John Howe** said he has been getting calls for flight instruction and is always looking for additional instructors to help.

## OTHER BUSINESS

**TIPS – Mert** discussed an article he read about the effect nitro has on brass tubing. It will eventually corrode brass, but does not affect aluminum. Brass is usually used for fuel tanks and has a limited life. Aluminum tubing has an unlimited life, but is difficult to bend. The article went on further describe how to soften the tubing to make the bends, and then hardening it again. See the details in the engine clinic section of the AMA magazine.

**Web Site – Marty Schrader** said he had added a shout box to the website on a trial basis. Give it a try and let him know how you like it. If members find it useful he will make the final changes necessary to permanently incorporate it.

**Plano Molding – Mike Maciejewski** told members about items that can be purchased directly from a store at the manufacturing location for Plano Molding. They have gun cases, fishing boxes, and other molded items that can be both useful and inexpensive. They are in Plano, Illinois.

## RAFFLES

**Steve Thill** was this month's turkey winner. The door prize winners were **Mike Maciejewski**, who took the Allen wrenches, **Marty Schrader** who took the wings, and **Art Peterson** who took the flying disk. New member **Dennis Dobosiewicz** took home the Ultra Sport 60.

## A Different Perspective

Fun Fly number 3 was held on Father's Day this year. The event was a test of landing skill and required the pilot to land on a ever smaller and shorter strip to simulate landing on an aircraft carrier.

Mert Mischnick took a few pictures of the event from a very different perspective. Take a look at the images below. Those ants aren't ants, they are SRCB pilots doing their thing!! Note the carrier. Great shots, thanks Mert!!

Also note the edge of the flying field in these pictures. This should help you better visual where our field ends and the dog field begins.



## Shop Preparation for Engine Running

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. Q

# The Transmitter

This newsletter is published monthly by the Suburban RC Barnstormers, Inc.

We reserve the right to edit all information forwarded to us. Permission is hereby given to reprint any article that we publish as long as proper credit is given.

Material can be submitted for publication: (1) at a meeting, (2) by mailing to Suburban RC Barnstormers, Inc., P.O. Box 524, Bloomingdale, IL 60108, (3) sending it to the email of the editor, Scott Taylor, at [taylorstr@core.com](mailto:taylorstr@core.com)

Articles must be received by the 4<sup>th</sup> Saturday of the month to be included in the following month's newsletter.

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