

JCRC FLIGHT LINE

www.flyjrc.com



Johnson City Radio Controllers, Johnson City, TN May, 2008

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THE PRESIDENT'S REPORT

Hello

I hope everyone is taking advantage of the nice days we've had of late to get some flying in.

Last meeting we discussed possible changes regarding the setup we have for mowing. Considering the increase in fuel costs and the lack of volunteers we have to mow, we have now increased the mowing refund by \$5. This will help defray the extra transportation costs of people driving in to mow. Under consideration is a suggestion that we no longer pay those who do not mow the entire field. In the past, we have had folks mowing, but only mowing half of the field. We all have to do our part and when mowing, mow the entire field, not just parts you feel you should. We are considering cutting down on the area that we mow but until that is official, please mow the required area. Another suggestion was made that we change the way we pay the members for mowing. The way it stands now, if someone is scheduled to mow and can't due to weather or if the field does not need mowing, then they have the option to reschedule or not, and still get paid. The requested change would be a person only gets payed if they actually mow the required area. We will be going over this at the May meeting. If you would like to add to the discussion regarding these changes then come to the meeting and make your thoughts known.

Remember, if you smoke, please pick up your butts. We are looking into getting some "butt cans", but until we do, please help keep things looking nice.

Also several of us will be attending the Joe Nall and we will be sharing some of the things that we experience with the rest of the members at the meeting.

Go fly, have fun, and enjoy the hobby.

Thanks
Steve

**Next Meeting is:
Tuesday May 27, 2008 6:45 PM at the
JCRC Field**

The deadline for next month's newsletter will be June 10, 2008.

From the Editor

Please send any event information, building tips you wish to share, any info on builds in progress or anything else relevant to our club or our hobby to me to be included in the newsletter.

Notes from March Meeting

1. A reminder about the upcoming Fun Fly and swap meet.
2. We are discussing moving the escrow account to an interest bearing account.
3. The past workday had the buildings cleaned out-inclement weather prevented any field work.
4. We have a new windsock.
5. At the time of the meeting, our mower was in the shop.
6. Lock combinations have been changed to the new numbers reflected on your membership card.
7. Please put caps on the gas can after filling the mower.
8. Motion passed to raise mowing reimbursement from 40.00 to 45.00.
9. Still having issues with fixed wing aircraft flying over the local roads. Please stay in the designated airspace.
10. We have been donated a Top Flite P-38 profile model. The question was raised whether to raffle it off or give it away as a door prize.
11. Bill Miller donated a plane for a door prize.

Upcoming Event Schedule

May 31-----Fun Fly/ Swap meet
August 2-----Work day
August 16-----Giant Scale
Sept 6-----Electric Fly
Sept 20-----Club Picnic
October 4-----Helicopter day

November 1---Work day
November 15---Indoor electric

New Members

Christopher Klugewicz
2800 Highland Glen Court
Johnson City TN 37615
[753-2528](tel:753-2528)
ama# [871941](tel:871941)

Chris Johnson
310 Old Watauga Rd.
Elizabethton TN 37643
[542-6394](tel:542-6394)
ama# [902977](tel:902977)

Gary Novotny
107 Overlook Drive
Newland NC
[828-733-3181](tel:828-733-3181)
ama#[808917](tel:808917)

Senior Pattern Association

This years contest schedule is posted as follows:

May 17-18---Knoxville, TN
June 7-8-----Atlanta, GA
July 12-13---Asheville, NC
July 26-27---Edinburg, IN
Aug 16-17---Andersonville, GA
Sept 20-21---Prattville, AL
Oct 25-26----Cullman, AL (Masters)
Nov 15-16---Atlanta, GA (SPA antique)

New changes for Novice Pattern from 07-08 to 09-10:

1. One half Cuban eight and
2. One reverse outside loop

The 180 degree turn has been added to all three classes on the new schedule 09-10

Items for Sale...

If you wish to have an item listed in the for sale column, please let me know by the 10th of the listing month.

Ready for the Big Time?

Composite ARF-Yak 105" wingspan

Complete and ready to fly

Includes:

JR 10x radio and receiver

9 8611 digital servos

3 2700ah lipo battery packs

3 switch harnesses

1 DA 100 with canister muffler

2 extra 3 blade composite props

2 extra 2 blade composite props

also includes the custom trailer for the plane

This plane is trimmed and flies perfectly. It has placed first in several IMAC contests throughout this region.

\$3000.00 firm---6000.00 value

call Jerry Black 418-0887

New never flown **Nextstar 46** with complete radio system installed. The engine has been broken in by running on the ground only.

New cost is 360.00, selling for 295.00. Call -

-Vic Koenig -[282-0572](tel:282-0572)

Great Planes Cap21 kit w/Asp61.

New, unfinished (fuse painted, wing covered, ail needs attached)- \$150

Goldberg bipe kit,

top wing built but has some damage- \$75

Mesa dart 60 kit (nib)- \$50

-David Kimble

865-804-9620

1.Dr. Jeykell

Pattern ship-fiberglass fuselage

120 YS engine with all Futaba servos

\$300.00

2.Nemisis

Pattern ship—add hardware and you are ready to fly. Picture perfect condition 2 piece wing--\$300.00

Call Rhea Starnes 423-239-6016

1016 Colonial Heights Rd

Kingsport, TN 37663

1.-OS FS 70 Surpass !! 4 stroke. Purchased last year. New in box – never ran. \$200

2-Carl Goldberg Super Chipmunk 60 Kit – New in box (Tower price \$150) \$120

3-FMA Eagle 40 Aerobatic Trainer (high symmetrical wing, tricycle landing gear) – sold by FMA last year for \$90. Includes 4 FMA digital DS 300BB servos and one Hitec 425BB. No wrecks. \$100. Note, I have a new OS 46AX installed on this plane which I had planned to keep. If interested I will sell with the plane for a package deal of \$150.

4-Tower Kaos 40 MK!!. Includes 2 Hitec 425BB, 1 Hitec 454BB and 1 JR 437 servo. Has a GMS 47 installed – I had several dead stick landings with this engine. However, no wrecks. So I am including it no extra charge. \$110

contact-John Villar ...423-878-5131 email-jvillar@chartertn.net

Note I will consider any reasonable offers on the above items.

If you wish the item deleted or carried over to the following month, please notify me. Items will be carried for 2 months and then removed unless otherwise notified.

New Mowing Schedule

May

4-10-----Tim Briscoe
11-17-----Rhea Starnes
18-24-----Rob Anderson
25-31-----Kurt Kominek

June

1-7-----John Yuhas
8-14-----Nick Nicodemus
15-21-----Anthony Hall
22-28-----Steve Weller
29-July 5-----Ken McMahon

July

6-12----- Open
13-19----- Open
20-26----- Ken McMahon
27-Aug 2----- Open

August

3-9----- Open
10-16----- Anthony Hall
17-23----- Mike Morley
24-30-----Ken McMahon

We still have 3 weeks in July and one in August that remain open, so please check your schedule and see if you can participate. It's a necessary chore and it's easier on everyone if everyone does their part.

Fuel Basics

Model fuel is a blend of methyl alcohol (methanol), Nitro-methane (Nitro), and oil. Methanol is the main ingredient, and provides most of the power.

Nitro is added to assist the idle and acceleration, as well as increase power. The oil that's in the fuel is the source of lubricant for the engine.

Methanol is used for two main reasons: 1) It can be ignited with a platinum-element glow plug, and 2) It releases more energy per pound of air than gasoline. It's also very easy to obtain, and is inexpensive.

Nitro-methane is used to enhance power output. It acts as an oxidizer as well as a "hot" fuel in its own right. It's not used in large amounts in most model engines because it's too powerful a fuel for the way model engines are made...it's just too "hot". It can also be explosive if it's not handled correctly...ever see an AA-Fuel dragster or Funny Car explode?

Oil is used to lubricate all of the moving parts in the engine. Like all two-stroke engines, there's no oil sump, so you can't put oil into the engine and just add fuel. The oil is mixed into the fuel. Oil used in model fuels can be made from a single product, or a blend of products. The oil that used to be the most common was castor oil. This is a product refined from castor beans (like soybean oil comes from soybeans). It's the same oil you'll find in the drugstore, but it's been processed to make it less gummy and with fewer solids than the medicinal type. Lubricating castor oil is not certified for human internal use, though, so it's not a substitute for medicinal castor oil.

Castor oil has been replaced in most fuels by some kind of synthetic oil. The synthetic oils used in model fuels are basically synthetic versions of castor oil. The synthetic oils are used because they are: 1) less expensive than castor oil; 2) less gummy than castor oil; and 3) leave less mess on the model than castor oil. They are not "better" oils, but oils with different characteristics that are highly desirable. For "problem" engines, a fuel with some castor is highly desired, because it is actually a better lubricant at the operating temperatures a model engine can generate.

Nowadays, "Premium" fuels contain a blend of synthetic and castor oil, hoping to combine the best characteristics of each. "Sport" or "regular" fuels are usually 100% synthetic oil. Very few model

fuels use 100% castor oil, but they are still available from some fuel manufacturers.

An "ideal" fuel blend for most model engines would be 20-22% oil, 10-15% Nitro, and the rest methanol. The various percentages of the ingredients are percentages of the volume of fully-mixed fuel. These numbers are controversial.

Some fuel manufacturers claim that their lubricant is so good that you need less of it, so they have lower oil content. Many advantages are claimed from this...some are even true. Lower oil will allow an engine to throttle up faster because there's less oil to get in the way of the combustion process. There's also less oil to give you a margin of error in case the engine gets a bit lean for some reason.

A lot of times, oil quantity is reduced so that the cost price of the fuel is lower, and the fuel manufacturer can increase profits by keeping the price at the same level as full-oil fuels. In fact, cost is the main reason most fuels are blended with about 18% oil. While it's lower than the "ideal" fuel, it still has enough oil to give good protection.

Just about the only thing that can be added to a basic fuel are some ingredients that help the glow plug fire off the mixture inside the engine...these are called "ignitors". Propylene oxide is an example of an ignitor that's been added to fuel in the past. Some rust-inhibiting compounds can be added to help slow down rusting of the bearings and crankshaft, but their effect is limited because only a small amount can be added to the fuel before the fuel's performance is affected.

Storage and fuel care

Yes, there are ways to care for fuel so that it will stay good while it's being stored.

First off, it should not be stored in unsealed containers. This allows air to get into the fuel container. Moisture in the air will be drawn into the fuel because methanol has a very strong attraction for water. The two will mix easily and readily. Once model fuel becomes contaminated with water, the engine's performance will suffer. It won't idle, it will

be hard to set the needle properly, it will tend to run hot...all in all, it will be a mess.

When somebody has running problems, one of the first things to recommend is to try running the engine with brand new, fresh fuel.

Model fuel should be stored at a constant room temperature, if possible. If it's in an area with wide temperature swings, whatever moisture that's in the air in the bottle will tend to condense out and get into the fuel. Some oils will degrade faster if they are exposed to wide temperature swings. Model fuel should not be stored in direct light. In fact, it should be kept away from light as much as possible. Light will cause the nitromethane to degrade. After a while, fuel kept in light will work just as if there was no nitro added in the first place.

Don't store the fuel for too long. Model fuel will last quite a while if it's kept in sealed a container, but nothing is forever. If it's over a few years old, you may not be able to count on it. Most of the fuel manufacturers don't guarantee their fuel for much more than a flying season's worth of time once you've purchased it.

From the Editor

What are you doing? What are you building? What new aircraft are you about to maiden?

We need your input to make the newsletter more interesting and informative. Please, if you have a project on the boards, a new aircraft, or anything else that could be considered interesting, please send it in. If you think that no one else is interested, you are probably wrong. Please send me your pictures, contest notes, or any relevant information. Thank you---ed

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Notice to Membership

Access to the "Members Only" section of the JCRC Website is as follows:

Username= jcrc (lowercase)

Password= 00 + current gate combination

www.flyjcrc.com

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**Tuesday May 27, 2008 6:45
PM at JCRC Field**