



Texas City Wings



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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

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Events:

**Club 40 Races
Sept 18th**

**Next meeting:
September 25th**

Texas City Radio Club Meeting Minutes August—by Kevin Furman

These are the minutes for the Texas City Radio Control Club meeting for August 28th 2010. The meeting at the TCRCC flying field was called to order at 9:00am by President Randy Brown. There were 25 members in attendance and 1 visitor.

Secretary's Report – Kevin Furman:

A motion was made, seconded, and passed to accept the minutes as presented in the July Newsletter.

The October club meeting will be held on October 23rd at 8am. Nominations for the 2011 board will taken at this meeting

The November club meeting will be held on November 20th at 9am. At this meeting elections will be held for the 2011 board.

Treasurer's Report – Ray Saenz:

Ray stated that the beginning balance in August was xxxx and ending balance was \$xxxx

President's Report – Randy Brown

Nothing to report

Vice President's Report – James Grassmuck:

James will head up the committee to address the hog problem. Don arranged for a guest from the Texas Wildlife Department to come and provide information about the hog problem.

Safety Officer's Report – Butch McEachern:

Nothing to report

Pilot Instruction – Harvey Cappel:

Harvey has a new student to instruct.

Harvey mentioned an additional 30 kids will go through pilot instruction.

Field Marshalls Report – Mike Grassmuck:

Mike mentioned that the field is 95% repaired from the last hog incident.

Events Section

A motion was made and approved to have the Annual big bird on fathers day weekend in 2011

The club 40 races will be held on September 18th.

The Ballunar festival will be held this year at Nasa on October 30th.

A field trip to Continental has been arranged by Mike for September 25th after the September club meeting.

OLD Business –

NEW Business –

Randy stated that Space Center Houston was available December 8th for the 2010 Christmas party at an estimated cost of \$1,128.80 for 80 people. A motion was made and approved to have the Christmas party on December 8th at Space Center Houston.

Meeting was adjourned at 10:30 am.

Jesse Emmitt Rupert, 75, of League City, TX passed away on Saturday, August 21, 2010.

Next scheduled members meeting – September 25th at 9am the field!

Texas City Wings is published by the Texas City RC Club. Views expressed are those of the authors and not necessarily those of the Club, its' officers or representatives.

On The Safe Side—Thanks to the Masses

By Don Nix, Insider Safety Column Editor

A number of members gave me an abundance of fodder for my literary cannon this issue.

Joe from Doylestown Township, Pennsylvania, wrote a nice compliment, and told of losing their public flying field because a non-club member crashed his model into the county prison across the road. Unfortunately, no club member was present when the incident happened. I was just wondering, Joe: if the model had taken out a hardened criminal, d'ya' suppose the officials might have withheld their complaints?

Mike from Maine commented about the incident involving the beginner flier who rather impolitely refused help from one of our instructors, launched with his elevator reversed, and naturally splattered the model. I explained that since it was a public field, our club had no authority to stop the young fellow from flying.

Mike told about a friend asking for help flying the friend's new trainer. Mike noticed the owner only had six rubber bands attaching the wing, and suggested adding at least four more. The friend insisted he had used six "just as the plans instructed." Many of us have witnessed what a model wing looks like when it flutters to the ground while the rest of the model becomes a very expensive lawn dart.

This story reminds me almost exactly like one I witnessed many years ago at our field. All of the very strong urgings from several of us failed to convince this individual that he needed more

than four bands—two on each side. He never finished the first turn after takeoff. Now wouldn't you think the guy would have had the grace to say, "Fellas, you were right. I should have listened." Typically, he gathered up his trash, tossed them into his car and drove away without a word. We never saw him again.

As I might have mentioned, my wife and I are full-time RVers. We call ourselves "The Meanderthals," and wander all over our beautiful United States. Every once in a while we have the opportunity to stop at a local flying field. I just got a very nice note from Dean Nichols of Wanatchee, Washington, commenting on my mention of their local club field.

At present, we are near Asheville, North Carolina. From here, we will head northward to the Midwest, then on across into the northeast. With luck, we should be able to visit other club fields along the way.

After watching the third-from-last Space Shuttle launch at the Cape on May 14, we went on down to Vero Beach to visit longtime good friend, fellow modeler, and full-scale pilot, Dave Von Linsowe.

Some of you might remember Dave as a member of the US World Model Aerobatic Team some years ago, and as a many-time participant in the Tournament of Champions in Las Vegas.

Dave lives the dream of many of us who also fly full scale. He taxis his full-scale Pitts S-2B out of the hangar attached to his house onto the gorgeous grass strip of the private



airpark where he lives and flies. Oh, does he fly!

Although I was very active in full-scale aerobatics back years ago, I hadn't flown any in more than 20 years. Dave was gracious enough to let me play for a while. My wife is going to have to get a full-time job so I can afford to do that again!

The above does relate to safety, because I can tell you that when you are in the airplane, inverted, a few feet off the ground, you are most definitely being careful! One air show pilot friend used to completely recover his Pitts every four years or so. I asked him once why he did it, and he replied, "Oh, I just thought the airframe might need looking at."

When I asked what he saw after pulling the covering, this laconic Texan replied, "It needed looking at."

The point, in case you missed it, is that when your fanny is in the airplane, you are careful. We should be no less careful when flying models. Our toys are quite capable of injuring and (sometimes) killing others, if not ourselves. The Shuttles are infinitely more complex structures than our models or full-scale airplanes, but with all the countless months and decades of preparation and learning over the years, there have been three fatal accidents during the life of our space program.

I had intended to use some items from Charlie Castaing of New Iberia, Louisiana, along with a photo of him at his club's field, but I've run out of space. Next time.

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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.
