

# THE WRIGHT STUFF

INSIDE THIS  
ISSUE:

*Flying update*

*Zirolu PT-17*

*Meeting Minutes*

*Reminder of Safety*

*Letter to the editor*

*Tech. Spot*

*Presidents Corner*

## A BEAUTIFUL SPRING SEASON OF FLYING AWAITS EACH OF US !

The early April monsoon season has subsided and the field is really filling out for us flyers. The county was kind enough to bush hog the field surrounding the immediate flying area. I am pleased to see so many new faces and pilots at the field this spring. Many of which are proving to be quite talented pilots. Along with the new blood comes fresh ideas and goals. Between the use of Tam Spawn's Mule Kadet and Steve Quinn's motor driven launching system the sky has been full of gliders. I'm sure many of us had apprehensions of building a glider for fear of launching, these gentlemen have provided an easy and practical solution. The web site has been expertly maintained and updated by our member Joe Hullender. We send our many thanks to Joe for his efforts. I think Lee and Kyle Allen are logging the most flight hours this spring. Keep burning lots of fuel.



### CONSTRUCTION OF ZIROLI PT-17 STEERMAN

The construction of a 25% Nick Zirolu PT-17 is coming to an end. Tam Splawn and other associates have completed the construction of what will prove to be a beautiful scale plane. The plane is equipped with a Saito 1.50 for a power plant. The surfaces are powered by Hitec 805BB. The plane has scale main landing gear struts. The plane is owned by David Powers. He will be covering the plane in fabric and painted

the typical Blue and Yellow 30's Army Air Corp colors. Brice Brairey has done the calculations and determined that the Saito should provide ample power for scale flight. David Powers will still need to find a scale dummy radial to stand-off the power plant on the front of the bird. The model overall displays a true craftsman hand and eye for scale and detail. Good luck on the completion of this work of art.

## MINUTES FOR THE MARCH MEETING.

The December meeting was held at the Gaston R/C Flyer field. David Mays called the meeting to order at 12:15. There were 15 members present.

Points of the meeting:

1– Set the date of May 3rd 10:00am for the Spring Fly-in. \*\*\*\*To be determined– see notes in the Presidents corner \*\*\*\*

2– Field work needed.

Make repairs to the Port-o-John

Have the field Bush hogged

Bring in dirt the level the grass landing area and control water

3– Delegated responsibilities for the fly-in. . \*\*\*\*To be determined– see notes in the Presidents corner \*\*\*\*

4– Inverting the field and fly from the opposite side of the runway will not be beneficial. Two reasons:

1– Construction of a new home is under way directly behind the field.

2– The clubs biggest sound complaint comes from the vicinity in which the over flight area would be.

5– Meeting moved to the April 19th so that members can attend the York Fly-in on the April 26th.

Next Meeting April 19th at 12:00

## SAFTY: REMINDER FROM AMA

### RADIO CONTROL

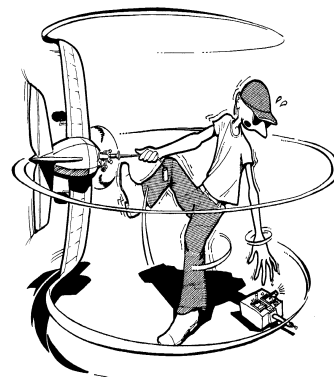
1) I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.

2) I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.

3) I will perform my initial turn after takeoff away from the pit or spectator areas, and I will not thereafter fly over pit or spectator areas, unless beyond my control.

4) I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. (Only properly licensed Amateurs are authorized to operate equipment on Amateur Band frequencies.)

5) I will not knowingly operate an R/C system within 3 miles of a pre-existing model club flying site without a frequency sharing agreement with that club.



wheeeeeeeeeee

## LETTER TO THE EDITOR:

This is a new section in the newsletter in which we can voice complaints, problems, good things as well as bad. This is how it is going to work. If anyone in the club has a point they would like to bring up all that has to be done is as follows:

1— U.S. Mail me a letter David Mays 1220 N Piedmont Ave, Kings Mt, NC. 28086

2— E-mail me at Mays@stilesmachinery.com

3— Talk to me in person

Note: The items entered will be anonymous. This section will allow us to voice our opinions more freely.

## Tech. Spot:

### Glow Plugs:

The July '02 edition of R/C Report magazine contains an excellent article on this subject. I'll try to condense the information for the sake of newsletter length.

Plug heat requirements are related to fuel nitro content. Referring to the foregoing, nitro content, more or less, governs combustion timing. As a result, no nitro (FAI fuels) and low nitro fuels (5%) dictate use of a *hot* plug. Medium nitro fuels (10 to 15%) dictate use of a *medium* heat plug. High nitro fuels, more than 25% dictate *cold* plugs. All four-stroke engines require a hot plug because combustion occurs every *two* revolutions rather than each revolution of a two stroke; thus, the plug slightly cools between combustion intervals.

So, how do I know if the plug I buy is "hot", "medium", or "cold"? Until the above referenced article it has been a bit of a mystery since few manufacturers provided that information - - - Mc Coy *does*, printing heat by number code on the back of each plug packet; OS sometimes does, sometimes not.

Here's a partial list gleaned from the article.

#### HOT PLUGS (0 to 5% nitro):

**Fox:** Miracle, Standard, R/C long (2 volt)                      **K&B:** 1L

**Mc Coy:** MC 55 R/C long, MC 59, MC 14 (very hot) **O.S.:** #0, #1, and #5

#### MEDIUM PLUGS (10 TO 15% NITRO):

**Fox:** R/C long (1.2–1.5 volt) and Gold                      **Hanger 9 (Horizon Hobbies):** Sport long

**Mc Coy:** MC 50 and MC 8    **O.S.:** #A3, #8, #9, and #7 (with idle bar)

#### COLD PLUGS (25% AND HIGHER NITRO):

**Fox:** R/C 1.2 volt and #8    **K&B:** Long or short high performance nitro

**O.S.:** R-5

#### FOUR STROKE ENGINE PLUGS:

**Fox:** Miracle plug                      **K&B:** 4 stroke (gold stem)                      **Mc Coy:** MC 14 **O.S.:** Type F

A final note on glow plugs. Large bore 2-stroke engines (1.08 and larger) seem to be far more reliable when using a 4-stroke plug. Also, *all* inverted 2-stroke engines seem to gain the same benefit from use of 4 stroke plugs.

Submitted by Brice Bairey

## Presidents Corner:

I certainly hope each of you are enjoying this wonderful spring season. I wanted to update everyone on the status of the club and its events. Unfortunately we may have had to cancel the Spring Fly-in scheduled for May 3rd. I have personally received multiple complaints from our neighbors of the flying field. I feel that holding an event that would place so many airplanes in the air would be adding fuel to the fire. I invite everyone to join me this weekend April 19th at 12:00 for our monthly meeting. I need the input from the club on ideas to alleviate the problem. I also want to discuss future field updates, dues, possible search for another flying site, etc. I apologize for not being able to host the fly-in this Spring. I am planning on hosting the Old timer and Fall Fly-in later in the year. I want each of us to pay close attention to the position of our aircraft in relation to the field boundaries. Keep planes forward of the runway edge. Keep plane within the area as not to fly over the house directly in front of the runway on the other side of the tree line. Common courtesy and looking out for each other will assure the trouble free operation and harmony of the Gaston R/C Flyers.

The county has cut the field surrounding the immediate landing area. I have personally thanked the county for providing this service.

Club members completed the repairs to the Port-O-John.

I want to give a special thanks to Mitchell Robinson, Tony Dula and Tam Splawn for setting up a demonstration at the Robison Elementary School. The club was contacted to set up a display for the science fair held at the school. The mentioned members stepped up to the plate and opened students eyes to the wonderful world of aviation.

Opportunities to share and make contact with the public such as the display at the elementary school, mall shows and hosting the Civil Air Patrol provides the continued success and lively hood of the Gaston R/C Flyers.

Happy and Safe Flying

David J Mays

David J Mays  
1220 N Piedmont Ave  
Kings Mountain, NC  
28086