

THE WRIGHT STUFF

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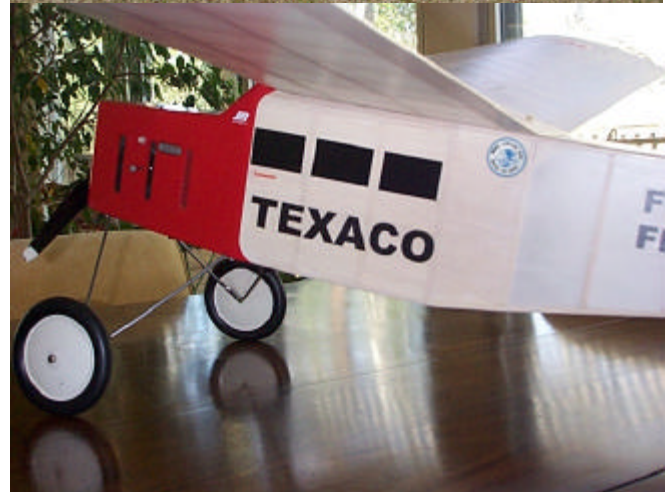
Presidents Corner

JUNE 21ST SPRING FLY-IN!!

Lee and Kyle Allen have begun sound testing. We thank them for taking on this task. The whole aspect of sound testing and enforcement shows the good faith of the club trying to respect our neighbors. We also send our thanks to David Powers for providing the club with stickers used to mark the tested planes. Tam has completed a scratch built and self designed electric plane. It looks like Brandon Berkman has been hooked by the R/C bug. His plane collection and flying skills are increasing greatly from week to week. Kyle Allen has completed and flown a very impressive Balsa USA 1/3 scale Piper Cub. Mitchell Robinson and David Mays have been training quite a few new pilots/members. Gerry Davis Jr. and Tony Dula were active pilots throughout the Joe Nall Fly-in. Both guys managed to acquire new birds. Being around that many planes will give you the fever and make you spend a little extra money. Everyone needs a few more toys.

JOE NALL 2003

I had the opportunity to attend a day of the Joe Nall 2003. You could see the awe and excitement in the eyes and expressions of everyone. It is hard to believe that not that many years ago a 120 size airplane was considered a giant. Now seeing a 40% is as normal as seeing a trainer on the flight line. The formation flying of the AT-6 Texans was a sight to behold.



MINUTES FOR THE MAY MEETING.

The May meeting was held at the Gaston R/C Flyer field. David Mays called the meeting to order at 12:10. There were 13 members present.

Points of the meeting:

Treasures Report: \$1249.48

1- Set date for the Gaston R/C flyers Spring Fly-in:

- 1-Date set for June 21 at 10:00am with an alternate rain date of June 22 at 12:00 pm.
- 2-The club will provide Lunch and drinks at no charge to pilots.
- 3-The club will invite the York Co. Flyers to join us.

2- Set date for a Silent Flight Fly-in:

- 1-The Silent Flight Fly-in will be held September 13th with and alternate date of September 14th.
- 2-The fly-in will consist of only electric driven planes and gliders.
- 3-The only combustion driven plane will be Tam Splawn's "MULE" which will be used to tow gliders to altitude.
- 4-Only electrics and gliders from 10:00am until 2:30 pm. From 2:30 pm and on the field will be open to **ALL** aircraft.
- 5- Fund raising landing fee and concessions

3- Set date for the 3rd Annual Vernon Haynes Old Timer Fly-in:

- 1- Old Timer Fly-in will be held November 1st with an alternate date of November 2nd.
- 2- Fund raising landing fee and concessions.

Next Meeting June 28th at 12:00

**"But Honey, I already made the parachute
and the sign and everything!"**



LETTER TO THE EDITOR:

An anonymous member of the club has expressed concerns with the frequent use of inappropriate language at the flying field. (See Presidents corner for response)

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 Fuels:

Would you run your car engine with poor grade engine oil? Not unless you enjoy keeping engine re-builders in business. Most “ready to use” fuel suppliers, for *very* mysterious reasons, do not label the oil content of their fuels. Furthermore, fewer yet indicate the ratio of synthetic to castor oil content. With a few rare exceptions, most 2 and 4 stroke glow engines do best with total oil content of 18 to 22 percent oil (by volume, not weight) in the remaining (78 to 82 %) mixture of methanol and nitro methane.

Synthetic oils burn off during combustion while castor congeals, forming a “varnish” under combustion heat. Straight synthetics, in my view, are potentially harmful to engine longevity. At least two model engine “Gurus”, Clarence Lee and Dave Gierke, agree that some castor in the oil mix is very helpful in reduction of potential over heating and cylinder bore scoring, excessive wear of piston and / or piston ring.

Both Sig and Byron’s label their products with oil content and ratio of synthetic to castor. Morgan fuels (Cool Power and Omega) have 17% total oil with a 60 / 40 ratio of synthetic to castor but that fact is not on the label - - - I got the info several years ago by phone. Red Max uses straight synthetic, unless otherwise specified by the buyer.

As some of you know, I'm in the habit of adding about 5 ounces of castor oil to any “store bought” gallon of fuel *except* Sig. One of their fuel blends can be purchased with 50/50 castor/synthetic, 20% total oil. ***Do not use this blend on a 4 stroke*** - - - the castor will eventually gum-up the valve train!!! A blend of 80% synthetic to 20 % castor is better for 4 strokes and, since they don’t run as hard as 2 strokes, they better tolerate the lack of high castor content. If you decide to add castor ***don’t use the drug store variety***. Sig supplies high quality castor in quarts and gallons and some hobby shops do stock it.

O.K., how to de-gum an engine running high castor content fuels? Use auto “Fuel Injector Cleaner” - - - squirt a few drops (6 to 8) into the carburetor before starting your engine. You’ll need to do this only a couple times a year to keep your engine gum free. However, ***never*** use it on a **YS** engine - - - you’ll destroy the pump diaphragm.

Beyond the lubrication lecture, perhaps something should be said about nitro content. This is a touchy subject. Nitro methane effectively increases or decreases ***combustion timing***; higher nitro ***advances*** timing, lower nitro does the reverse. Also, nitro substantially adds heat in combustion - - - heat energy is what makes our engines run but too much nitro can wreak havoc. Since nitro does effect combustion timing, too much may cause your sport engine to idle poorly and overheat. Most engines happily run on 5 to 15%. Leave the 25 to 50% to the ½ A, ducted fan, pylon, and combat engines - - - they’ve been designed for high nitro.

Submitted by Brice Bairey

Presidents Corner:

I hope each of you are well and enjoying some damp spring flying. I was pleased to see the club members are anxious to move forward and set dates for future fly-in's. I am looking forward to the Spring Fly-in on the 21st. I always enjoy the field activities and brotherhood. I certainly hope everyone has a chance to come join us for some good food and flying. In reference to the letter to the editor section of the newsletter I hope we all realize that each of us are representative of the Gaston R/C Flyers. We have to be courteous to others and continuously display our professionalism. Lets all watch our language and be aware of our friends and visitors at the field. With the up coming fly-ins I would greatly appreciate volunteers to come forward and assist with the operation of the events. I will need help with operation of registration, transmitter impound, food preparation, food sales, aircraft safety inspection, etc. Fly-ins are great for the club and the hobby as a whole, but require some effort. The fly-ins also provide the additional income needed to make advances on the improvement of our flying facility.

Happy and Safe Flying

David J Mays

PS Contact me individually and let me know what responsibilities you are willing to take on for the Fly-in.

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