

The Flightline

Volume 30, Issue 2

Newsletter of the Propstoppers RC Club

AMA 1042

February 2000

Editorial

Dave Harding

There has been some discussion among the members about improving Dallett field for the flyers, spectators, visitors and community.

Flying Surface

The flying surface is quite good but the surface is not uniform and there are a number of bumps and odd patches. Various suggestions have been made on how we might improve the surface.

Some have suggested that we consider a scraping and re-seeding to put down a new surface. Others have indicated that this has been discussed before and that there are concerns for runoff should there be heavy rain while the new grass takes hold. Mike Black says that such work would require permission from the Township and that Farmer Dallett advised against it for the same runoff reasons.

Of course, if we did do some kind of strip and seed the field would be out of commission for some time while the grass takes hold, also, since we don't water the field, we might encounter a drought and then be stuck without grass for the season!

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Club Annual Auction

The club will hold its annual auction at the regular club meeting on Tuesday the 1st of February in the Marple Newtown Library.

Please note that for this meeting the starting time is 7:00 p.m.

Auctionmeister Al Tamburro will conduct the auction the same as last year, that is:

- Auction table items: Absolute (no minimum)
5% of the sale price goes to the club treasury
- Sale tables items: Tagged with price
5% of price goes to club treasury

Sale table items may be auctioned if desired by the seller, in which case 10% of the selling price goes to the club treasury.

OK, now don't do another thing. Reading this can wait. Go straight to the workshop and select three things you can do without this next year.

Be honest now, are you really going to build that kit, repair that model, use that engine again? Why not let some fellow modeler give it a try? Are you going to replace that tool? Will you really use that color Monocoat ever again?

Besides, you know you plan to go to WRAMS and Lebanon swaps in the next month. Do you really think you can enter the house with more stuff without the excuse that you cleared a space for it by selling off something at the club swap?

Just Do It..... now! . 

By now, many of us have realized that model aeronautics is an enjoyable and satisfying lifetime hobby.---Therefore let us treat it as we would a lifetime companion.

Frank Zaic
May 1961
Lansdowne Pa.

Calendar of Events

Club Meeting - Annual Auction

1st February 2000

Place Marple library

Time 7:00 p.m.

No Show and Tell

Bucks Co. R/C Club Auction

10th February 2000

Place: Lenape Middle School

313 W. State St. Doylestown

Call Rich Schaffer 215-968-3122

WRAM's Show 2000

25, 26, 27th February 2000

Place West Chester, New York

Trade Show.

Lebanon R/C Flea Market

11th March 2000

Place Lebanon Fair Grounds

Time 9:00 a.m. - 3:00 p.m.

See article in this issue.

Regular Club Flying at Dallett Field

Every Saturday and Sunday weather permitting

Daily 10 am til Dusk

Saturday 10 am til Dusk

Sunday 12 pm til Dusk

Propstoppers RC Club Officers

http://members.xoom.com/_XOOM/propstoppers

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President's Message

Mike Black

Dear Fellow Propstoppers,

Please note that the February 1, 2000, meeting will begin at 7:00 PM because of the auction. We hope to conclude the meeting in one-half hour, so that we have plenty of time.

If you are bringing items, please plan to arrive early so you can tag your items either for sale or auction. Remember the auction is an absolute auction. That means that there are no minimum bids.

You can move a sale item to auction after all of the original auction items are gone, but it will cost you an extra 5%.

If you have not paid your year 2000 dues and you wish to remain a member you must do so by the end of the February meeting (7:30 PM). At that time Bud will process new memberships until we reach our by-law maximum of 70.

You may mail your self-addressed, stamped envelope to Bud McClellan for processing in advance or pay at the beginning of the February meeting.

I hope everyone is working on all of those projects they received for Christmas. It will make for good show and tell in March and April.

There will be NO show and tell at the February meeting. See you at the meeting

Mike 

January 4, 2000 Meeting Minutes

Russell Neithammer

Vice President Dick Seiwel called the meeting to order at the Marple Library.

Membership Chairman **Bud McClellan** read the roll call - there were 33 members and 6 guests present.

The minutes of the December 1999 were read by Secretary **Rusty Neithammer** and approved by the membership.

Treasurer **Al Gurewicz** gave the treasurer's report with income of \$296.00, expenses of \$1446.35 and a new balance of \$903.78 reported.

The expenses are high this month, due to the payment of yearly rental fees for Dallet/Squire Cheyney and Moore fields and for the Marple Library meeting room, plus a pre-payment to Lawn Doctor for crabgrass treatment at Dallet/Squire Cheyney.

The membership is advised that year 2000 dues are due and payable at the beginning of the February meeting. Any open membership slots available at that time will be filled on a first come-first served basis, by those on the waiting list. Current members who do not renew will lose their flying privileges. Dues for the year are \$55.00.

Old Business

Congratulations and applause to **Dave Harding** for a job well done in publishing the newsletter. Contributions from members are needed and encouraged, and need not be elaborate.

The Y2K fun fly was a great success, and is destined to become a yearly event. Thanks to **Chris Catania** for the idea, and to the weather gods for the great flying weather.

The yearly club auction is scheduled to occur at the February meeting. The February meeting will be abbreviated and will start at 7:00, followed by the auction at 7:30. There will be no Show and Tell, so hold those S&T's till the March meeting.

There was one hat left, which was sold, and there are quite a few raffle tickets for the Brightstar ARF (\$5.00 each). See **Al Gurewicz**.

The Central Penn Aeromodeler's Auction is scheduled for March 11. As has been the case in previous years, a carpool will be arranged.

The Buck's County RC club auction is scheduled for Thursday, February 10. See **Mike Black** for more details.

Steve Boyajian will make some additional copies of the training manual, especially the student package, for distribution to those who need them. Also, see **Rusty Neithammer** when at the field if you are in need of a copy.

New Business

Rusty Neithammer has been in contact with the AMA regarding the AMA's rules and/or recommendations for maximum sound levels. Based on the information published in the "Sound Advice" column in the most recent issue of Model Aviation, it appears that the AMA has revised their limit from 95 dBA at 3 meters to 90 dBA at 3 meters. Rusty will obtain from the AMA their written statement regarding noise levels, but there is no doubt that the new limit is 90 dBA at 3 meters.

Since it is the club's intent to be in compliance with the AMA's rules and/or recommendations, our current noise limit of 95 dBA at 3 meters will need to be revised to 90 dBA at 3 meters. If you are in doubt as to the sound level of any of your models, they must be checked with a sound level meter before they are flown. To do otherwise puts our use of the field in jeopardy.

The 50-50 winner was **Dick Seiwell**.

Break for coffee and doughnuts.

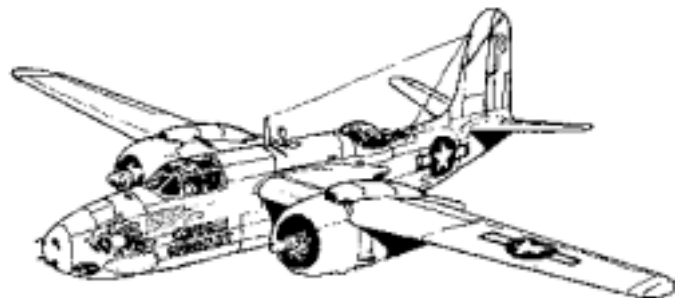
Show and Tell

Rusty Neithammer showed the wreckage of his Weasel combat plane, which was trashed from a violent midair collision with **Martin Bakalorz's** plane during a round of combat during Saturday's Y2K fun fly. The force of the collision separated the wing from the fuselage, and the fuse dropped about 200 feet, lawn dart style, to the ground. With the exception of the fuselage, spinner and prop, all components will fly again. It's a tough plane.

Dave Harding showed a slide presentation of his visit to the Arizona Jet Rally, held in November of 1999. All of the top names in glow powered ducted fan and turbine power were present, with many stunning models flown. In addition there were featured a number of electric powered ducted fans. In general, the performance of the electrics was no match for the combustion powered models, but there was one electric model that gave the fuel-burners a run for their money, although with much shorter flight duration. So it is possible to have sufficient power delivery from an electric power system for high performance jet flight.

Del Glennon had some video footage shot from an airplane-mounted video camera, but there was not sufficient time to view this. This will be shown at the March meeting.

Vice President Dick Seiwell adjourned the meeting at 8:30 PM. ✈



Sound Levels

Russell Neithammer

At the January meeting, I brought up the issue of current AMA recommended/required maximum sound levels, and I had promised to contact AMA regarding this matter. This comes up because of an article in a recent issue of Model Aviation, which appeared to state that the current AMA recommendation/requirement is 90 dBA at 3 meters, whereas the current requirement in force at our fields is 95 dBA at 3 meters.


I discussed this with Steve Kaluf at AMA HQ. What he told me is;

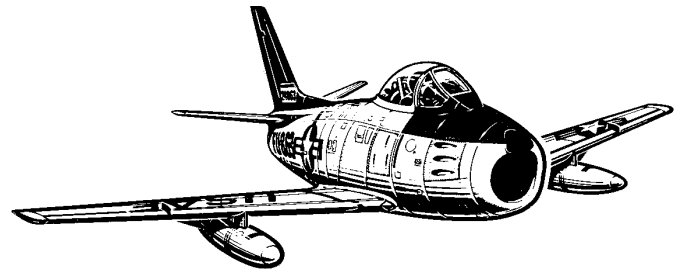
The recommendation/requirement for a maximum of 90dBA at 3 meters is not documented in any AMA publications. It is a recommendation that was discussed at an executive council meeting in 1988 or so, is only documented in minutes of that meeting, and has been recognized as being generally unattainable with much of the currently available equipment. Even so, it is the AMA's official position that because there are some engines now on the market that can achieve this, 90dBA is attainable and should be a long range target for all engines.

In the 1999 AMA competition regulations, under the section on RC Pattern, the requirement is 96 dBA at 3 meters over concrete or macadam, 94 dBA over earth or short grass. Steve told me that readings taken over earth or grass are heavily influenced by ambient parameters such as soil moisture, grass height, etc, so the repeatability of measurements made over grass at our field is questionable.

Steve said that what we are presently doing is good, better than many clubs. He did not recommend imposing the 90dBA limit, as this would put too many engines out of compliance. He suggested going to 94 dBA, as a good faith demonstration to the township that we are trying to improve. We could also consider lowering the limit by 1 dBA per year, until we get to 90.

I think we should consider establishing our limit at 94dBA, with some sort of a tolerance, like plus or minus 1dBA, to allow for variable ambient conditions and measurement inaccuracies. Maybe, if we can get some idea of how ambient conditions affect the readings, we could tie the tolerance down in some less arbitrary way. We could possibly establish a relationship by collecting data from the same models, from measurements made under different conditions. We should also plan to revisit the issue very year over the course of the next few years.

Any change we decide to make requires a by-law change, so we plan to discuss this issue at the March meeting, as there will not be enough time at the February meeting due to the auction. 



Editorial continued from page 1

Another approach would be to roll the surface although this has to be done when the soil has just the right texture. Too wet and you have a mess, too dry and you are wasting your time and money.

What do you think guys? Let's discuss it while the weather is too cold to fly.


Shelter and Equipment

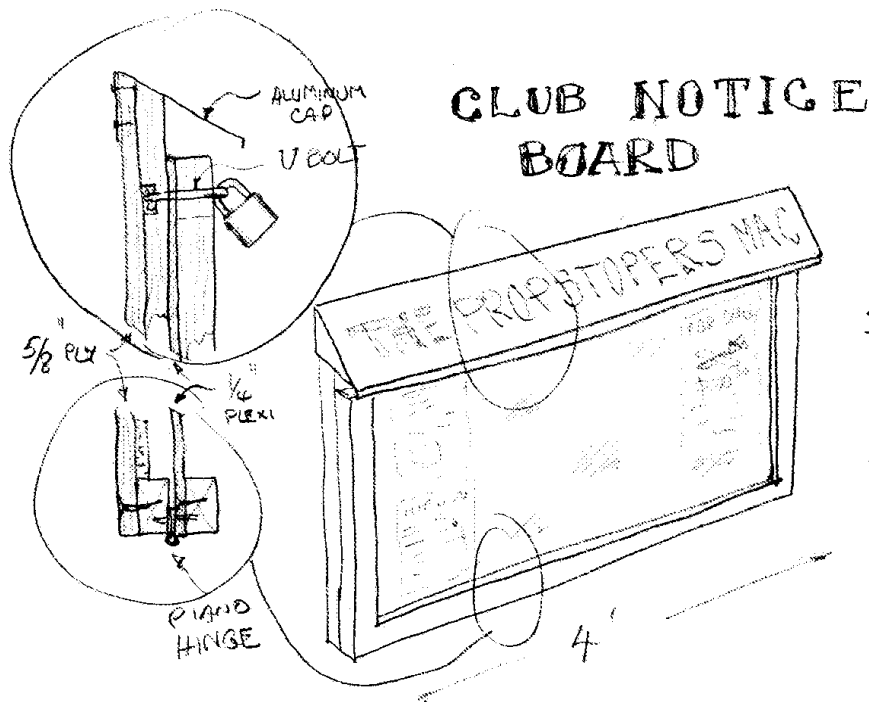
Now that our facility is part of the Thornbury Township park system perhaps we should consider a longer-term improvement plan to bring it up to "Thornbury" standards. This is not something we need to do all at once but if we develop and agree to a well thought out plan we could incrementally make the planned improvements.

Notice Board

The flying field is an important part of our club activities and processes. We not only fly there but also we meet to talk about modeling and flying and spectators and visitors meet us there. Indeed, I would imagine that quite a number of our new member's come from spectators who are taken by what they see. Well, I think we could make the whole process better with the addition of a bulletin board at the site. We could post the club rules and charter. Officer's names and phone numbers. Notices of club activities including club meetings and special flying days. We could post the newsletter and notices of meets at other clubs. Anyway, if any of you have visited a "foreign" field as I have, and read a well organized bulletin board I think you would agree that it would be a fine addition to our club field.

It would have to be bullet proof; of course everything does nowadays. It should also be attractive and fit in with the "look and feel" of the field improvements. Do we have any volunteers to design, get the materials or build one?

What do you think flyers? Should we establish a committee to investigate? 



All About Glow Plugs

by Brian Gardiner, and Central Coast Model Aero Club

How Does A Glow Plug Work?

Contrary to what many have previously been lead to believe the following 'San explanation Of how a glow plug functions in a motor. The plug is initially heated by applying a voltage typically 1.5 volts) to it. This is to cause it to glow so as to ignite the fuel at compression and start the internal combustion cycle, Once the cycle has started, the power source can be disconnected, as with the heat generated at combustion the Catalytic Reaction generated between the methanol and platinum in the plug coils becomes sufficient to keep the process going. The catalytic reaction is a reaction whereby platinum will glow in the presence of methyl alcohol vapor. This will happen without any external power source being applied.

How do you select the correct plug for your application, and why?

To do this you need to understand a little more of the theory behind the process, In glow fuel the catalytic reaction is generated between the methanol and platinum only. Castor oil, synthetic oil, nitro methane etc., do not generate a catalytic reaction with the platinum Next you need to understand that certain surface area of platinum is required to generate a sufficient catalytic reaction to keep the internal combustion process going. Also it is necessary to allow extra surface

area for the reaction to be great enough when it diminishes with the available methanol dropping as in the case at motor idle, Simply put, cold plugs are manufactured using a thicker wire to give greater surface area to facilitate a greater and thus the required catalytic reaction where less methanol is present in the fuel mixture.

So! More nitro means less methanol which in turn means a greater surface area to platinum will be required to generate a sufficient catalytic reaction. Suddenly it all makes sense! To work out which temperature plug to use, you need to know how much methanol is in your fuel, not how much nitro or oil. As a rough rule of thumb, 80% methanol or above, use a hotplug 70%-75% use a medium plug. 60%-76% use a cold plug. 65% or less use a very cold plug.

Idle Bars end other Stuff

Again, contrary to what many believe: the idle bar on a glow plug is not necessarily what its name would suggest. It is in fact to stop any fuel not vaporized from dousing the platinum coil of the glow plug by dispersing it away from the coil. Why are plated coils not as good as platinum alloy coils? Plated coils suffer from very quick degeneration as the plating breaks down under operating conditions. As bits of plating come off: the plug is effectively becoming a hotter and hotter *unit* until in a comparatively short time it is no longer able to perform its function. Conversely, a platinum alloy coil will still degenerate but as it is platinum alloy throughout: the surface remains as platinum alloy and the plug continues giving much the same characteristics for quite a long time

Plated coils are very poor value when compared to platinum alloy coiled glow plugs.

Courtesy, Warringah Radio Control Society Incorporated ✈

Swap Till You Drop!

Now that we have a plan for liquidating some of our current stash we can legitimately search for more.

Central Penn Swap

The Central Penn Aeromodelers Swap is our biggest, on the basis of quantity, opportunity. The Swap will take place at the Lebanon Fairgrounds on Saturday 11th March starting at nine o'clock.

As usual, plans will be made at the March Club meeting for car pooling. I will publish the map and / or directions in the next newsletter.

In the meantime, Marty Bakalorz has applied for a vendors table. This allows you to enter and set up two hours before the public. Marty has offered to split his table with those who want to either sell something or, like him, just get there early.

Early, by the way, is seven a.m. so I suppose you will need to leave Delaware County by five thirty!


Bucks County RC Auction

The Bucks County RC Club auction will be held on Thursday 10th February at 7:30 p.m. in the Lenape Middle School, 313 W State St. Doyelstown. From Rt. 611 North take the Norristown (State St.) exit and go East on State St. to Lenape M.S.. On the web at; www.jtan.com/~paris/bcrc

If anyone wants to car pool to this one let's talk at the February club meeting.

WRAM's Show

This venerable show is again on Friday, Saturday and Sunday 25, 26, 27th February in the Westchester County Center, White Planes New York. White Planes is just above NYC and is about a two and a half-hour drive (on a good day). WRAM's is of course a Trade Show as well as a Static competition and Swap. www.wram.org

WRAM's is another opportunity for us to car pool. 

Got a Problem?



Just Ask Willie

Write to Willie Washout famous, self appointed authority on all things R/C, in care of your CAM Editor. Marvin Hinton

Dear Willie,

There are many things that frustrate us RIC flyers but I think the most aggravating to me is when my engine quits on the run way just seconds before I am ready to start my take off run. It seems like the more trouble I have in tuning my two stroke engine to run properly in the pits, the more often it will quit just after I taxi out and am ready to take off. Is this thing trying to tell me something or is it just testing me to see how far it can push me before I stomp it into oblivion?
Frustrated Fred

Dear FF,

Hey Pal, better it should quit on the runway instead of four or five seconds later huh? But that's not answering you question is it?

Yes, I think your engine is trying to tell you something. It is trying to tell you to stop fiddling with it every time you get ready to fly Some guys just wont leave those little air mixture knobs atone You sound like one of them.

I once had a friend named Harvey who bought a foreign car He was always fiddling with it and it never really ran well. One day he came to me and asked me for some advice. I told him, "Harvey, go out in the back yard and dig a big hole. When you get the hole dug, take all of your tools and throw them in the hole and bury them. Then go out and find yourself a good foreign car mechanic"

Now here's my advice to you, Fred. Ask the best engine guy in your club to adjust that thing for you and then leave it alone. If it is still unreliable, you've got more problems than the air/fuel mixture. Just between you and me Pal, I'd dump the thing and buy a four stroke adjust it a tad rich and then forget about it.

Willie

From Marvin Hinton; Newsletter of the CAM. 





The Club Large Airplane Project. Al Tamburro

A club large airplane has been proposed as something we would use for demonstrations at our field community meets and when our members attend other fun flies.


It would be large and perhaps unusual in appearance and have capability to do candy and parachute drops. It could be equipped with a still or video camera and maybe a TV downlink for live on-field video.

It might also serve as a glider and banner tug.

So far, Al, Rusty and Dave Harding have expressed an interest in participating and contributing to the project. Are there any others?

We have talked about a very large Agcat or a 1.5 sized Kadet 40 (105 in span) with a large gas engine. Simple foam construction is possible.

Recently, the experience with larger electric motors have had us thinking about a large multi-engine semi scale machine such as the Me 323 Gigante.


Let's get going and decide the approach so we can have a project to show off in the coming season. 



Film Covering Repair

Ever have difficulty repairing Old Faithful's covering after years of fuel soaking and aging? Try these ideas.

If you have to remove the old covering and the adhesive remains fastened firmly to the framework try this idea from Al Tamburro. Use Stripease paint stripper just as you would remove paint. Takes it right off and leaves no residue on the wood after you wash it.

Need a patch on the same old fuel soaked finish? Well, you already know that the field finish cleansers won't cut it but next time try CA kicker. Just spray it on and after a few moments wipe it off. 

Dave Harding – Editor
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Propstoppers R.C. M.A.C

**Auction Alert; Go to the workshop, do not pass
 go, get that “maybe” kit, tool, airplane, engine,
 radio, servo *now* and put it in the car for next
 Tuesday’s Club Auction!
 Wives, significant others or any influential being,
 make him do it now!**

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