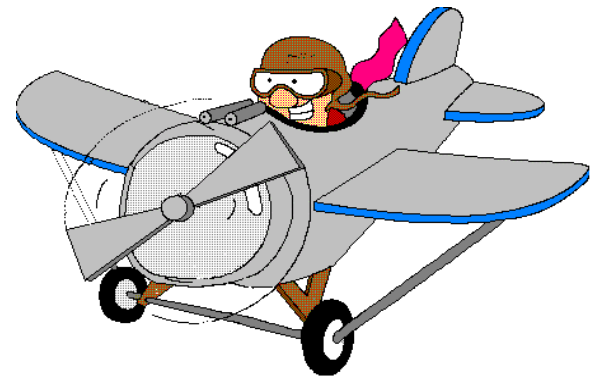


Model-Builders Workshop

Serving Model Aviation Enthusiasts in the Wiregrass
Volume 11, Issue 2 May 2009



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Please contact one of these people to conduct business with the WGRC
WGRC Flies Weekends at Hunt Air Field on Dale Co 18, S of Highway 231 S of Ozark

WGRC SPONSOR

MORGAN (COOL POWER) FUELS - ENTERPRISE
HODGES HOBBIES – Andersonville, GA

WGRC WEB SITE
www.wiregrassrc.org

PERRY GA WAS THE BIG EVENT

It was a great event. One thousand tables and it was run very well as we have come to expect from the folks at Georgia Aircraft Modelers Association. It is the first time I can remember selling everything I took. The economy did curtail the total money spent, however, there were some real deals to be had and many WGRC members took advantage of them.

THE SPRING FUN-FLY

Well, we got weather (flooded) out on March 28, then the CD and deputy CD had to work on April 4, and Hunt Field was open to refuel for full size helicopters. We finally got it in on April 11. Great fun and no crashes, (Congrats Phil) Pete Veneziano won First Place.

COMING EVENTS

EXECUTIVE COMMITTEE MEETING

Larry's BBQ - Daleville
May 4, 2009
Dining at 6 p.m.
Meeting at 7 p.m.

NEW FREQUENCY CONTROL POLE

The new frequency control pole is now in the storage building at Hunt Field. This pole differs somewhat from the 20 plus year old pole we are currently using. The clothes pins are painted day-glo orange have each club members name on them. You leave your clothespin on the side of the pole that does not have frequency channels on it. The pin stays there. When you are ready to fly, you move your pin to the appropriate channel number and fly. When you are finished, move your pin back to the side that does not have channel numbers.

The advantage to this system is that it eliminates the problem of flyers absent-mindedly taking channel number clothes pins home with them and losing them, etc. With the new system, if you take your pin home and lose it, you are the only person who suffers, not the whole club membership.

You may only fly if your **DAY-GLO ORANGE PIN** with your name on it is clipped to the correct channel number. There are 5 spaces for Spread Spectrum 2.4 Mhz channels. Since only 5 flyers may fly at one time, that is all we needed. Spare, unmarked, day-glo pins will be available in the storage building. A couple of GUEST pins are on the pole.

PLEASE TAKE GOOD CARE OF THIS POLE SO THAT WE MAY GET MANY YEARS USE FROM IT.

WGRC FUN-FLY
June 20 HUNT FIELD
Rain Date June 27
Registration 7 a.m.
Flying at 8 a.m.

Check out the progress on my 12 ft. J-3 Cub on the WGRC web site at
www.wiregrassrc.org

Presidents Message

by *Stan Grett*

WGRC EXECUTIVE COMMITTEE MEETING: The next meeting will be on May 4, at Larry's BBQ on US 84 in Daleville, at 7 p.m. We normally come early and eat prior to the meeting. Members welcome to attend.

FIRST QUARTER FUN-FLY: It was to be at Hunt Field on March 28, with rain date of April 4. Chris Barber is the CD. Registration at 8 a.m. and flying at 9 a.m. We got rained out on March 28, the CD was unavailable on April 4, and the field was open to full size helicopters for refuel operations. We finally got it in on April 11.

ELECTRONIC NEWSLETTER: If you currently get a hard-copy of the WGRC NL and would like to save the club the postage cost, you may get your NL via email. Just let Jim Kale know at jimkale@roadrunner.com or 393-7918.

SECOND QUARTER FUN-FLY: It is scheduled for June 20 with rain date June 27. The CD is Mike Coopridner and Chris Barber as deputy. The EC has authorized 300 dollars for prizes. Three cases of fuel will also be available for prizes. Registration will be at 7 a.m. and flying at 8 a.m.

ALABAMA AEROSPACE WEEK: Alan Bourland coordinated the event at Landmark Park in Dothan, on 24 thru 27 Feb. Participating flyers included Al Bourland, Charlie Dicey, Alex Perez, Brian Arsenault, JackO and myself. Thanks to all who helped with this worthwhile project and thanks to Kathy Moore for sponsoring it.

RC MAGAZINES: Same them for distribution to the Enterprise School System as AMA recommends. Bring them to the EC meeting or the field and give them to a club officer.

WGRC MEMBERSHIP RENEWAL AND NEWSLETTER: If you know anyone who did not renew their membership and has been dropped from the roster, let them know to get the renewal in as soon as possible.

WGRC SHIRTS: Stan is taking orders. Small thru XL are 20 bucks each; XXL are slightly higher. Stan's contact info is on the front page

WGRC FUEL AVAILABILITY: I have taken over the fuel program due to a storage problem. Many thanks to KC for running it until now. I currently have one gallon of 20 percent Price: 22 bucks, and one gallon of 30 percent, price: 26 bucks. We normally keep 15 percent COOL POWER. The price often changes on short notice so call for current prices. If you want other type fuels, we can get it for you by the case. We cannot buy individual gallons from Morgan. Stan Grett (393-1674). **Please do not go to Morgan's and attempt to buy directly from the warehouse.**

NEW FREQUENCY POLE: Jim Kale has finished it and it looks to be well done. It will replace the 20 plus year old pole we have been using. Thanks Jim for a good job.

PERRY GEORGIA SWAP SHOP: It was March 6, & Mar 7. We had a great year with 20 WGRC tables.

MARCH WGRC EXECUTIVE COMMITTEE MEETING MINUTES

Executive Committee President, Stan Grett called the meeting to order at 7.p.m. March 2 , at Larry's BBQ in Daleville, AL. Stan Grett, Brian Arsenault, Jim Kale, KC, Mike Hipwell, and Al Bourland were the EC members in attendance.

Also present were Charlie Dicey, Athol and Mrs. Foster, Chris Barber, Mel and Mrs. Yanda and Mike Coopridner.

Minutes of the January meeting were read and approved.

The treasurer's report was read and approved.

Old Business:

Stan reported on the fair turnout at Landmark Park for the demo flights for Alabama Aerospace Week, and.thanked the members of the WGRC who supported the event.

Stan reminded all of the Perry, GA event on March 6, and 7.

New Business:

Stan reminded members that 3 Fun flies were to be scheduled for 2009. March 28, was chosen for the first Fun-Fly with April 4, as rain date. Chris Barber is the CD. June 20, was set for the second Fun-Fly with June 27, as rain date with Mike Coopridner as CD. The September Fun Fly will be determined by the EC at regular meetings closer to that date. Tentatively 400 dollars has been set aside for the CD to use. The Annual Fly-In will be on November 7. Stan summarized the EC meeting dates for 2009: May 4, July 13, 14 September, 2 November

Meeting was adjourned at 7:30 p.m.

Athol Foster mentioned that the WGRC NL and other WGRC information and photos were on the WGRC web site at www.wiregrassrc.org

Stan reported on the good service and great prices he has had by ordering RC supplies from Hodges Hobbies.

Meeting was adjourned at 7:20 p.m.

Pete Veneziano's Amazing Bomb-Drop Technique

When Pete dropped the bomb at the April 11, Fun-Fly, he watched the bomb and not his airplane. By doing this he was able to devote all of his mental powers to guiding the bomb toward the target. Pete's technique involves knowing exactly when to look back at the airplane again to insure it missed the ground by mere inches.....**WOW** what an intrepid individual it takes to actually put a technique like this into practice.

Tips & Techniques

REFUEL FILL VALVES

by Jim Kale

I have been noticing many having problems with refuel fill valves for the last couple of years. It is just my opinion; however, many of the refuel valves that require a special plug to be inserted into a special jack just don't work too well in the long run. Valves such as the DuBro quick fill often seem to work well in the beginning but in a year or two, they become difficult to connect, possibly leak, can easily get dirt and debris into your fuel system when you connect the refill fittings. etc. When they have problems like this, they often cause lots of difficulty, frustration, and bad language at the flying field.

Recently Phil was trying to fly one of his big gasser models that had been having engine run problems for over 2 years. Phil had picked up the model at Perry and it looked to be in great condition, however there is no way to know how long it had been hanging in a workshop somewhere. After lots of frustration, bad language, and trouble-shooting. we finally traced the problem to the refuel fill valve. It was letting air get into the fuel line and the engine would not run reliably. When the refuel fill valve was removed and replaced with a short brass tube, all of the problems went away and the engine ran like a new one. Unfortunately, on the next flight the plane stalled and spun in, possibly due to radio problems. Phil said it was really great though to have the engine perform well for at least one flight.

I am a firm believer that the best way to refuel is a dedicated third fuel tube that goes straight to the tank. It should have a plug to close it off after refueling is complete. That means you have 3 lines coming from the tank. 1, the vent -- 2, the feed line to the engine with a clunk inside the tank and a filter as close to the engine as is practical -- 3, the refuel line with a plug in it when it is not used for refueling. A FUEL DOT is the idea way to keep this line easy to get to for refueling the model. This is about as simple and fool proof as you can get. You could use a T fitting in the fuel between the filter and the tank and put a line on the end of the T and keep it capped off except to refuel. However the problem with this arrangement is that often when you pump fuel into the line, some of it will go out the carb and onto the ground.

Always use a filter as close to the engine as you can put it. If you use a filter on the clunk inside the tank and then refuel thru this line, you will pump debris into the filter from the engine side and it will quickly go back up the line to the carb as soon as you start the engine. We have all seen pilots who spend the bulk of their day at the field having engine run problems because they failed to take these simple precautions when they installed the fuel system. Don't make your flying life miserable and difficult when it is easy to do it correctly the first time. By the way, when you **cut brass tubing** to be used in the fuel system, file the ends of it smooth so they are not sharp and cut into the line and making a very hard to find air leak. A little good building practice will make life much more fun on the flying field. We all want to fly when we go to the field, not spend all of our time troubleshooting problems that we inadvertently caused by poor construction practice.

If your model survives several years, (**you might want to disregard this paragraph Phil**) you should remove the fuel tank system every couple of years or so, (each year would be better) to make sure you don't have problems developing. Alex Perez recently brought his 12 year old model to the field and found that the engine would not run correctly. (**Take note Phil if you are reading this paragraph -- 12 YEARS flying one model**) Then Alex remembered he had not checked the tank system since it was new. He did the correct thing and went home and restored the fuel system to a serviceable condition and it ran great next time he came out. It is very easy to forget how old a model is if it has been performing well for several years. I once flew a model for 6 years without fuel difficulties. When the next flying season rolled around, somehow I thought about checking the fuel system. The fuel filter had so much crap in it that I doubt the engine would have run at all. So, I probably saved lots of possible frustration and agony at the field trying to get it started and running.

The Buddy Building System

Since I have been building my giant 1/3 scale J-3 Cub at Athol Foster's place I have found it nice to have an extra set of eyes watching the construction. Many times Athol has caught me trying to glue a part in upside down, or making a simple job complex. Of course it works both ways. Athol is now building a 1/4 scale Piper Tri-Pacer. He admitted recently that he had put some parts in the wrong place. If he had just waited for me to watch him, I probably would have caught the error and told him TOUCHE'.

I recently had to have my computer worked on and lost all of the data in it. So I lost the WGRC email list for the Newsletter. I am in the process of recreating it. So if you get this one in the snail mail and you were expecting it by email, I have lost your email address. Let me know at jimkale@roadrunner.com.

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