

HRRC Flyer

Official club newsletter of Hampton Roads Radio Control Inc.

Volume 5 Issue 8
August 2004

Upcoming Events

August 14, Something Different CVA

August 14, Gliders, TMSS

August 22, IMAC Sanctioned NNPRC

August 28, Scout Training @ HRRC Field 9:00 am

August 29, CVA Inter-Club Fun-Fly

September 2, HRRC Club Meeting 7:30 pm

September 11, TMSS Gliders

September 11, NNPRC Founder's Day Fly-In

September 18, CVA Charity Cub Fly

September 25, CVA Payload Event

October 3, HRRC Inter-Club Fun-Fly

October 7, HRRC Club Meeting 7:30 pm

October 24, NNPRC Inter-Club Fun-Fly

October Air Show for City of Suffolk Parks

November 4, HRRC Club Meeting 7:30 pm

November 7, Henry's Something Different Fly-In

Big Day at the Field for the Scale Fly-In

The weather cooperated somewhat for the Mid-Atlantic Scale Fly-In at the HRRC Field on the 27th of July. Fourteen Pilots and more than 75 spectators were at the field despite the threatening weather. The rain held off until late enough in the afternoon for everyone to fly and watch some spectacular scale flights. Award winners were:

Best in Show--Bob Howell & his AD-4 SkyRaider

Best Scale Flight--DJ Robinette & his Pup

Best Military--Ronnie Weaver with a P-38 Lightning (which crashed during the event due to a radio failure)

Best Civilian--Jon Beeler's Pitts S-2B

Betty Lymer did a great job as chairman of the hospitality committee and supervising Alex. They did a great job cooking. There were no major mishaps other than the P-38 crash which is unfortunately a probable loss, but the good news is that the event was conducted safely and enjoyed by all.

Rules of the Month from the By-Laws

Model Requirements

5. Rotary wing or control line aircraft may not be flown simultaneously with fixed wing aircraft. These aircraft may be flown only when no fixed wing aircraft is in flight. Coordination with all pilots present is required.

6. Glider or other aircraft launch accessories and equipment will not be permitted to obstruct landing approaches or adjacent grass areas in the line of intended landing. These devices must be parallel and in line with the flight boxes and pointed away from the flight boxes or pit area.

Meeting Highlights from August

Twenty eight members were present.

Dale Smith was welcomed as a new member.

The Minutes and Treasurers' Report were read.

There are 46 members on the dues delinquent list. Payments should be made to Bob Howell either in person or via mail. His address is in the next column. If you mail him your payment, he will mail you your membership card. Yearly dues are \$60 for adult AMA members and \$5 for junior/children AMA members.

A report on the Scale Fly-In was made to the members. The club members thanked Dave Haywood (absent from meeting) for CD'ing the event. President Cahoon thanked all who volunteered to help make the event a success, including Betty Lymber who cooked the food. The Saito 100 engine, donated by Stream Hobbies, was won by "one ticket" Ray Goodwin. The Top Flight Corsair, donated by Debbie's RC World, was won by David Cokely. Thank you Stream Hobbies and Debbie's RC World for helping make our fly-in a success. The awards were presented by Dave Haywood to the following winners:

1. Best Scale Flight – Joe Robinette and his Sopwith Pup
2. Best Civilian Aircraft – Jon Beeler with his Pitts Special
3. Best Military Scale – Ronnie Weaver with his P-38 Lightning
4. Best of Show – Bob Howell with his AD-4 Skyraider. (Yep, he did it again)!!!

Continues

Stream Hobby Shop





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Race every Saturday 11 - 4
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Club Officers

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mudrocks3@cox.net

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M-F 10-8 p.m. M-F 10-9 p.m.
Sat. 10-6 p.m. • Sun. 12-5 p.m. Sat. 10-6 p.m. • Sun. 12-5 p.m.

radio control cars, planes & boats • slot cars • trains
model kits • diecast • rockets • kites • sports cards
toys • science items • tools & paints • gifts and more!

The HRRC Flyer is published monthly for the benefit of Hampton Roads Radio Control Club Members.

The Club holds regular meetings on the 1st Thursday of each month at the location given below. More information is available on the web site: hamptonroadsrc.com

The Deadline for article submission is the date of the monthly meeting. Submit articles in any form to Rick Lawrence (editor)-hrrc@cox.net or (757) 623-0477.

The information contained herein and on the web site is for the sole and personal use of Club Members strictly for their enjoyment in the pursuit of building and flying radio controlled aircraft.

Directions to the Club's Meetings

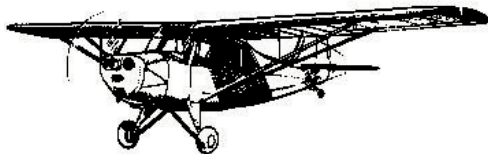
The Airline Parts and Service shop will be the meeting place until further notice. Meeting time is 7:30 pm.

Its address is: 3530 Airline Blvd., Portsmouth.

DIRECTIONS:

From Norfolk / Va. Beach go through the downtown tunnel and stay on I-264 to the Greenwood Drive West exit. Proceed down two lights to Airline Blvd, turn right and the shop will be the second building on the left between the 7/11 and the Burger King.

From Suffolk follow Route 58 past our old meeting place and get in the left lane. This will turn into Airline Blvd. come up two lights, the shop is two buildings past the second light on the left.



Eagle Hobby Shop

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THOMAS_ATKINS@msn.com

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Sat 9:00 - 1:00
Sun 1:00 - 5:00
Or call for an appointment

Highlights from August Meeting (continued)

Bob Swain reported on the Air Show for the City of Suffolk Park and Recreation Department. 35 people were there and he said it was one of the best shows. Bob also mentioned that he has changed shirt printers.

Pilot certificates were issued to Shayne Patrick, Art Gould, and Dale Smith.

The club voted unanimously to give Jon Beeler a free one year membership for allowing us to use his facility as a meeting place.

Jon Beeler, Gary Murdock and David Cokely were thanked for replacing the cable in the pipe fence.

Jim Maguire has written some notes on 2-cycle engine repair which are printed in this newsletter. He will have Bypass surgery on August 10th. We all hope he has a speedy recovery and returns to the field soon so that he can share more of his wisdom on the engines we use for our planes.

Show and Tell:

Tom Atkins showed some WWII slides. Jim Maguire held an engine clinic. Very well done!

The Safety talk was given by Gary Murdock on the correct use of tachometers. He suggested that when "running up an engine" move it out away from the pit area.

Chris Domack has a Saito 1.80 for sale--never seen fuel/brand new in the box.

Miscellaneous

You got one if you went to the Banquet, now get some more for the rest of your planes, car, truck, transmitter box or wherever. Bob Howell has club stickers for sale for \$2.00 apiece. They are fairly fuelproof, but put them on the tail of your airplane for longest life.

If you are interested in having your radio checked out or serviced, you may contact Wade's R/C Service. His contact information is: 766-7300 or wadesrc@hroads.net.

Don't throw that bad glow plug away!! Paul Norman will take your bad glow plugs for his collection of old engines. He cleans them and uses them simply to keep the moisture out of the several hundred that he has.

Don't throw that American flag away, dispose of it in a dignified fashion. The Chuckatuck Volunteer Fire Department near the park entrance has set up a drop box for disposal of your old American flags.

Jim Maguire's Instructions on 2-Stroke Engine Disassembly for Cleaning/ Refurbishing

1. Block the carburetor intake and exhaust port with part of a paper towel.
2. Use a light soap and water solution in a spray bottle (10:1 water to soap mix (Dawn works very well)). Spray the engine and scrub with an old tooth brush and rinse under warm tap water with the engine upside down. This will remove all external dirt.
3. Scribe a mark on cylinder head to block.
4. Scribe a mark on engine backplate to block.
5. Remove carburetor and glow plug.
6. Remove engine backplate.
7. Scribe mark on connecting rod for rod & piston orientation to cylinder liner and block.
8. Remove the cylinder head.
9. Remove the cylinder liner—Note which way the cylinder liner comes out: some have alignment marks, some have a block pin, and some have nothing at all.
10. Lift the rod off of the crank-pin and push the rod and piston up through the block.
11. If the piston is ringed, note which way the ring gap is facing. Some pistons have a small pin in the ring groove to orient the ring and others don't. If not, when reassembling the engine face the ring gap to the back of the piston facing the rear of engine.
12. Put the prop nut on the crankshaft, flush with the end of the crankshaft threads and lightly tap the end of the crankshaft with a plastic hammer or small brass hammer to knock the crankshaft from the bearings and out of the block. Remove the prop nut and remove the crankshaft from block.
13. Often the rear bearing will remain in the block. Use a propane torch to evenly heat the area around the bearing by moving the torch back and forth. Pick up the block with a glove or rag and slap it smartly on a block of wood to pop the bearing out.
14. Knock out the front bearing with a 1/4" or 3/8" diameter brass rod or wood dowel with its end tapered so the wood will not cut into the bearing.
15. Soak all parts in lacquer thinner to help soften the carbon and varnish.
16. Use a Brillo pad under warm water to scrub and clean all varnish and carbon from each part. Rinse with hot water and dry each part. Soak everything in Marvel Mystery Oil.
NOTE: If you plan to reuse bearings, **DO NOT** use a Brillo pad—the steel wool will cut into the bearings. Clean them with lacquer thinner and a stiff toothbrush, then soak in Marvel Mystery Oil.
17. Reassembly is the reverse of disassembly.
NOTES: Use new parts where needed. (This would be another dissertation entirely)
Brillo pads will not remove any metal from the ring