

HRRC Flyer

Official club newsletter of Hampton Roads Radio Control Inc.

Volume 5 Issue 5
May 2004

Upcoming Events

May 28, Air Show/Demo @ Great Bridge

Intermediate School, 8 am

May 29, 30 TRC Jet Rally at Fentress

May 30, CVA Helicopter Fly-In

May 31, IOW Chicken Fry & Fly

June 3, HRRC Club Meeting 7:30 pm

June 5, NNGE IMAA Fly-In @ IOW

June 12, 13 Air Show/Demo at Suffolk Airport

June 12, TMSS Glider Event

June 12, TRC Warbird Fly-In

June 12, CVA Very Low Pressure Fun Fly

June 13, Inter-Club Fun Fly @ IOW

June 19, HRRC Family Day Picnic

June 26, NNPRC Senior Pattern Contest

June 26, 27 TMSS Glider Event @ Ft. Lee

July 1, HRRC Club Meeting 7:30 pm

July 4, IOW 4th of July Picnic

Annual Banquet and Fly-In Kick-Off 2004 Flying Season

The 2004 Season kicked off with a great banquet at the Holiday Inn, Suffolk. It was a great time for the more than 80 people in attendance, and Dom DePolo gave an outstanding, heartwarming talk about what makes HRRC special. The Fly-In was held the following day with around 75 people in attendance. Tom Atkins nephew won the raffle of an OS .91 4-stroke engine. The field was in great shape thanks to the work done in April on the fence and hedgerow. The Air Show Team held an air show for the general public on May 8th. A Float-Fly was held at Joe Robinette's on May 21st and 22nd. Saturday saw over 10 planes ready to fly. He has extended an open invitation to anyone in the club with a float plane they would like to try to use his house and water access to fly. The weather has been conducive to flying, and with club membership at an all-time high, the field has been busy. With a busy field comes a few crashes, and an article written by Jim Maguire on what to do with your engine after it eats some dirt is reprinted here for those who haven't had the misfortune to deal with that type of casualty.

Rules of the Month from the By-Laws

Model Requirements

1. An aircraft will not be flown in the presence of spectators until it has been proven airworthy by having been previously and successfully flight-tested. (AMA rule)
2. Radio equipment shall be ground range checked prior to the first flight of a new or repaired model. (AMA rule) All transmitters will be returned to the impound area immediately upon completion of each flight.

Meeting Highlights from May

Thirty two members were present. Ed Cokely was a guest, and the club welcomed new member John Williams.

The Minutes and Treasurers' Report were read. Club membership is now 114, another all-time high.

Henry Cahoon thanked Dom DePolo, Chris Domack and Bob Howell for their contributions to the banquet. Henry will create another committee to help design next year's banquet which will be at the same location on the April 22nd.

There were approximately 75 people in attendance at the Spring Fly-In.

Henry stated that if someone will not attend meetings, not read the newsletter, or not visit the web site, then he is not responsible for them being informed of club events and happenings.

Henry proposed a Family Day Picnic for June 19th. Michael Dilday volunteered to provide food and Dave Walkup offered to coordinate the event.

Club membership dues will be due in June.

Pilot Certificates were presented to Troy Jean, and Jim Tomlin (in absentia), Luis Sandoval, and John Williams.

The next Air Show will be May 28th (a Friday) at Great Bridge Elementary. Electrics will be the only planes flown in addition to a static display. There will be a show at the Suffolk Executive Airport Saturday and Sunday June 12th and 13th.

Continues

Stream Hobby Shop





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Race every Saturday 11 - 4
Mon, Tue, Thur, Fri 10 - 6
Wednesday 1 - 6
Saturday 10 - 4

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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

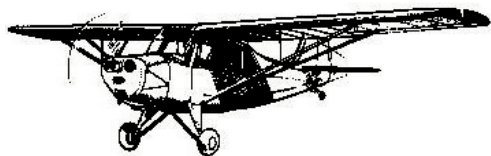
The Airline Parts and Service shop will be the meeting place until further notice. Meeting time is 7:30 pm.

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 second light on the left.



Eagle Hobby Shop

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

Highlights from May Meeting (continued)

The Air Show Team received \$500 from the AMA for its efforts over the past year.

Show and Tell was DJ Robinette's Sopwith Camel powered by a converted Stihl 27cc gas engine, and Johnny Holland's Laser Extra 230 with Zenoah G62.

Safety Discussion From the Meeting

Discussion started with the thought there were some improvements in following safety rules. All members should be aware that the peak flying season is approaching and with a large number of club members, we should all follow and help each other follow the rules for the benefit of us all. Dom DePolo will publish an instructor manual with tips and safety rules for helping and guiding new student pilots. It was noted that some common violations include starting planes pointing at the pits and planes flying too close to the pilot boxes (flight line). Part of being a good club member is accepting being told when we have broken a safety rule whether intentional or not.

Jim Maguire's 2-Stroke Maintenance

Jim culled this stuff from David Gierke's book and his own experience.

First Aid for Light Crashes and Dirt and Weeds

1. Close the throttle if at all possible when you know the plane's going in.
2. Don't rotate the shaft when you pick up the plane and bring it back to the pits.
3. Turn the engine upside-down and squirt fuel into the carburetor.
4. Remove the prop nut, propeller, drive washer and thrust washer if possible and flush the area with fuel.
5. If the drive and thrust washers don't come off, don't pry them off, and flush out the space between the block and drive and thrust washer with fuel.
6. The dirt acts like a fine lapping compound and will cause rapid wearing of the front housing and excessive shaft end play on bushed engines. Sealed bearings are sometimes not completely sealed and may be affected by dirt in the same way.
7. Protect the carb venturi and exhaust hole and flush the external parts of the engine with fuel or whatever fluid you use to clean the plane and dry the engine. Reassemble the

Jim Maguire's 2-Stroke Maintenance (continued)

engine and you're ready to fly again.

Major Crash and Major Cleanup

1. Perform steps one and two from above.
2. Remove the engine from the plane.
3. Remove the glow plug, rear cover, muffler and carburetor.
4. Submerge the entire engine in lacquer thinner. Don't use alcohol as it draws water to all ferrous parts and may cause rust spots.
5. Dunk the engine in and out of the cleaning solution being careful not to allow the shaft to rotate and cause the interior of the engine to be flushed in the dirty solution.
6. Change or filter the lacquer thinner.
7. Resubmerge the engine into the clean solution and turn the shaft rapidly. This action will flush the dirt out of the piston, cylinder, and bearings.
8. Let the engine dry and lubricate all parts with "Marvel Mystery Oil" and reassemble the engine. Note: Do not use WD-40 or 3-in-1 oil as after-run or conditioning oils as they dry out. Also, WD-40 will dislodge any rust in the engine bearings which will pass through

EMERGENCY SAFETY ALERT

Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to NiCads or other batteries. With high energy comes increased risk in their use. The, principal, risk is FIRE which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this **many** fires have occurred as a result of the use of Lithium Polymer batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is **very hot** (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between Lithium and oxygen in the air. **It does not need any other source of ignition, or fuel to start**, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

EMERGENCY SAFETY ALERT (continued)

1. **Store, and charge, in a fireproof container;** never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. **Never leave the charging process unattended.**
3. In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame, and, after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. **Never attempt to charge a cell with physical damage,** regardless of how slight.
4. Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not, specifically, designed for charging Lithium cells. **Never use chargers designed for Nickel Cadmium batteries.**
5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show **any sign of swelling**, discontinue charging, and **remove them to a safe place outside** as they could erupt into flames.
6. Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT.** Serious fires have resulted from this practice.
7. Do not attempt to make your own battery packs from individual cells.

These batteries CANNOT be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/ or personal harm

Safety Committee
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