

HRRC Flyer

Official club newsletter of Hampton Roads Radio Control Inc.

Volume 5 Issue 9
September 2004

Upcoming Events

September 11, TMSS Gliders
September 11, NNPRC Founder's Day Fly-In
September 18, CVA Charity Cub Fly
September 19, HRRC Heavy Lift Contest, 10:00 am
(Volunteers needed)
September 19, TRC Inter-Club Fun-Fly
September 25, CVA Payload Event
October 3, HRRC Inter-Club Fun-Fly
October 7, HRRC Club Meeting 7:30 pm
October 9, TMSS Gliders
October 9, 10 BAGS IMAA @ CVA Field
October 17, IOW Chili Fly
October 23, CVA Picnic
October 24, NNPRC Inter-Club Fun-Fly
October 17, Air Show for City of Suffolk Parks
November 4, HRRC Club Meeting 7:30 pm
November 7, Henry's Do Something Different Fly-In

Message From the President

Howdy all,

Well, autumn is just around the corner and another successful summer is coming to a close, but there will still be plenty of good weather at the field before it gets cold. I would like to thank everyone for their participation and keeping safety in mind to make this possible. Seeing the skills of new pilots grow exponentially has been heartwarming.

We had a lot of new members this year and some were newcomers to the hobby. I asked that everyone make them feel at home and part of the family, and I believe you did. You made visitors feel welcome as well. Membership is the life of a club, and growth is paramount. We have families that participate in our club and the fact that they want to be a part of our club says a lot to me. I give a heart felt thanks to all for keeping our club a friendly one.

I recently attended the "Something Different" fly-in at CVA field. I'm glad I did and I had a great time. I find this type of event intriguing and I feel it brings out the ingenuity that modelers are known for. I enjoyed the camaraderie and passion of the hobby with fellow modelers. CVA put on a great event and my hats off to them for holding an event like this. I hope this type of event spreads throughout the hobby. It was fun to watching and laughing at contraptions take to the air. Not just because it got off the ground, but actually flew!! It was this event that inspired me to try an event called the "Do Something Different" fly-in. Let's see what our ingenuity brings out and have a blast watching and flying. And to quote a late friend "any good idea is worth stealing."

Until next time, keep them flying!!
Henry

Rules of the Month from the By-Laws

Flight Rules

1. Taxiing a model from the pit area is permitted, but taxiing through the pit area is prohibited. Taxiing an aircraft back into the pit area is prohibited. Engine shut down must occur immediately after passing the line parallel to the pilot boxes and not less than ½ the distance to the pit area established. Other restrictions may apply during special events. These will be controlled by the contest or event director and announced at the pilots meeting.

Meeting Highlights from September

Twenty eight members were present.

Secretary/Treasurer Bob Howell was absent, so the minutes of the last meeting were read by President Henry Cahoon. The Treasurer's report was not available.

There are still many 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.

There are 72 paid members of the club with many dues still outstanding. Welcome to Wade Saltzgiver of Wade's RC.

For the Safety Discussion, Gary Murdock related an incident obtained from RCUniverse.com. The incident occurred in Ohio where a 42% (47 pound) biplane struck a person in the back at high speed. The victim survived, but was seriously injured. Two statements about the incident were read. Gary made the point that despite the size of the plane, the same sort of incident could occur at our field. Discussion ensued on how to warn others when a plane is no longer under its pilot's control. Henry reiterated that he has asked (not required), but asked that if there are 3 pilots in the boxes that anyone available go spot for the pilots on the line. One wouldn't even have to speak, just spot for those flying.

The nominating committee for the November election is chaired by Gary Murdock and consists of Jon Beeler and Bob Swain.

The matter of the upcoming Inter-Club Fun-Fly was related by Henry. The

Continues

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Cahoon_henry@hotmail.com

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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

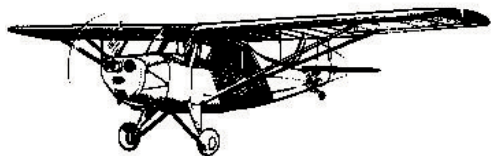
The Airline Parts and Service shop will be the meeting place until further notice. Meeting time is 7:30 pm.

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

Soar with the Best

Tom & Mary Grace Atkins
4832 Godwin Blvd, Suffolk, VA 23434

(757) 255-4040
FAX (757)-2552032
THOMAS_ATKINS@msn.com

Wed, Thu, Fri 9:00 - 5:00
Sat 9:00 - 1:00
Sun 1:00 - 5:00
Or call for an appointment

Highlights from September Meeting (continued)

Inter-Club Council has asked if the club will support and participate in the Fun-Flys. The consensus of the club was that we would not have enough member support to be fair to the other fields for the Fun-Flys.

Bob Swain has some shirts available. T-shirts and Show Team shirts. Priority will be given to those who have already paid. There are limited numbers in each size. If you would like to purchase one, contact him.

The Heavy Lift Event will be held on Sunday, September 19th at 10:00. Henry feels that everyone who could support the event should come out and help. Three Judges and an alternate will be needed--all judgments will be final.

Stream Hobbies is having (had) a Customer Appreciation Day September 4th.

Henry plans to hold a 'Do Something Different' at the field on the first Sunday of November, (the 7th) where flights will be required to perform unusual things in the air e.g. retracts, smoke, carrying or towing etc. There will be 3 categories of prizes.

Welcome back to Jim Maguire who underwent heart surgery late in August. He thanked all the well-wishers in the club during his surgery.

All Season Patches were presented to Gary Murdock, Rick Lawrence. Dean Rigby, Henry Cahoon, Jon Beeler, Ray Goodwin, and Dom DePolo got a 25 Year patch.

JR from the Parks and Recreation Dept. has promised that he will obtain some sand to repair some of the small sinkholes in our parking lot. Ray Goodwin said that he also has access to some sand from Lancaster Farms if someone will help him load and unload it.

Congratulations to John Eldridge who recently qualified as a pilot and is one of the newest members of the club.

The 25th and 26th of September, Eagle Hobby Shop will be closed.

EDITOR'S NOTE: Copies of the Newsletter--I do not have access to the same copier equipment that I used to and the cost of reproducing the newsletter is prohibitive so some paper issues may be late or skipped.

There is an air show tentatively scheduled for the 17th of October at 1:00 pm. Details will follow from Bob Swain.

Show and Tell was Gus Gibboney's "Electric Knife Cutting Tool". And Keith Harrell's \$69 World Models SkyRaider Trainer which he said was the best bargain he's seen in the hobby.

Jim Maguire made a presentation on carburetors which is printed in this issue of the newsletter.

Jim Maguire's Carburetor Setting Instructions

How to set idle mixture screws on most twin needle carburetors (OS)

1. Barely close the throttle barrel from the open position.
2. Lightly screw in the low speed needle until it just stops. (Turn right=clockwise)
3. Open (turn left = counter-clockwise) to the factory settings for the following engines:

OS .25 FX	1.5 turns
OS .32 SX	3.5 turns
OS .40-.46	1 - 1.5 turns
OS .50 SX	1.5 turns
OS .61 FX	.5 - 1.5 turns
OS .91 FX	1.25 - 2.5 turns
OS .15 CLA	1.66 turns
Tower .46	with throttle barrel open there should be a gap of 3 3/32" to 1/8th (or 2mm to 3mm) between the low speed needle and the spray nozzle.
Saito .50 - .80	with the throttle barrel open the gap is 1mm between the low speed needle and spray valve.

Notes:

1. Before attempting to set the low speed idle screw--(a) is the engine broken in? and (b) check the glow plug, make sure that it is completely lit and is the right plug for the engine?

The following are Jim's personal recommendations:

- | | |
|-------------|--|
| OS .15 CL | OS #A3 |
| OS .20- .46 | OS #A3 to #8 |
| OS .50 SX | OS #8 |
| OS .61 FX | OS #8 |
| OS .91 FX | OS #8 |
| 4-Stroke | OS #F or manufacturers instructions. Jim mentioned that Hangar 9 makes a plug that works equally as well as the OS#F plug, but at less than half the cost. |

2. For Twin Needle Carburetors
 - To adjust the high speed needle
 - To lean--turn right or clockwise
 - To richen--turn left or counter-clockwise
 - To adjust the idle mixture screw needle
 - To lean--turn right or clockwise
 - To richen--turn left or counter-clockwise
3. For Air Bleed Carburetors
 - To adjust the high speed needle
 - To lean--turn right or clockwise
 - To richen--turn left or counter-clockwise

Continues

Jim Maguire's Carburetor Setting Instructions (continued)

To adjust the air bleed mixture screw*

To lean--turn left or counter-clockwise to uncover the air hole

To richen--turn right or clockwise to block the air hole

*The air bleed carburetor idle mixture screw works the opposite from the twin needle type because when adjustments are made they are made to a screw which throttles the amount of air pulled through a hole in the carburetor venturi as opposed to throttling the amount of fuel.

4. Procedure to fine tune idle mixture screw **after break-in**

-Start engine with proper fuel, prop, and glow plug.

-Open throttle barrel fully to allow the engine to warm up and give proper adjustment to the high speed needle valve.

-Bring engine to idle for approximately 45 seconds, then throttle up quickly--

-If response is smooth with no excessive smoke, then no adjustments are needed.

-If the engine emits white smoke and stutters or stumbles, the fuel mixture is too rich. Correct by leaning the mixture screw 1/8th of a turn at a time. Then repeat by starting the engine etc.

-If the engine quits or has a marked lack of exhaust smoke, the mixture is too lean. Correct this by richening the mixture screw 1/8th turn at a time. Then repeat by starting the engine etc.

For safety's sake, make all adjustments to the low speed setting with the engine stopped.



Frank Blanchard's great looking Ryan STA in flight.

Photo courtesy of the owner-- How did he get a picture of his own plane flying? I'm sure it wasn't easy. One hand on the radio, the other with his camera. Seriously, Frank takes a lot of pictures at the field and asked 'pilot extraordinaire' Earl Stutz to fly it while Frank took his own pictures. It could be another reason why it looks so good. If you want a good picture of your plane in flight--it's a perfect combination. Get Earl Stutz to fly it while Frank snaps the photos.