



The Fly Paper

November 2008
A.M.A. Chapter # 3723

News Letter
I.M.A.A. Chapter # 480

Editor: Bill Robinson: bill@rgflyers.org

Meeting Minutes November 5, 2008

Art Ratley, Secretary

The November 2008 meeting of the Rio Grande RC Flyers was called to order at 7:00 P.M. by club President Bill Robinson. There were approximately 37 people in attendance at Tico's Restaurant in McAllen.

Motion by David Mann, second by Dan Sanders to approve the minutes of the October meeting as published in the Newsletter. Motion Carried.

Roger had no Treasurers report. He passed out ticket for the Grand Raffle to be held at the December meeting.

Safety Report: Officer Rick Martinez was out of town on a training mission, but two incidents were reported since the last meeting. The first involved a pilot being severely injured by reaching over the prop with the engine running. Suggestion was made to stand behind the prop when removing the glow starter or making adjustments to the engine. The second incident was reported by Bob Barry that he was hit on the ankle by a plane landing with the engine off. Bob was flying his own plane at the time and could not move out of the way. Motion was made to have the President appoint a committee to study the field and make recommendations for any alterations to improve safety. Motion carried.

Bill suggested that club members help check AMA membership of all unknown flyers. Membership cards need to be pinned on the frequency board when the frequency pin is removed. This procedure could help prevent problems.

December Meeting Notice

The December meeting will be held on Wednesday December 3rd at 7:00 PM. The meeting will be at Rudy's restaurant, located at 209 W. Nolana In Pharr. The club usually arrives at 6 PM for dinner with the meeting beginning at 7 PM.



Old Business: The October 12th Fun Fly was Fun and a successful event. 9 Flyers participated in the fast and slow event.

Fastest Pass - Roger Bell - 88 MPH.
Slowest Pass - Phil Johnson - 4.45 MPH
First Place - Phil Johnson
Second Place - David Hanson
Third Place - Bob Barry

The November 23rd Annual Fun Fly will have three clubs participating. We expect approximately ten members from each of the SMASH and TEJAS clubs, as well as members of the RG RC/ Flyers. A sign up sheet was passed around the room for members to indicate their attendance was well as one guest for the event. A monetary donation will be collected in lieu of a landing fee. The donation will be given to the Rio Grande Valley Food Bank. Flying will start at 10:00 A.M. and Food is scheduled for 4:00 P.M. Roger will need help with the Food. Volunteers are welcome.

Schedule: Saturday 22nd - Field cleanup day @ 10:00 A.M. Wash tables, clean Restroom etc.

Sunday 23rd - Final set up @ 9:30 A.M.

New Business: Ideas for the December 7th fun fly were discussed. Dead Stick Spot Landing, Bomb drop and Fast and Slow events.

Roger Bell opened the floor for New Officer Nominations according to club Bylaws'.

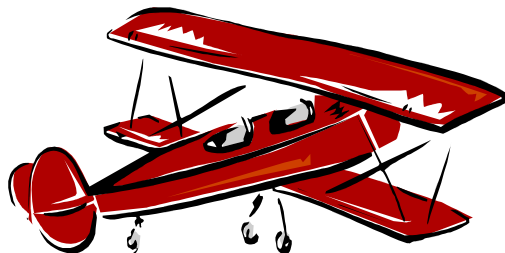
Field Marshall - Roger Bell, Rick Martinez
Safety Officer - John Bearden, Bob Barry
Secretary - Bob Barry, Art Ratley
Vice-President - Rick Martinez, Mark Self
President - Bill Robinson, Rick Martinez, Gary Dye, Roger Bell

Duties of the Club officers can be found on page 1 of the Club ByLaws. You might want to read this section. Located on the website.

Ballots will be prepared, passed out to eligible voters at the Dec. meeting and the election will take place at that time.

Rod Bergman introduced 2 guests. Welcome to Norm Corbell and Delores Schulz. An additional welcome to several winter Texans returning to the Valley for the great flying weather.

Meeting adjourned at 7:21 P.M. Next meeting at Rudy's BAR-B-Q in Pharr. December 3rd 2008



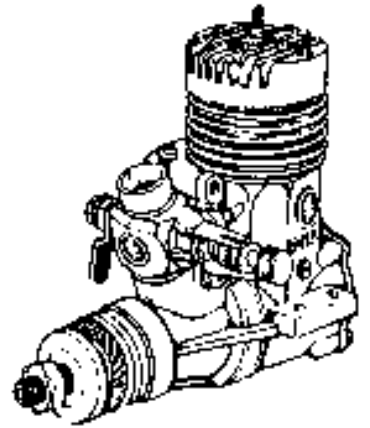
Helpful hints for two-stroke glow engines

Today's two-stroke glow engines are technological marvels; they're powerful, lightweight, easy to use, and with proper use and care, will last for many years.

Next to the radio system, the engine is one of the most expensive investments we make in Radio Control (RC) aircraft. Over the years, we've learned a lot about the care and feeding of engines, and we know there aren't any secrets to operating a model airplane engine correctly. From adjusting the fuel mixture and choosing the best glow plug to proper maintenance and using common sense to improve reliability, this article is full of helpful hints and information so you can have a happy relationship with your two-stroke glow engine.

Easy starting

Nothing is more frustrating than owning an engine that is difficult to start. Our frustration often leads to a flight that ends with a dead-stick landing or a crash. When you start any engine, there are three things to remember. For combustion to occur, your engine needs air, fuel, and fire (heat). If your engine won't start, check the carburetor to make sure that air and fuel are available and check your glow plug to ensure that it provides enough heat to ignite the air/fuel mixture. Remove the glow plug and attach the glow driver; its element should glow brightly. If it doesn't, replace it; if it does, reinstall it. Close the needle valve and then open it three full turns. Place your thumb over the carburetor, and flip the propeller several times until fuel is drawn through the fuel line and into the carburetor. If you remove any one of these three elements from the equation, your engine will not start.



Two-stroke engine operation

The operation of a two-stroke engine is relatively simple. The crankshaft makes one complete revolution for every power cycle. During the piston's upstroke, the fuel/air mixture above the piston is compressed for combustion. At the same time, a fresh mixture is drawn into the crankcase below the piston. After combustion, the piston is forced downward, and the spent fuel charge is expelled through the exhaust port. Simultaneously, a fresh fuel/air mixture is drawn through the carburetor and into the crankcase. The intake valve is sealed, and the mixture is forced through the transfer ports and into the cylinder above the piston to start a new power cycle.

Secure fuel lines

Proper fuel line installation is very important. If your fuel line is too big, it may leak air or even slip off in flight. Fuel lines come in several sizes, so use the size that best fits the carburetor's fuel fittings. Air bubbles in the fuel line may cause the engine to run lean, and if the line slips off, the engine will die. Be sure there is adequate slack in the line and secure it to the fuel fitting with a wire clip or a small length of fuel line slipped over the end of the main line.



Tight seals

If your engine begins to run erratically, and the mixture leans out even after you've adjusted the needle valve, you may have an air leak in the carburetor. Make sure the carburetor is firmly and properly attached to the crankcase. If the intake is sealed with an O-ring, check it for cracks or breaks and make sure that it's seated properly, lies flat, and isn't distorted when the carburetor-attachment screw is tightened. Make sure that all the adjustment screws and the needle valve assembly are properly sealed and work cor-

rectly.

Check that the fuel-intake fitting is tightly screwed into place and that it isn't damaged or cracked. The fuel tank and fuel lines must be properly and securely installed. If you have previously nosed the model over or made a hard landing, the fuel pick-up clunk may have shifted forward in the tank; this can pinch off the fuel supply. The clunk and pick-up line should move freely, and you should be able to hear the clunk rattle in the tank.

Fuel flow

If your engine always runs rich or floods easily, check the position of the fuel tank. The tank should be installed in the fuselage so its centerline is at or slightly below the carburetor's spray bar. Use scraps of foam to position it securely so it can't move around in the tank compartment. If the tank is too high in the fuselage, fuel will tend to be siphoned out and run freely into the carburetor.

If the tank is too low or too far away from the carburetor, the engine may have difficulty drawing fuel into the carburetor, and it will run lean. To improve fuel draw, attach a line from the pressure fitting on your muffler to the tank's vent line. If you use a third filler line with your tank, close it off to allow the muffler pressure to enhance fuel draw. from *RC Prop Wash*

Ocala Flying Model Club

Dick Smith, editor

Ocala FL

The Big Free Raffle

Don't Miss the December meeting! The Spektrum DX7 radio will be awarded to a lucky Club Member.

Good Luck!

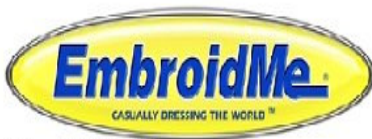


Club Shirts & Custom Items

The club has contracted with EmbroidMe for club related graphics and Logos. You can take your shirts to the store and they will embroider them for you. It takes about a week.

Price List :

- Option 1 Large logo on back Name on right chest \$23.00
- Option 2 Opt1 + Small logo on Left Chest \$30.00
- Option 3 Opt 1 & 2 + American & Texas flags 1 on each sleeve \$40.00



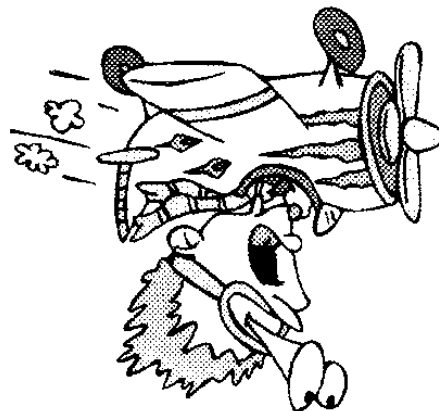
EmbroidMe-McAllen

Phone: 956-683-8006 Fax: 956-683-8306

E-Mail: mcallentx@embroidme.com

Website: www.embroidme-mcallentx.com

2706 N. 10th St. McAllen, TX 78501



Rio Grande



R/C Flyers

**Annual
Fly, Food & Fun
Fly-in
Sunday November 23**

**Where: Rio Grande Flyer Field—Bell Farms Property
Penitas TX.**

**When: Sunday November 23
10 AM Flying Starts
4 PM Dinner**

Aircraft restrictions—None

Flying demonstrations—None

**Landing Fee—\$20.00 Monetary dona-
tion to Food Bank of Rio
Grande Valley.**

**Dinner—Registered Flyers and 1 Guest
Included in Landing Fee
Covered Dishes & Desserts Welcome
Bring your own beverages.**

Public Address system — Talk Louder

**Spectators: This is a non-advertised event no spectators are expected to
attend.**

Contacts : Roger Bell 686-4297 Bill Robinson 687-4624

