



Washington R/C Flyers Newsletter March 2010

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Next Meeting

Our next meeting will be the second Tuesday of March at the Washington Park District building on Spruce Street and Route Business 24.

MINUTES OF February

Fifteen members were present to qualify as a quorum. As the end of January twenty-seven have renewed their membership. The goal is to have forty-two by mid March. In the financial news, the banquet virtually broke even. We currently have \$2441 in the savings account. Kayton reported on the banquet results, with the only complaint being the crowded seating at some of the tables. Everyone like Maria's and would like to see it held there again next year.

Harold Hoskins still has the shirts and hats for sale. He was giving away free SIG hats, which started a conversation about the company, its quality, and exposure to the RC hobby. Krill, who was absent from the banquet due to illness, was presented with a door prize he won. Marshall commented on the flying polar bear team that has qualified for year-round, monthly flying so far in 2010. Steve asked for opinions for upcoming flying and gathering events at WRCF. Even if there is a low membership, most felt that events should not suffer for lack of funds. Steve proposed a day for all clubs to fly at WRCF via invitation as an annual permanent event separate from all the other events we have previously

President	Steve Grob
Vice President	Wally Walwer
Sec./Treasurer	Paul Cobb
Newsletter Editor	John Bremenkamp
Safety & Rules Committee	Mark Reeves
Maint. & Grounds Committee	John Bremenkamp
Events Committee	Marshall Logue
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

scheduled. After discussion most agreed that it should be combined with the WRCF annual OPEN HOUSE that we have in the early Fall. Marshall would like to see a WRCF designated member attending events of the other RC CLUBS. This would require a planned commitment from volunteers. Seven of our members attended the E-FEST in Champaign this year. There was no news about the FOUR STAR RACING program for this year. The Peoria RC Club is continuing its pattern training and flying sessions. New membership ideas were brought up that suggested a road sign for their benefit. This would be elaborated upon in future meetings. The Eureka community should be targeted for WRCF exposure at some of their festivals,



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library, etc. Kayton introduced the idea of only charging half price for a child membership. Harold then mentioned the fuel order again.

Board of Directors Meeting

A board of directors meeting was held at the home of the President, Steve Grob with John Bremenkamp, Bryan Miller, Kayton Heavrin and Paul Cobb via phone connection. A separate record of its activities as minutes is contained in a separate document.

TAILWINDS

By Steve Grob

Here we are at the end of the toughest winter in recent memory, spring is just a few days away, daylight savings time starts even sooner and the year is almost ¼ over. Sound familiar? It should because this is much the same way I opened the March Tailwinds article last year. Some things never change – but some things do. Read on...

In 2010, some of the things that won't change are our focus on safety, our many scheduled events and our leadership team. Things that will change in 2010 are our

new member recruiting efforts, our participation and involvement in the Club as members and our new motto "Leave it better than you found it."

This year we stand to lose several members. This happens every year and is considered normal attrition. Because of the economic downturn we may lose more than usual. For these reasons, we need to establish the philosophy of new member recruiting being an ongoing task at WRCF. We have a few ideas on how to accomplish this but are always open to new ideas. If you have an idea that may help us reach out to more of the potential members that we all know are out there, please share it with us.

In addition to the usual volunteer help needed at the various events, additional help is needed this year with recurring tasks like lane maintenance and sending out mowing email notifications. If any of you would like to volunteer for these types of tasks, please let us know. These tasks are not difficult and the more volunteers we have, the less frequently each volunteer has to do it.

Finally, whenever any of us are doing something WRCF related, we need to keep our new motto in mind. When TJ

announced to the Club last fall that he was moving way, he mentioned that he did his best to leave WRCF better than he found it. If we all apply TJ's philosophy to our WRCF activities on a day to day basis, we'll succeed at taking our Club to the next level. And we'll all enjoy the benefits.

See you at the March meeting,
Steve

FUEL FACTS

By John Bremenkamp from an article in Model Airplane News.

I am attempting to not only para-phrase some sentences from an article by Dave Gierke found in the magazine "Model Airplane News", but express its facts with a substantial re-write that includes comments and observations. I hope it helps us realize a little more about what we can take for granted and ignore.

The article starts out by stating that the companies making our glow fuel are hard-pressed to make a decent profit. Nitro methane is no longer made in America and we now import it from China and are subject to interruptions in its supply which can cause the prices to soar. This may happen in the future to methanol too, another constituent of our glow fuel. So



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the fuel manufacturers are in a logistics mode. Some of them consider themselves to know more than even the engine manufactures, by attempting to persuade you and I to disregard the engine's instruction manual, and instead turn to them for guidance about fuel purchases. There are variations of fuel mixture choices but not an excessive amount. Oil content is the subject at the moment. A growing body of experimental evidence (that's not you and I in the sport flying hobby – we are on the practical and casual usage side) suggests that modern engines are being impaired by excessive oil content in the fuel. (I sure have not noticed this or am aware of it either. I guess we at WRCF don't get into extreme competition with others whereby we have to squeeze out every ounce of power we can from a specific glow engine to "win".) The professionals want us to observe the following (if we concur with them that there is too much oil content in our glow fuel). With fuel content today: (1) the engine has difficulty maintaining a reliable, low-rpm idle; (2) the engine has difficulty obtaining a crisp throttle-up; (3) the engine exhibits diminished wide-open throttle power. (Do you have constant problems with all of these every time you fly?) You and I being clueless about all of this "oil talk" as modelers, would be concerned about any fuel vendor that stated a reduction of oil content in the glow fuel we purchase. Fuel vendors would hurt their reputations and sales by outwardly advertising that their fuel now has less oil content

than before and we need not be concerned. A backlash might occur from us, even though this move by the fuel vendors might be the right thing to do. Faced with us as customers with our traditional uses, some vendors have ventured into a new path: mix the fuel based on the latest technology (which means less oil content) and delete the label specifications. (I don't like this. I like to know the content of my fuel – since I have a variety of engines, each requiring their own type.) Lube percentages especially and sometimes (but very seldom) the nitro content percentages are often not mentioned on the label. And with the fuel vendors having cost considerations, we could be suspicious that fuel blenders might substitute a less expensive component, such as methanol (\$1.50 per 50 gallon drum), for an expensive component such as nitro methane (\$14 per 50 gallon drum) or a cheap synthetic lubricant (\$16 per 50 gallon drum) for a superior synthetic (\$29 per 50 gallon drum) with or without variations of castor oil (\$9 per 50 gallon drum). Considering the oil content only, it is either synthetic lubricants or Castor Oil lubricants. Each has its pros and cons even with mixing the two together in different percentages.

But back to the concern of reduced oil content. The article states that it actually costs fuel vendors more to reduce the oil content because fuel blends are formulated by component volume, not component weight. By removing all of the inexpensive and traditional synthetic lube, then replacing it with a special synthetic

component and with a methanol component, the resultant fuel which has a reduced lubrication content is more costly to produce.

So where is all of this getting us so far? Not far since we have no control over it (we do not mix our own and thus don't buy theirs) and we buy what few choices we have at the hobby shop, which usually inventories its fuel based upon the largest business they have, like car racing fuel requirements. Here are some facts about fuel types and engines. Ringed-piston 2-stroke require less castor oil content than their ring-less ABC counterparts. These ringed engines run best on synthetic oil which limits the varnish residue left behind on the piston and cylinder wall. Although castor oil provides superior protection, it will varnish an engine when used in higher quantities, but this is not a problem until it begins to interfere with the ring's ability to seal against the piston's ring and cylinder wall. Synthetic oils will not varnish, but they tend to flash off during the combustion process, limiting the lubricant's protection. The best traditional strategy to maximize the qualities of both lubricant types in ringed engines is the mix of 16% synthetic oil and 2% castor oil to give the fuel a total oil content of 18%. Ring-less engines require a higher percentage of castor oil. These engines are designed with a zero clearance between the piston and cylinder near top-dead-center, requiring additional scuff protection. As mentioned before, the castor oil produces varnish, requiring more frequent cleaning. A



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good mix of fuel for the ring-less is 14% synthetic oil with 4% castor oil. This will also give the fuel a total of 18% oil content.

As the size of the glow engine increases in size above the .60ci displacement there is less need to have the 18% oil content. It can be less and should be for efficiency. There are engineering formulas to
Fellow Members,

consider for the reasoning behind this, the formulas of which I will not get into. They result in the fact that the larger engine receives twice the lubrication of the smaller engine. Thus 8% oil content is satisfactory, but I would feel more comfortable with 10%. The actual figures I will state for a .60 and a 2.2 ci. The 1.20 and 1.80 sizes can be imagined from the low and the high. A

.60 has the following: 1.8% castor, 14.2 synthetic oil, 10% Nitomethane and 74% Methanol. The 2.20 has 1.1% castor, 8.9% synthetic oil, 2% Nitomethane and 88% Methanol.

Well that's about it for now on this subject.

John B.

Harold Hoskins has put together a Fuel Order for WRCF members. Once again, it is through Precision Hobbies in Pekin. These are incredible prices so I hope you all take advantage. The prices are exactly what Precision Hobbies offered us and there is no margin for WRCF.

You may order as many cases as you want but a case is the smallest denomination you can order. If you want to split a case with a friend, that's fine but you must do it on your own ie, you get the money from your friend and you pay Harold for a full case of fuel. Fractional orders will not be accepted.

Your order must be pre-paid ie if your money is not in Harold's hands by March 12, your order will not be placed.

We are only making one order for 2010 so buy enough fuel to last you through the year. Since fuel keeps well if sealed and kept in a cool dry place, you may want to consider buying enough for next year too. Glow fuel prices will continue to go up.

Call Harold at 367-2019



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Meeting of the Washington R/C Flyers

AMA Club #3180

3/9/2010 7:00 PM

Meeting at the Washington Park District Bldg.



Agenda

Welcome and pledge	Steve Grob
Roll Call and Quorum	Dick Franzen
Reading of the minutes from last meeting	John Bremenkamp
Financial Report	Dick Franzen
1 st and 2 nd Time Guests:	1 st : 2 nd :
Officers Comments	Steve Grob, Kayton Heavrin, Paul Cobb, John Bremenkamp
Safety Update	
<i>Old Business</i>	
1. 2010 Dues - Steve	
2. 2010 Events - Kayton	
3. Fuel Order - Harold	

New Business



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- 1.
- 2.
- 1.
- 2.

Entertain motion to adjourn.

Show and Tell – Harold.

Events

- WRCF Open House – June 13
- Peoria Air Show – July 24/25
- Picnic/Fun Fly – July 10
- WRCF Breakfast - August 28
- WRCF Weiner Roast – September 18
- Banquet – January 11, 2011
- Monthly All Member and Retiree Fly