



The FLIGHTLINE

**BAYSIDE R/C Club, Inc. AMA #1411
Fremont California**

September 2011

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 Vice President Dan Sievert 925-443-2604
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Bayside R/C Club Web Site: www.baysidercclub.com

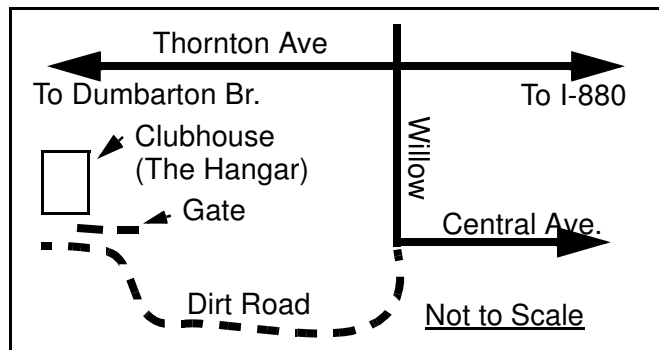
Save the club postage and printing (not to mention the trees) - sign up for electronic delivery of Flightline at <http://baysidercclub.com/lists/?p=subscribe&id=2>

Next Meeting

Club meetings are held on the second Thursday of every month at "The Hangar".

Next meeting: September 8, 2011 at 7:30 p.m.

ALL MEMBERS ARE INVITED TO BE THERE!



Car Track Contacts

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Flight Instruction:

BAYSIDE R/C Club has qualified flight instructors to help you get started, solo or just improve your overall skill. These members are the foundation of the club and spend much of their personal time making the club a success. Primary instructors are available on a regular basis. Secondary instructors can help out on a case by case basis.

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 Ben Jensen Wed/Fri/Sun510-498-1921
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Prez Sez...

Hi Everyone,

I am sure some of you heard the news that our club secretary, Frank Goto will be leaving us some time in November. He will be moving back to Japan to pursue a new job opportunity. Frank is a good friend and has been very helpful to me and our club.

I would like to say thanks to Frank for everything that he has done for me and the club over the last ten years or so. Frank not only took care of the secretary duties, he also took the time to get all of our prizes that get raffles off every month during our meetings. Take care Frank Best of Luck to you!

With that in mind we are looking for a volunteer to take Franks place as Secretary. If you are interested let me know so I can announce it at the next club meeting where we might vote. Jake Chichilitti has been kind enough to volunteer to take over the raffle for Frank already so that position has been filled. Jake works for J&M Hobbies. Cliff (the owner) agreed to give us a 25% discount on all raffle prizes and will accept them back at full face value plus tax. He volunteered to do this for us, We didn't event have to ask him for the favor. I hope more of the club members will support his hobby shop in the future.

I just returned from vacationing in New York with my family. I think I will be full till the end of September thank to Moms cooking! Hot weather, Hurricanes, and an Earthquake make for a fun vacation! I may or may not be at the next meeting due to travel for work. It's all up in the air right now.

Also since time seems to be flying by. I should remind everyone that on October 29th we will be having our annual club auction at the Holy Spirit Church gymnasium. We will be looking for volunteers as usual to help run the event. Free pizza and beer to all the volunteers after the event! Last years auction was very successful and we hope to have the same results this year.

Take care,

Pete

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SAT. 9:30 AM-6:30 PM



Bayside R/C Club Meeting Minutes August 11th, 2011

Meeting opened at 7:35

President – Pete Kontorinis – not present

Vice President – Dan Sievert – present

Secretary – Frank Goto – present

Treasurer – Will Sievert – present

Attendance – 12 members

Introductions

None tonight, welcome back everyone!

July meeting minutes

Were approved as published.

President's Report –

Pete was not here tonight, out enjoying a well deserved vacation in NY! Dan took over for the night.

VP report –

Dan went out to the drag races in Sonoma. Top fuel dragsters were hitting 300mph easy. Lots of noise.

Treasurer's report –

Will gave this vital report. No new members tonight.

Safety Chairman (Mike West) – present

No incidents this month.

Chief Instructor (Dave Neves) – not present

No soloists this month.

Newsletter editor (Phil Cole) – present

Email notification did not go out this month, should be rectified in the future.

Website editor (Micah Stroud) – not present

Seems to be working well.

New Field Committee

No updates tonight.

Secretary's report –

Frank is moving to Japan mid-October. Jake volunteered to do the raffle, still need a secretary now.

Snacks –

Will brought the snacks tonight! (applause).

Frank had the raffle stuff there!

Event reports –

Pete had a indoor fly at a hangar. About 12 people attended who had a lot of fun. Pete gave a tour of the facilities which has many,

many small rooms, almost like the Winchester Mystery House.

Jake, Ken, Bill and Mike went to the float fly at Red Bluff. Lots of good flying over the 2 and a half days. Bill had his big Catalina there which was the hit of the whole event.

Upcoming Events –

Float flying at Lake Hennessey August 20th!

Old Business

No old business.

New Business

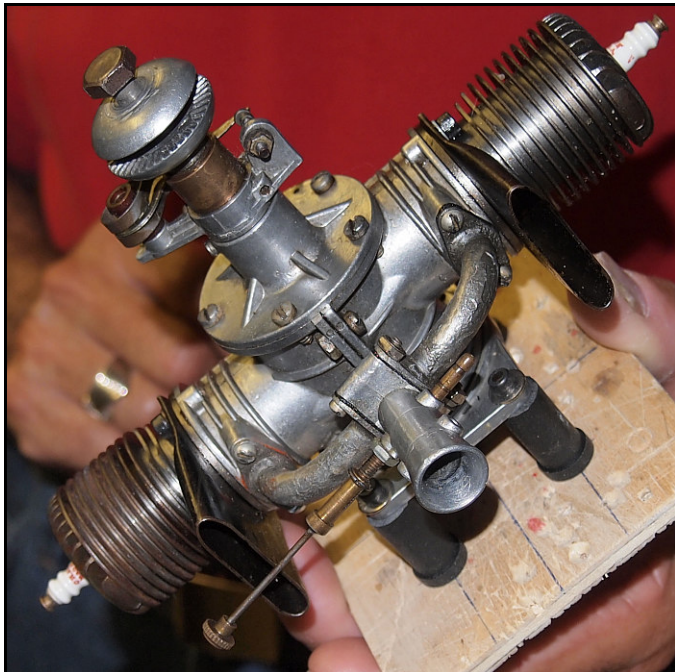
No new business.

Dick has completed chemotherapy. He has a few treatments left and should be back to normal in a couple of weeks or so!

Break - 8:23 - 8:42

Show and Tell –

Jake had several old timer engines to show off tonight. One, a twin Olsen 120 engine that was given to him by a SAM 21 member, on the promise that it would fly again. Only 2 bolts hold the cylinder head. Also had a 1926 Brown Jr. and Olsen 60 converted



to glow.

Ken finished his Bridi Tercel. Reinforced the tail with carbon fiber. Used a Hobby King 2.4GHz RX, miniature servos and Brodak of course. All of this and careful building contributed to the plane's 8oz. weight!

SAD Patch

~~Will~~ Phil [Editor: can't let Will claim this one.] during the indoor fly mid-aired with Jorge's heli damaging the electronics. While at Castle, the engine on his [Will] Taylorcraft came loose and landed with one bolt left. Fixed, he flew it next at SACRATS only to clip the weeds on the final, tearing off the gear. Also had a T-34 nearly lose another engine and ended up in the weeds again. Will got the SAD patch for filling in for the whole club!

Raffle –

5 GP Ugly Stick ARF - Ellsworth Crowell

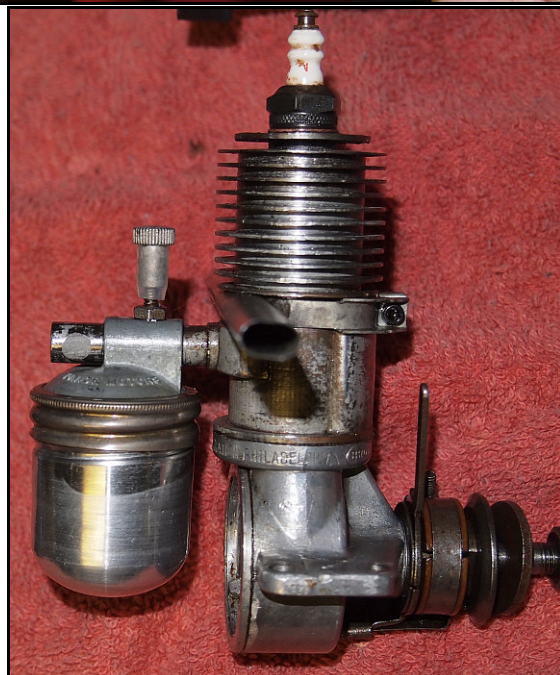
- Phase 3 F-16 ARF -???
- 40 Size Floats - Ken Martinez
- Thin CA - Ken Martinez
- Thick CA - Will Sievert
- Monokote Iron Sock - Phil Cole

Meeting ended -???

Next meeting - Thursday, September 8th @ 7:30PM



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From The Beacon, Miramar Radio Control Flyers, San Diego, California

Two-cycle Engine Field Emergency— Dirt in Carburetor

Every now and then, when you can't get an engine to run right, the culprit is dirt in the carburetor. The engine was running fine last time out, and you haven't changed the engine settings. Now it quits at full power and won't idle.

What's wrong?

If you haven't been to the field in six months, make sure you're using fresh fuel! Fuel that's been sitting around for months, especially if it's left in the fuel tank, could be your problem. If it's not the fuel, put in a new glow plug.

Check the clunk hung up in the fuel tank for clogged fuel lines. If your aircraft comes to a sudden stop, the fuel tank clunk can slide forward, getting stuck in that position. Having eliminated these possibilities, you may have a fuel draw problem caused by dirt in the carburetor, most likely at the narrowest part where fuel is drawn through the needle valve. If backing out the needle valve doesn't allow the engine to run rich like it should, it's time to flush the carburetor.

At home, you can disassemble the carburetor for complete cleaning. At the field, a quick fix is to back flush the carburetor with fuel. This doesn't require carburetor removal and can be done in just a few minutes.


Cleaning the carburetor:

1. Check to see where the main needle valve is set. Then remove it and set it aside. Remove the fuel inlet tubing. Adapt these procedures to engines with remote needle valves.
2. Connect the fuel tubing from your fuel pump to the fuel inlet nipple. Pump fuel. It's a bit messy but only takes a second or so. Almost invariably, the culprit is a particle of dirt lodged at the point where the tip of the needle valve throttles engine fuel. The back flush blows that particle out.
3. You've probably got excess fuel in the engine. To avoid hydraulic lock damage to your engine, remove the glow plug and washer and blow the excess fuel out of the engine with your electric starter. [Tech Editor's Note: Before you apply the starter, make sure the plug/washer are out of the head, then point the cylinder head so that when you run the starter it doesn't spew fuel all over someone else or something else that the raw fuel shouldn't be spattered on, friends, relatives, eyes, or pets. Usually, pointing the cylinder straight down does a great job and then it will be just your legs and feet that get the benefit of fresh fuel.]
4. Replace the glow plug, washer, needle valve, and reconnect the fuel tank line. Adjust the needle valve to its previous setting.
5. Check your engine and fly.

Avoid getting dirt in the carburetor

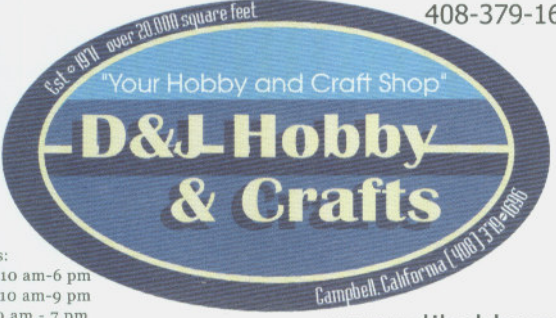
In three words—use fuel filters! Somehow, dirt, or minute solid particles get into our fuel. In order to keep these particles out of my engines, I started

using multiple fuel filters. Use one at the bottom of the fuel bottle or can. You'll soon find that once in a while, this first filter gets a bit clogged. Back flush it, and you start drawing fuel again. Use another fuel filter between the fuel pump and the aircraft fuel tank. Finally, always use a fuel filter between the aircraft fuel tank and the engine. When fueling the aircraft, disconnect the fuel line at the tank side of the engine fuel filter. This system works and eliminates the old problem of having to periodically back flush the engine to get rid of dirt. When flushing fuel filters, make sure you flush them both ways before inserting them back into the fuel lines.



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More on Soldering

From the Falling Water Radio Control Flying Club, Soddy-Daisy, Tennessee

By David McCormick, club president

I'd like to expand a bit on the excellent tips offered by Phil Laperriere in the August 2010 Flightline.

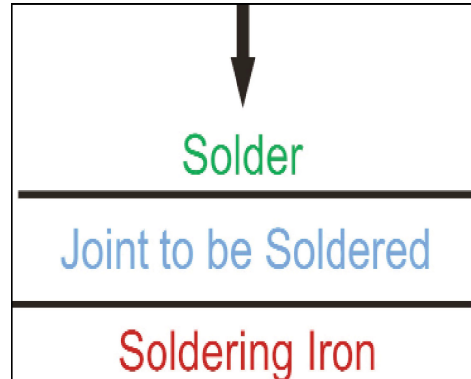
"Understanding Deans Connectors." As someone who has been involved in electronics since I was a teenager, I get a lot of requests from the members of my own RC club to help them with the same kinds of soldering issues Phil discussed in his article. The recent boom in the popularity of all-electric airplanes and helicopters, and the ever-increasing size and capacity of the batteries, motors, and speed controllers they use has made what used to be fairly simple tasks very difficult for a lot of modelers. So here are a couple of my own soldering tips.

1. Use a smaller gauge solder. Solder comes in different sizes, just like wire does, and a small gauge solder will melt more quickly and flow much better than a thicker one. I use .032 gauge solder (available at Radio Shack) for all my electronic soldering tasks. It takes much less heat to melt it, which helps reduce the damage excess heat can cause to terminals, connectors, and insulation. And the smaller gauge solder has a greater percentage of flux, compared to a larger diameter solder, which helps it stick better to the joints. You'll be amazed at how much easier it is to use.

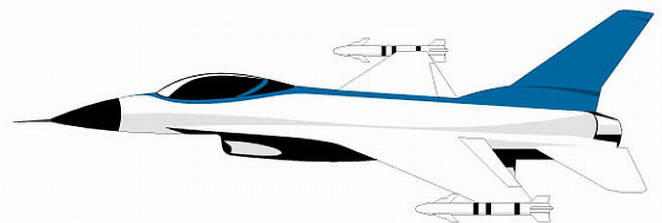
2. Get yourself a flux pen, also available at Radio Shack, or from any good electronics retailer. They're made like a magic marker, but contain the same rosin flux that's in the center of the solder. Coat the wire and terminal to be soldered with flux before you "tin" them, and your solder will adhere and flow much better, making a stronger, more reliable connection. Use only rosin core flux on electronic wires, never acid core!

3. Use the soldering iron to heat the joint, not to melt the solder! This is a big one, and very important. The job of the iron or gun is to heat the wire and/or joint to a temperature hot enough so that it, the joint, can melt the solder. Don't place the solder against the

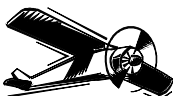


tip of the iron and try to drip it onto the joint. Place the iron against the joint, let it heat the joint, then let the joint melt your solder. Once you get the joint hot enough, the solder will flow over the wires and connectors, coating everything evenly. This is the only way to prevent a cold solder joint, which can rob you of performance and may even break loose completely. Remember, use the iron to heat the joint and not melt the solder. Let the joint do the melting. It takes practice, but it works.




4. Wear a glove. How many times have you had to turn a hot wire loose before the solder had cooled enough to hold it well? How many times has the heat from the joint traveled up the wire and shrunk your tubing before you were ready? Use a pot-holder type glove, or whatever you have, to protect your hands while soldering. You'll be able to hold the wires longer and steadier while soldering, and they will help cool the wire more quickly once you're done, which will save your heat-shrink. I'd also suggest you invest in one of the small devices that have two or three alligator clips to hold your wires and terminals, sometimes called a "Helping Hands." (They often also include a soldering iron holder.) Cover the alligator clips with a piece of fuel tubing to pad them and prevent them from marring your wires. They're great for holding things steady while you apply the heat and solder. Good luck!



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