

May 2003



The Monthly Newsletter of The New Hampshire Flying Tigers Radio Control Club

Send all correspondence to: The NH Flying Tigers RC Club, P.O.Box 99, Derry, NH 03038-0099

President - Glen Bolser Vice President – Dave Sigillo Safety Officer - John Lavery Field Marshall– Glen Bolser
Secretary - Dave Annicelli Treasurer - Dan Wilder Newsletter Editor - Will Widgren Training Coord. – TBD

**This Month's meeting will be on
Wednesday, May 28th, 7:00 pm at the
field, Derry, NH**

What's Happening

FATHER'S DAY FUN FLY – JUNE 15TH.
**A fun day for everyone. No matter what your
skill level, student to expert, there are events
for everyone.**

MINUTES OF LAST MEETING

Meeting began at 7:08 with 28 members and one guest.

Dave Sigillo called for an instructors' meeting on Sat. May 4th to go over new procedures for training.

Glen thanked Darryl for the use of the tractor. Glen also said that the work party was a great success and thanked all those who participated.

The subject of non-members and members who have let their membership lapse were seen flying at the field. A suggestion was made to switch the lock to a combination type. This will be looked into further.

The proposal to donate a subscription to the AMA

magazine to the Londonderry Jr. High and the Derry public library passed with 15 in favor and 9 opposed. Thom Pfeiffer will handle the details.

The motion to change the wording in the operational rules regarding training nights failed.

The proposal for a fun fly on June 15th passed unanimously.

Rich Bono submitted another proposal to change the wording of the training rules.

Meeting ended at 8:14

Project night results.

Best Beginner - Jessica Lavery -- Sig Kadet LT-40

Club Choice - Dave Johnson -- Goldberg Tiger 2

Best in Progress --- No Entry

Best Overall - Darryl Wagner -- Scratch built Train-Air 90

PRESIDENT'S CORNER

Hello Everyone, I hope by now you have all been able to make it to the field and get some much anticipated stick time after the long Winter we experienced, and if not, all I can say is "why not?". There have been several good days in the past few weeks, and yes it has been a little "buggy", but all in all it hasn't been too bad. If you haven't been to the field, get out there and enjoy yourselves.

I would like to apologize for losing my composure slightly at the last meeting, especially to those new members who

were at their first meeting. We have open debate on all proposals and last month's got a little out of hand. Sorry about that and with that I would like to remind all members to show some respect and common courtesy to whomever may be speaking at any given moment on the issue at hand. I expect other members to remain quiet and pay attention to the person speaking and **will not** tolerate separate discussions being carried on while someone is speaking on an issue. Please have the decency to remain quiet while someone else is voicing their comments or concerns. You will have an opportunity to voice your opinion when it is your turn. **Your cooperation is appreciated!**

We have had several requests for membership applications, so I suspect we will have a few new members to vote in this month which is a good thing. So if you see a new face at the field, please extend a greeting to them and introduce yourselves. We're all in this for the same reason, we enjoy flying, so let's make new members feel welcomed and let them know we are more than willing to help out in anyway we can.

I have recently had a conversation with Joe O'Leary, who, after hearing about our conversation at the last meeting, took the time to call me at home and explain his situation. After hearing his side of the story, I took it upon myself to allow him to fly at the field until the May meeting, at which time he can speak on his behalf before the membership and let those present decide whether or not to except his membership application. Joe explained to me his reasons for not getting his renewal application in on time, and unless he decides to give out any more information on the subject our conversation will remain private.

The club will also be having a Fun- Fly on Fathers Day June 15th, those of you that have never participated or seen a fun fly event should make an effort to be at the field that day and participate. We will have events scheduled to accommodate all skill levels, and we all have a good time. Who knows, you might even learn something, and as always, we will need volunteers to help out with various things during the day. Ed Burie has offered to organize the events for the day, John Clark, and John Lavery have offered their services to provide Safety Inspections for all aircraft competing in events. We will have prizes for the winners in each category. We will also have food and refreshments available at a small fee. We hope you can participate in what is sure to be a fun day, and if you are willing to help out in any way please let us know.

Thanks, and we'll see you at the meeting. Don't forget the meetings will be at the field from now through August.

Glen

From the Field Marshall

The field is looking good, and I would like to thank the members who have taken the time to cut the grass. I'd like to remind all members that, as requested, there is a schedule for cutting the grass posted in the trailer. So if you wish to volunteer to cut the grass, pick a date and put your name down, especially if you were unable to make it to the work party. Cutting the grass twice will meet the 4 hours of field maintenance required to waive your field maintenance fee. Also please remember there is a diagram in the trailer that shows the how the grass should be cut. Remember the tall grass is there as a safety measure and needs to be left tall to slow any aircraft that may stray off the runway. If you have any questions regarding cutting the grass, please ask me and I will be more than happy to answer your questions regarding this matter.

Glen

Training Rules Proposal

The current wording regarding the operational rules for training nights is as follows:

Tuesday and Thursday evenings are designated pilot training nights. Members that have not passed their "Flight Proficiency Exam" have priority over flight proficient members.

Last month, Paul Pezolt's proposed wording was rejected. The following is Rich Bono's proposal, to be voted on at this month's meeting.

Operational rules, proposed wording:

Tuesday and Thursday evenings are designated pilot training nights. Flying on these evenings is restricted to students, instructors, others directly assisting with training, and proficient pilots requiring assistance unless no students are willing to fly or all instructors present grant permission for others to fly. *Rich*

A COURSE IN INTRODUCTORY PATTERN is being offered by the CAPE ANN R/C MODEL CLUB in West Newbury.

This course will prepare the participant to be pattern proficient at the Intermediate level by the course completion which should be approximately 6 weeks. The goal of the course is to equip the student pilots to compete in the August 25th pattern contest in Waterboro, Maine(not required).

Please see our web site for details: www.carcmc.org

Tuning the carburetor on a glow fuel engine

By LLOYD SULLIVAN

Let's talk about how to tune the carburetor on a glow fuel engine. This technique will work on 2- and 4-cycle engines. Proper tuning for peak power is not hard if you follow the steps correctly.

Note: Never position yourself in line with the prop blade arc while tuning or running the engine at a high speed.

Before we discuss tuning the carburetor, let's list things that could get in the way.

→ It is important to have a clean carburetor. Small particles of dirt or trash in the needle valve or the low speed jet will greatly affect or even prevent proper tuning.

→ Air leaks will affect the carburetor's performance and its ability to set properly.

→ Check the spray bar position. Most spray bars are fixed so this is not an issue, but for Super Tiger drivers, the spray bar is adjustable, and if the screws holding its position loosen, it can be a source of an air leak.

→ Check for leaks in the fuel line from the tank to the carburetor. This affects the engine's ability to draw fuel from the tank and a lean run will result.

→ Tank position is critical to proper fuel draw and engine performance. The tank's center line should be no lower than a half inch below the needle valve.

→ Fuel foaming due to vibration causes lean runs and engine failures. Foaming is usually caused from a tank being poorly isolated from the fuselage structure. Proper propeller balancing is another factor in fuel foaming.

Let's assume we have a clean carburetor with no air leaks and fuel filtered from a properly positioned tank, which is isolated in foam rubber from the airframe.

First, close the high speed needle (the one by the fuel line) completely and open it two turns. Next, either close the low speed needle and

open it two turns, or if you have a carburetor like an O.S. where the low needle is inside the throttle arm, put the end of the needle flush with the outside edge of the throttle arm. This should get the engine to a rich setting on both needles while still allowing it to start. Fill the tank with fuel and start the engine. If the engine doesn't start, open the low needle a half turn and try again. Allow a minute or two for warm up and slowly advance the throttle to full. The engine should run very rich. Close the high speed needle slowly until the engine runs smoothly, but do not try to peak it out yet. We have to make the first adjustment to the low speed needle. Reduce throttle to idle and let it run for about 15 or 20 seconds. Test throttle response by popping the throttle quickly to about half or better. If the engine stumbles and slowly picks up speed, the low needle is too rich. Close it clockwise about 1/8 turn and repeat the throttle response test again. You are looking for an almost instantaneous smooth response without quitting. If the engine dies abruptly in the above test, the low needle is too lean. Open the needle 1/8 turn at a time until the engine starts to stumble a little with quick throttle application, then close it until you have a smooth response to any throttle application.

Now let's peak the high speed needle. Advance the throttle to wide open and slowly close the high speed needle until a very slight drop in rpm is heard. Open it to peak, then a couple of clicks more. You want your engine running slightly rich at full throttle so it will not be too lean when you point the nose up in flight. (I usually use the pinch test if I can get to the fuel line to confirm proper setting. The pinch test is performed by pinching the fuel line shut for an instant and letting go while at full throttle. The engine rpm should increase slightly without dying. If you can safely hold the airplane nose up to do the pinch test, more accurate settings result. If you can't hold the nose up safely, don't worry about it.)

Go back and check the throttle response again. Make any fine tuning adjustments as necessary, then check the high setting if you had to make any further low speed adjustments. Any time you adjust the low speed needle, you have to recheck the high speed needle. Low speed needle adjustments affect the high needle, but the high needle has little effect on low speed adjustments.

Remember, only adjust the high speed needle at full throttle, and only adjust the low speed needle at an idle.

If you have a carburetor with a high needle and an air bleed adjustment, open the air bleed screw wide enough to adjust the high speed needle. It is about all you can do on these carburetors. Sometimes, though, you may need to close up to half of the air bleed hole for optimum idle.

If the tank position is good, you will have an engine that will idle until it runs out of fuel without loading up, has good throttle response, and runs slightly rich at full throttle without overheating. Loading up at idle indicates that the low needle is still too rich and overheating is an indication that the high needle is too lean.

from *Propwash*

Propnuts Radio Control Model Airplane Club
Paul Shaffer, editor
Highlands TX

Upcoming Events

RC ACES SUMMER AUCTION & FLY IN at their field in N. HAMPTON NH. June 8th. (Will has flyer.)

Father's Day Fun fly, June 15th.

Space Day 2003, Tewksbury, MA, June 21.
See Dave Annicelli for details.

Saturday, July 12th, a day with So. NH RC Club at our field

Sunday, July 27th, So. NH RC Club Weightlifting Challenge. Visit www.snhrc.org for more info.

Saturday, August 2nd, a day with a So. NH RC Club at their field.

From The Editor

Any comments or suggestions will be greatly appreciated.
If anyone has anything to contribute please mail to:

Will Widgren, 17 Dyer Avenue, Salem NH 03079.
or: widgren@attbi.com

Deadline for submissions: June 16th

Web Newsletter: The club newsletter is available on the web at: www.nhflyingtigers.com

Best Beginner – Jessica Lavery, Sig Kadet LT 40



Club Choice – Dave Johnson – Goldberg Tiger 2



Best Overall –Darryl Wagner – Scratch built Train-Air 90

