

FLITELINE

*The Oakville Model Flying Club, Inc.
A Model Aeronautics Association of Canada Charter Club*

FEBUARY

1990



DEMONSTRATION DAY - 1989

EXECUTIVE

PRESIDENT - Frank LILLIMAN NORTH FIELD MGR.- Martin LECKIE
V/PRESIDENT - Philip SODEN SOUTH FIELD MGR - Manny EIBERGER
SEC/TREASURER - Walter GRAY SOCIAL DIRECTOR - Steve JOHNSTON
FLITELINE - Jim EICHENBERG

Address all Club correspondence
to the Secretary/Treasurer:

Walter GRAY
2072 Searle Crt.,
Oakville, L6H 1P9

The February meeting of the Oakville Model Flying Club will
take place on Monday the 5th of February at the Knox Presbyterian
Church Hall at 8:00P.M. - Remember to bring a model for Show &
Tell.

AGENDA

1. Club Business
2. Show & Tell -
3. Foam Cutting and Sheeting
4. Coffee Break
5. Video - R/C Subject

EVENTS CALENDER

- 16 Dec 89 to 4 Feb 90 - The Third Model Engineering Show.
900 Woodward Ave., Hamilton Ontario
- 27 Jan 90 - R/C Pattern Fun & Fellowship - 9:00 AM to 5:00 PM
Desert Inn, Woodlawn Road, Guelph, Ontario.
Presented by Ivan KRISTENSEN - Call (519)763-0756 for
more information.
- 11 Feb 90 - 2nd Annual Model Aircraft Show & Sale
Whitby Aero Modellers 10:00 AM - 5:00 PM
at Heydenshore Pavilion, Water St., Whitby.
- 6/8 Apr 90 - The Thirty-Sixth Annual Radio Control Exposition
Toledo Sports Arena - One Main St. Toledo, Ohio.
- 16 Jun 90 - Oakville Model Flying Club Scale Rally
- 15 Jul 90 - Demonstration Day - North Field
- 21/22 Jul 90 - Oakville Model Flying Club Pattern Contest

MINUTES OF MEETING

Philip SODEN called the first meeting of the decade to order shortly after 8:00PM. Two new members were introduced to the membership. (1) Chuck KERR who has just started in the sport and has built a Falcon 56 and (2) Keith MILLER also just started in the sport. A visitor Allan MANNEY was also introduced.

The minutes of the previous meeting were accepted as published in the Fliteline, with some small exceptions, ie:(the name of an engine and the weight of an aircraft).

Members were requested to fill out the information sheets when they get a chance. These sheets will help the executive to ascertain what the membership would like to see done.

SHOW & TELL

Bruce DEALHOY presented the fuselage for a "Boulton Paul Defiant". This is the third fuselage Bruce has constructed for this model. The original plans, circa early 70's called for 1/4 " sides for the fuselage. Bruce is trying to reduce the weight to approx., 8 lbs., and power the model with a 60 2 cycle engine.

John TOTH presented his scratch built and designed model. It resembles a W W II War plane. John uses blue foam for his wing core and he has cut a pattern of lighting holes to further reduce the weight without effecting the strength. John passed around one of his earlier experimental wings so that members could see just how strong it was. The model has ailerons and split flaps and John estimates it will weight approx., 4.5 to 5 lbs., when finished. John has been working on this project since 1983.

Al COOK presented a Goldberg Anniversary Cub on floats. Al built this kit because he already had the floats. Originally Al built the floats for his Cobra Sport. He tried to fly the Cobra off water but found that the floats were too much for it. He plans to power the Cub with a H.P. 61 4 cycle engine. Al is going to give 4 cycle engines a chance again.



R/C ENGINES

A discussion was held with Jack SWIFT (4 cycle) and Tony KREGLEWSKI (2 cycle) and the attending members. Philip SODEN acted as M/C.

Jack opened the discussions with some general remarks about 4 cycle engines. Most people do not spend enough time trying to master these engines and this is what causes a lot of the problems that arise. Some of the points Jack brought to the membership are listed below:

- (1) Look out for the propeller. A lean 4 cycle engine will backfire and throw the prop. Its a good idea to use a nylon backed nut to stop a "throw off".
- (2) A remote plug will assist in keeping your hands away from the prop.
- (3) A good all round fuel is 5% nitro, synthetic oil plus 2% caster oil. Using this mixture Jack finds that he does not need after run oil.
- (4) Jack prefers the American made fuels over the "local" brews. He checked a couple of his engines after an entire summer of running and found they were as clean as a whistle. (No rust)
- (5) For plugs, Jack prefers O.S. 4 cycle brand.
- (6) A 4 cycle engine should be started and run a bit rich.
- (7) Follow the manufactures guidelines to break in a new engine. Jack also finds that it takes 40 to 45 flights to really get an engine to perform correctly.
- (8) The valves on a 4 cycle engine should have some movement when you set the gap. About a 1/5000 clearance should be acceptable. Tight valves will cause premature burn out of the engine.
- (9) When breaking an engine in, make sure you use a very good stand. If the engine is allowed to vibrate it will probably tear away from the stand.

Tony KREGLEWSKI continued the discussion with a general description of 2 cycle engines.

- (1) They are simpler than 4 cycle engines and the cost of manufacturing is less.
- (2) Lubrication is directly related to the quality of the fuel being used.
- (3) Lean running of a 2 cycle engine is deadly. The engine life will be drastically reduces.
- (4) A after run oil is not needed if (a) Good quality fuel is used and (b) All the fuel is burnt out of the engine at the end of the day.
- (5) Look out for old fuel that sits around all winter. It is better to start the spring with new fuel.
- (6) The burnt appearance on some engines is caused by castor oil burning on the surface. It won't effect engine performance.
- (7) There are three types of 2 cycle engines, the difference is their pistons. (a) Lapped, (b) Ringed (Most popular) & (c) ABC (Maximum performance).
- (8) Tony has found the ABC engines require almost no break in.

However it is suggested that the manufactures recommendations should be followed. Ringed piston engines require running in and again the manufactures instructions should be followed.

(9) 2 cycle 40 and 60 size engines with pumps allow larger carbs to be used and therefore more performance is realized. You can also move the fuel tank around.

(10) Tuned pipes increase the performance of the engine but they are not of any benefit to sport flyers.

All during these discussions questions were coming from members in attendance and the answers were being supplied. As an observation Jack SWIFT noted that you should not have to re-adjust your engine needle valve all the time. The less you touch it the more enjoyable your flying will be. Depending on the day an engine that is properly broken in will only have to be adjusted up or down 2 clicks. Tony KREGLEWSKI suggested that you should warm an engine up a little bit before going to full throttle.

Heat is the main enemy of both 2 and 4 cycle engines. If you are cowling your engine, Jack suggests that you have at least 2 times the air coming out of the cowl as going in and make sure it is directed over and through the fins of the engine.

As far as props go it is suggested you start with the manufactures recommendation and then try different props on the air frame (Trial and Error) The proper prop depends on the aircraft and what you want it to do. Start with a fine pitch (6") and work up to the courser pitches(10")

The discussion could have gone all night but was broken off by Philip SODEN and the membership went to a Coffee break and watched a video of the 1987 Scale Masters. Many thanks to Jack SWIFT and Tony KREGLEWSKI for their time and effort.

FOR SALE: Ron BAWDEN advised that he has a 45 2cycle K & B Sporster engine for sale. \$60.00 Call Ron.

WANTED: Andy SULKOWSKI needs a copy of October or November 1984 edition of "Model Aviation. Part II of the article on the "GEEBEE" model Z. Call Andy if you have a copy.

OMFC MEMBERSHIP DISTRIBUTION

		<u>11/'84</u>	<u>11/'85</u>	<u>11/'86</u>	<u>11/'87</u>	<u>11/'88</u>	<u>11/'89</u>
	M'ship opened						
Oakville	-	42	45	53	61	62	55
Mississauga	-	42	48	43	38	45	51
Milton / Acton	-	13	13	10	12	16	12
Burl. / Campvl	-	3	4	5	7	12	8
Metro Toronto	-	14	14	11	6	10	8
Hamil. / Dundas	-	2	2	3	3	3	5
Bramp. / Georg.	-	3	6	9	6	9	4
Other Ontario	-	1	1	2	2	2	4
Outside Ontario	-	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
TOTAL MEMBERSHIP		121	134	137	136	160	148