

Ramblings

Official Newsletter of the Roxbury Area Model Airplane Club



Volume XXXII, Number 365

November - December 2008

AMA Charter #429

Flying Cliches:

"What goes up must come down.

The amount of swearing once down is proportionate to the amount of repair to go back up"

-ANONYMOUS

RAMAC ANNUAL MEETING NOTICE

OUR ANNUAL MEETING IS DECEMBER 9th AT THE EISENHOWER SCHOOL. If you are going to make only one meeting this year this is the meeting to attend. Officers are elected at this meeting and **POSSIBLY OTHER IMPORTANT CLUB DECISIONS FOR 2009!** There are no new nominations to date. If you would like to run for an officer position or you would like to nominate someone, please contact a board member. **THIS IS YOUR NOTICE TO ATTEND!**

-RAMAC BOARD

RAMAC Club Update

The RAMAC holiday party is at LaStrada's on Friday December 5th. You should have received an invitation in the mail from Bob Clark. The holiday party is always a good time and the food is awesome. We will also have several door prizes! The cost this year is \$38 per person. Please RSVP and send a check to Bob Clark if you want to attend. Thanks for organizing the party again this year Bob!



The RAMAC freeze fly and potluck will be on January 1st as usual. I hope it's a little warmer than it has been the past few weeks. As of this writing we don't know where the freeze fly will be. I am not sure if we will get another newsletter into your hands prior to January 1st. Please keep an eye on the web site at www.ramac.org. If you make sure Bob Clark has your email address for club announcements you can get the notification via your email inbox.

If you haven't heard, we have another field at Island Raceway. I personally have not been there yet and there are still some details to iron out. We are currently in negotiations to obtain a 2009 lease. As the details are finalized we will get them out to the membership.

DAN VANNIEUWLAND
-RAMAC NEWSLETTER EDITOR

Note from the Newsletter Editor

It's been a while since a newsletter had been published. No @#\$\$, right? Could I have gotten a newsletter out earlier? Hell yes. However sometimes life can get a bit hectic and my life has gotten hectic. My company has gone through three acquisitions in three years and my boss has changed as many times too. An entire department is being moved to another part of the country. Saying things have been hectic at work is putting it mildly. The good news is things are calming down.

My wife is in her last year of college in a health care program. This semester is the toughest of them all and she is out of the house 12 to 14 hours a day. My boys and me are happy to help my wife achieve this goal however that does mean more work for us.

<u>DATE</u>	<u>DAY</u>	<u>EVENT</u>
All Year		The Great American Crepe Paper Tow Contest CD, Bob Karasiewicz
Nov. 25th	Tuesday	Club Meeting Eisenhower School, NJ
Dec. 5th	Friday	RAMAC Holiday Party LaStrada's Contact Bob Clark
Dec. 9th	Tuesday	ANNUAL Club Meeting Eisenhower School, NJ
Jan 1st	Thursday	RAMAC Freeze Fly Place TBD. Check website and your email

KEEP THE 2007- 2008 CALENDER UPDATED. CONTACT DAN VANNIEUWLAND

My work life, my home life, and the lack of support of getting articles for the newsletter has left me little opportunity to crank these out. I am sure everyone has troubles in there lives and there are people way worse off than me. This is not intended to be a bitch fest or a pity party. I believe that I owe the membership an explanation why I haven't published a newsletter in several months. The reason is my available "free time" is near nil. I would also like to extend my sincere apology to the membership.

Several months ago I asked the RAMAC board to find a new newsletter editor. We finally did get a volunteer and there is nothing stopping us from transferring my duties to him but me. A little guilt here, I want to support our club there, and here I am writing another newsletter.

The expectation is work should be calming down and my wife's next semester should be much easier than this one. I am going to see if I can recommit and keep the newsletters coming. If indeed I (or you) see the newsletters are still few and far between I will transfer the newsletter to another editor. I wish you all a safe, healthy, and wonderful holiday season.

-DAN VANNIEUWLAND
RAMAC Newsletter Editor

Winter Airplane Storage

Since the snow will be falling very soon, many AMA members may not be flying for quite some time. For those who don't intend to fly on skis, the following suggestions may help to preserve your model over the winter months and allow you to get back in

operation quickly when the snow disappears next season.

Airplane

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure that fuel is not creeping under the seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods, and/or control cables for excessive wear or damage.

The airplane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries, but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine because of condensation and probably to the balsa or covering material from temperature changes.

If you store the airplane on a wall, it should not be supported on the nose because this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the airplane resting on the tires if you don't store it vertically.

Engine

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the air-

plane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene.

While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and the cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season.

If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor, and spin the engine over clockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the propeller if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

Batteries

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

Transmitter Receiver/Servos

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, then get them replaced. Also check the output shaft for looseness.

Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact

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**Contact Bob Clark
robclark@optonline.net**

fingers inside each antenna section that may become coated with oil, preventing the proper contact between sections, greatly reducing the transmitting range.)

Fuel

If you have fuel left, be sure it is capped tightly and store it in a cool place out of sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

Starter Battery

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery must be charged if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

Miscellaneous

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, propellers, etc., and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

-FROM THE ST. PAUL MODEL RADIO CONTROLLERS, INC., ST. PAUL, MINNESOTA

18th Annual Pocono Pattern Contest - June 21 & June 22, 2008

Twenty three contestants participated in this years contest. Smaller than anticipated. I guess the economy and high gas prices have taken its toll. We had competitors participating from 6 different states (NJ, NY, DE, CT, MD, and MA). The weather was probably the best we have had overall over the past 18 years. We were able to get all 6 rounds in even with a short rain delay Sunday morning. Winners for Sportsman and Masters were not determined until the last round of competition. Three members from the club also participated as contestants (Carl Veit, Frank Granelli and myself)

Plaques were awarded to third place in each class. Gift certificates (7) from **Central Hobbies** and four gallons of fuel donated by **S&W Fuels** were raffled off to the pilots. As a small token of appreciation, Eight \$10 **Hobby Hut** gift certificates (two of which were donated by **Linda of Hobby Hut**) were distributed amongst the workers who year in and year out provide the help that is needed to make things run smoothly. I really appreciate the help we get every year from the club members. You guys know who you are.

The results for each class are as follows:

Sportsman (5)

1. Chris Murphy - 4000
2. Neil Hunt - 3990.441
3. Dana Coe - 3826.5312
4. Steve Skwarlo - 3742.4948
5. Merrill Morsey - 2062.7327

Intermediate (3)

1. Carl Veit - 4000
2. Bruce Ginn - 3803.3569
3. Bob Soden - 3540.2186

Advanced (2)

1. John Pavlick - 3995.4068
2. Joe Zeigenfus - 3768.2893

Masters(10)

1. Joe Lachowski - 3968.545
2. Steve Miller - 3961.2144
3. Scott Smith - 3923.577
4. Frank Granelli - 3876.6491
5. Ed Alt - 3855.7718
6. Anthony Romano - 3796.1818
7. Ron Lawrence - 3733.526
8. Rick Wallace - 3639.7488
9. Bob Noll - 3178.4555
10. Jim Quinn - 1562.6796

FAI (3)

1. Dave Lockhart - 4000
2. Ken Velez - 3788.2413
3. Danny Landis - 3786.1791

(-Ed Thanks Joe and Ed for running the contest and a special thanks to Joe for submitting this article)

-JOE LACHOWSKI
Pocono Pattern Contest Director

mentioned over and over that soldering guns have a very strong alternating current magnetic field around the tip. When brought in proximity to electric motors and servos, this magnetic field de-gausses (demagnetizes) the magnets inside the motors and servos and causes permanent damage.

I have seen several people come to the flying field with a new electric-powered airplane that does not have enough power for flight. When asked if they soldered the wires to the motor with a soldering gun, the answer is usually "yes."

Also you should never stick the tip of a soldering gun into the airplane's radio compartment while soldering pushrods and etc. as it will presently damage the motors inside the servos.

If you must use a soldering gun, you should stay well away from electric motors and servos, meaning at least 24 inches just to be safe

-FROM THE ROGUE EAGLES RC CLUB
MEDFORD, OREGON

Cooling Your Engine

If your engine is running hotter than you would like, how can you cool it down? Most people make the mistake of thinking more is better when it comes to the air inlet at the front of the cowl.

This is a common error and, while it seems logical, the reverse is actually true. To properly cool your engine, you need more outlet, not more inlet. You want at least 2:1—preferably 3:1—air out to air in ratio. Otherwise, it makes a dam and the air cannot come into the cowl because it has nowhere to go out of the cowl. If your engine is not cooling properly, try blocking off the other air inlet or opening the belly of the cowl further

-SOUTH BEND RADIO CONTROL CLUB
SOUTH BEND, INDIANA

Soldering Advisories

Someone suggested that the use of a soldering gun was safer than other types because it would not roll off the workbench and burn you. It should also be

Contact RAMAC

Visit the RAMAC Web Site!
www.ramac.org

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RAMAC Freeze Fly and Pot Luck
Thursday January 1st 2009
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