



# Skyhawk Report

January 2011

Next meeting Monday, January 17<sup>th</sup> at Perkins Restaurant, 1455 Woodruff Road  
Dinner at 6:30 Meeting Begins at 7:30

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**DUES! DUES! DUES! DUES! DUES! DUES! DUES!**  
(Dues Were due on December 1<sup>st</sup>)

## Quotes of the Month

“I worked in a pet shop and people kept asking the owner how big I'd get.”  
- Rodney Dangerfield

“The roundest knight at King Arthur's Round Table was Sir Cumference. He acquired his size from too much pi.”  
- A Pun for the Educated Mind

“What you are as a person is far more important that what you are as a basketball player.”  
- John Wooden

“No matter how much you push the envelope, it'll still be stationery.”  
- Ramblings of an Old Guy

## Editor's Note

Here we are approaching another new year. Seems to me like the last one slipped by pretty quickly, but that's been happening for me of late ... each twelve monthly interval gets shorter than the prior one somehow. And good ol' 2010 was not all that great a year for flying our airplanes because the weather was either too hot or too cold or too windy or too humid. Either that, or I'm just succumbing to the vagaries of the weather to which I did not used to succumb, I dunno. In any event, it seemed all year that there were fewer WCRC folks out on

417 than in prior years and that just made it not as much fun! So here's hoping for improved climatologic environmental conditions in 2011. That way, we'll get to see a lot more of y'all. After all, that's the really good part about RC! And, have a **HAPPY NEW YEAR!**

## New Members

The club admitted one new member in December (How's *THAT* for alliteration?). Justin Lee, just eight years old, has joined our little assemblage! And, while Justin is just a young tad, and technically a novice, I know how the current generation grows up ... computers, Ipods, gaming, texting, iPhones, etc., and, therefore, I know their thumbs are well adapted to this "RC Thing of Ours". So. Welcome Justin! And I just have a feeling you won't be a "novice" for very long!

## Communications

Please remember that dues were to be paid by December 1<sup>st</sup>, 2010. If you haven't made your payment yet, please do so soon. Otherwise, when you do remit payment there may be a penalty for lateness. Also, it's a lot easier for Steve Dunann to produce and laminate all the club cards at one time rather than to make individual new ones for late payers.

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## Upcoming Events

- **Remember!** WCRC members have been invited to attend the "Frosty Dog" Fly-In at Triple Tree on January 15<sup>th</sup>. This will be an electric-only event. No landing fee, but attendees are asked to donate \$7.00 each to help defray luncheon costs. This one should be a hoot! Don't miss it, although the term "Frosty Dog" should provide a hint as to the expected winter conditions!
- **Also remember!** Eric Meyers has graciously agreed to present the basics of flying electric airplanes (motors, batteries, speed controllers, propeller choices, etc.) to the club at the January 17<sup>th</sup> meeting. For all of you who are into, or want to *get into*, electrics you should not miss this session. I can't think of anyone more qualified to relate the essentials of building and flying electrics than Eric!
- January 1<sup>st</sup>, 2011 -- Hurdle Mills, North Carolina. 27TH ANNUAL GIANT JANUARY ONE. Site: Whitfield Farms Airport. Scott Saxon, Contest Director. Phone: (336) 460-7373. Email: [ama1437@gmail.com](mailto:ama1437@gmail.com). 1500' grass airstrip, gravel pit area. \$5.00 landing fee. Sponsor: TRI-COUNTY RADIO CONTROL CLUB

## Huh?

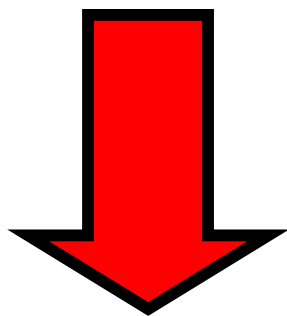
Well, I'll be doggoned! I mean, really! A year or so ago I wrote here about the fuel tubing inside the tank I have connected to that really nice O.S. 1.60 engine of mine sort of "disintegrating". I had been using the "blue" type tubing but since I also use the 20/20 fuel the manufacturer recommends, it seemed like the tubing wouldn't stand up to either the high-nitro content or the 100% synthetic oil that is in the gas. None of us was sure which. So, after talking to lots of experts it was decided that if I upgraded the *quality* of the fuel lines, the problem should disappear. I hunted down tubing manufactured by Prather, purchased a bunch of it, and that seemed to do the trick for, oh I dunno, a whole year or so. Then, a few weeks ago, after three or four flights I was de-fueling the plane and when the pump I use got that high, whiney, that's-all-there-is note to it I began disassembling my plane. As I took the canopy hatch off I was surprised to find the tank still about 1/3 full! My first thought was that the fuel pump wasn't working correctly or that a cut or hole had developed in the tubing leading to the fueller on my plane. Uh, uh ... not that easy, certainly couldn't be that easy given the multitudinous problems I seem to continually discover in this activity of ours! No, no. It wasn't the fuel pump. So, I packed up and went home, took the tank out, disassembled it and what do you suppose I found? Huh? What do you think was the reason my pump would not fully evacuate my tank? That's right ... both the fueling tubing and the tubing leading to the carburetor were split in half, right about in the middle from where the tubes are attached to the stopper and the clunks. And, once again, the tubing simply pulled apart, sorta like tissue paper does, right there in my hands! Harrumph! Although, I must admit that my plane had flown perfectly that day, and I also have to admit I haven't the faintest clue why that was the case!

So, once again I consulted the experts, none of which had much of a clue about why that should happen with that high-quality Prather tubing. Until I talked to one of the guys out at Hobby Connection who informed me that RC racecars use 20%-30% nitro fuel and that it is necessary for the drivers to change the fuel tubing on occasion since they seem to experience the same problem I have experienced. So, I consulted with Eric Meyers and suggested to him that maybe I should use fuel with 15% nitro and 18% or 20% oil that is a blend of synthetic and castor oil, hoping that might solve the "Strange Case of the Disintegrating Fuel Tubing" ("SCDFT", for short). As always, Eric had a bit of a different take on the solution to my problem. He wrote, "Well, the engine runs well with the 20/20 nitromethane you use and changing fuel type or brand in an engine that has been run a lot can cause new, and different problems. So, why not just continue using the same fuel as before and simply change out the fuel tubing every year or so?" Simple, effective and ... correct advice!

Now, why didn't I think of that?!!

## This Month's Special

I mentioned earlier that I've missed y'all during most of 2010! And, while I mean that sincerely, there are some other things I also miss during the year. As an example, I get to feast on that Christmas Turkey just once a year. And, I just love that ol' Christmas turkey ... I do! And when I am able to enjoy that turkey at the conclusion of each year ...



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