



PROP WASH

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The Presidents Message

What is the CG of Our Club?

By Dan Metz

Everyone knows what the Center of Gravity means when flying your plane. You know that it is the precise balance point where you find smooth and rewarding flights with your model. You also know that when it is slightly forward you are rewarded with a very stable aircraft, but when it is set too far rearward you have a tiger by the tail, which leads to an uncontrolled flight.

So a nicely set up CG gives us a comfort zone where we have all of the rules working in our favor, and you know what? That works for our club as an organization too.

A nicely forward set center of gravity means our club is looking toward the future to make sure that each and every member has smooth and safe flights. Although each of our members may have a different club CG setting, we need to make sure that together, we as a club, have a forward looking center of gravity. The right kind of balance gives us the right kind of control of our future.

So with that said, I want to welcome you back and ask you to check your club CG, and see if you can help us with our upcoming mutually satisfying projects. At our September 25th meeting we will have some forward-looking ideas to work on this coming year. I hope that you can help out with some of them.

Items on our runway for this upcoming year:
Timeline for finishing the table tops in October; we only have 26 more to do.
Parks Dept. Catapult glider build Nov. 3rd.
Jackie Cochran Air Show booth Nov. 3rd.
November Scale Event.
Float Fly at Lake Cahuilla
Ave. 66 Middle school adoption
Place a 70-foot control line ring using Geo-textile underlayment fabric.
Organize a club swap meet.
Add 100-foot asphalt runway extensions North and South.

Delta Dart Days at the Air Museum

By Dan Metz

Could you find a better way to spend a couple of Friday afternoons this past summer?

We had a great time in June and July helping kids build Delta Darts inside the cool hangers of the PS Air Museum, all the while surrounded by the heavy iron of WW II. The museum had advertised these two days in advance so a nice showing of kids arrived to learn how to build a Delta Dart. The building started at noon with two hours allotted for the kids to build their rubber-powered flyers. The flying started at 2 p.m. with Dan flying a foamy demonstration and then Dick Knapp's official stop watch went to work timing all of the flights. Lots of last minute repairs

were made on the ramp so each kid could finish three official flights. I will not forget a little African American young man saying after his 45 second winning flight, "I have NEVER won anything before." This little guy was beaming when we photographed him with his plane and Gold medal. In reality all of the kids were winners, as none of them had really ever built anything out of wood before, much less something that they could take home and fly again. Sitting under the wing of the B-17 with kids building planes-man it just does not get any better than that.

Many thanks go to Dick and Fran Knapp, and all of the volunteers that came to help.

Evergreen Aviation Museum

By Murray Ross

The Evergreen Aviation Museum is located in the North Western wine country of Oregon in the city of McMinnville. The museum is the new permanent home of the Hughes "Spruce Goose" airplane and many other classics and antiques. On the grounds, adjacent to the museum, is also a radio control field and U-control circle. This flying facility received some notoriety in a recent article in "Model Aviation"

Some of the highlights of the museum tour are shown in the captioned photos below.



Wing and nacelles of full size Spruce Goose.



Flyable Curtiss Robin airplane, vintage 1929.



Space Shuttle Rocket Engine



The "GeeBee" and me



Spruce Goose and XF-11 R/C models used in the making of the movie "The Aviator".

Break-in and Care of Medium-Size Glow Engines

By Murray Ross (excerpted from an article by Duane Gall in "Model Aviation")

Since about 2002, many of the CVRCC members have been enjoying pylon racing. We began racing with the rule that all of us would use the same airframe, engine, propeller and fuel. Since the early period; however, several interesting changes have occurred. We started with Magnum .40 engines, and since this engine went out of production we now allow Thunder Tiger and Evolution .40 engines. In the beginning, we used standard Master Airscrew 10-6 props, but the design of these changed and we moved to Master 10-6 Scimitar props. Through all of these changes, one aspect has remained constant; and that is the technique for breaking-in these medium-sized glow engines. That is with good reason! Engines that are broken in with the racing engine technique (RET) vastly outperform those using the factory prescribed break-in procedure. Also, they are easier to start and easy to adjust.

Recently, I have been using two old Magnum 40 engines that were broken in with RET. The pistons are still bright and shiny and they remain easy starting and extremely powerful. The RET break-in was published in Model Aviation sometime in 2001 and promoted by club member Jim Jansz. I recently ran across an article by Dubb Jett (famous racing engine builder) substantially affirming the break-in technique.

The essential idea of RET is that the engine should run fast and rich, and alternately warm and cool, on a small prop for a substantial period of time on a test bench. To start with, be sure the engine is securely mounted to the test bench. Since you are going to run at high rpm, wear eye and ear protection and arrange your controls so that you can stay behind the prop arc. Use a remote needle valve for added safety.

The propeller to be used for 40 or 46 engines should be a 10 or 11-inch propeller, cut down to 6-inch diameter and carefully balanced. You must use an electric starter because of the small prop size. The procedure text below is the same as in the Model Aviation Magazine article.

1. Start-up extremely rich (needle valve out at

least five turns). Run two minutes in "four-cycle" mode, so rich that the engine will quit without the glow battery attached.

2. Allow the engine to cool.
3. Run two minutes just lean enough that the engine will run without the glow battery attached.
4. Allow the engine to cool.
5. Run two minutes slightly leaner but still 4-cycling.
6. Allow the engine to cool.
7. Run two minutes lean enough to periodically break into two-cycle mode.
8. Allow the engine to cool.
9. Run two minutes in steady two-cycle, pinching the line or needling up to clean out for a few seconds at a time.
10. Allow the engine to cool.
11. Repeat the previous step, cleaning out a bit more aggressively.
12. Allow the engine to cool.
13. Repeat the previous step allowing it to peak for up to five seconds at a time.
14. Allow the engine to cool.
15. Repeat step 13 and 14 twice more.

By the time you complete this part of the procedure with the small prop, you may anticipate that the engine rpm, when lean, will exceed 20000.

You may now install the engine in your airplane with a balanced regular prop, but continue to run the engine slightly rich for at least three full flights. Keep the engine clean and you can expect the power and rpm to continue to improve. The best way to keep the engine clean is first to use a good fuel filter such as the Sullivan "crap trap", and second, to rinse off the engine with WD-40 when it gets dusty or gritty. Clearing the fuel out of the crankcase after flying and adding after-run oil is also a good idea.

Please attend the general club meeting on Tuesday Sept. 25, 2007 at 7:00 PM at Squire's (Elmer's) in Indio.

Dan Interviewed on Radio

Our club president, Dan Metz, was interviewed on Tuesday afternoon, September 18th for a KPLM radio program about the RC club youth and special activities in the Coachella Valley. The program will be aired on Sunday morning at around 6:00 AM on KPLM FM 106.1. The interviewer is Ralph Squillace who is a member of our club and an announcer for KPLM.

Dan said, " We talked for 20 minutes, which gave me more than enough time to tell of our educational involvement in the community. I spoke of La Quinta High School ROTC with Ron Vincent, Joe Scuro at Cathedral City High's ROTC, and of the latest 3 middle schools in Coachella as well. I also touched on the Toys-for tots Scale/fun-fly event, the Jackie Cochran Air Show booth, our open house the next day and the Best in The West Jets in January. I mentioned Hobby town, and Uncle Don's as the two local retail outlets for planes. Not only is this a great hobby, but this kind of activity can lead to good educational choices and careers in later life."

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