

Wingnut's

*News, reviews, stories and more
from Dubbo Model Aircraft Club*

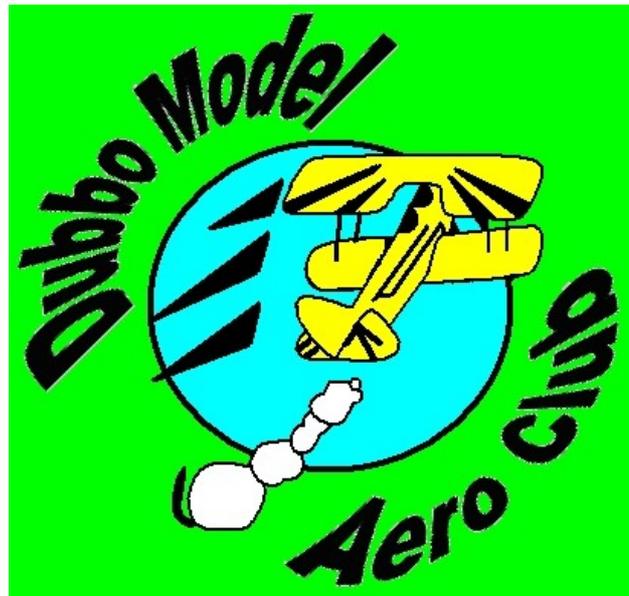
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First Edition

Welcome to the first helping of Wingnut's Wisdom. In this and future issues you will hear tall tales and true from Dubbo MAC. The intention is to send one out every two months or so to let everyone know what has been happening and what will be happening in the not too distant future. Please feel free to send any little stories or things you would like included to Rod for inclusion in the next issue. Things such as a review of a kit you have put together or some comments on tuning an engine or the best prop you have found for a particular application. Or perhaps a classified add for that engine you no longer need or a wanted add for one that you want to buy. Or a recommendation for a shop or supplier who has served you well.

Wednesday Warriors.

For some time now, people have been flying mid week. Rob has been seen on several occasions, Mike has made a number of appearances and last Wednesday, Craig, Mike, Rod and Dave C were all seen happily flying away. Rod made the maiden flight of his (sorry Deb's) new Cub. Flew beautifully with its little Thunder Tiger 54 FS. Very scale like in the air (when he kept the revs down) and just like a yellow Spitfire when he did not. The weather was not the absolute best but it did not deter him from having a go and he was rewarded with some nice flights. His Dragon Lady was also seen punting around.



Quite quick but nice to fly and land.

Mike also brought out a Cub. An older Goldberg Cub built from a kit powered by a new ASP 61 FS. Apparently this is the plane's sixth or seventh engine and one of the ones better suited to it. Like Rod's cub, it has two modes scale and Spitfire but Mike was mostly just puttering around as he seems to like to do.

Dave C was flying his 60 size Great Planes Stick. With an OS 91 Surpass it has more than enough go. Mike and Dave were chatting and have worked out that this engine was originally Mike's way back when. Small world.

Craig is coming along well with his learning to fly. Sadly he managed to damage his old Kadet Senior and his Boomerang 40 is just a bit small and fast for him yet. So he has taken a Kadet LT25 off Mike's hands. It is powered with an ASP 30 FS which suits the plane extremely well. He is now trying to learn to do nice rectangular circuits which line up with the strip so that he can do some more landings. He had become quite good at putting the Kadet down but the smaller model is a little faster and needs a steadier hand to get it into the right place for landing.

So if you have a Flex day or RDO drop out for a fly on a Wednesday from about 9am to 1pm (or later if the weather is particularly nice).

Cessna 182

Rob turned up recently with a new model. Rumour has it that he took a couple of days off work to put it together. It is a CM Pro ARF with a 120 FS pulling it around. Looks really neat on the ground and even better in the air. The less than smooth field has so far managed to rip two of the wheel spats off but otherwise it has been flying well.

Mower and Mowing

Rod and Mike have been doing a bit of mowing lately. The recent rain has give the grass a boost and it has needed several cuts recently. Rod has also done a service on the mower with new blades and filters to keep it going for some time yet. The coarse sandy soil really takes its toll of the blades.

Scale Aerobatics



Matt, Scott and Alex have been making their way into the world of Scale Aerobatics. Matt has been putting DMAC on the map for some time well done Matt, and more recently Scott and Alex have been seen with new large petrol powered planes. Alex has recently been flying a very tasty CM Pro Yak 54 powered very effectively by a Moki 180. Moki engines have been made in the Czech Republic for many years and have a great reputation for good power and torque, easy handling and light

weight for their size. The scale fraternity have been using them for some time. Well done lads. Their first comp is coming up and we wish them all the luck for success. How's the nerves boys?

How about a Barby soon?

How about we have a BBQ one Sunday soon.). Even if it is a bit breezy, come out for a feed and bring the whole mob for a feed. Sausages and rolls will be provided. BYO drinks. Later in the year we are thinking of a Cub and Kadet day. Perhaps some slow races for Kadets, pylon races for trainers and aerobatics for Cubs?

Oils ain't oils.

Castor oil is a wonderful lubricant. It has amazing properties especially at the very limit of lubrication which make it a great lubricant for model engines. But it has a downside. In long term use, it creates a lacquer on the cylinder walls which makes the engine less efficient. It also gums up the rest of the inside of the engine and if left for any time, it starts to glue components together making later repairs difficult of not impossible. And when it does burn, it leaves carbon buildups which can clog carbys and stick valves.

Mike has just got his 20+ year old FS 40 back from Phil after an extensive re-built. New bearings, seals, ring and a general cleanup. The engine was bought second hand some time ago and has been running well but was put into storage after it started making bearing noises a couple of years ago. It turned out to be very difficult to strip down as the Castor oil had formed a glue and stuck the gudgeon pin into the piston and also the cam bearings into their housings. Gentle heat and persuasion were needed to get them to come out. This makes a strong case for not using much castor oil in our

fuel especially for four strokes. Saito specifically forbid the use of castor oil in their engines while other manufacturers encourage its use sparingly. The makers of RCV engines suggest between 3 and 5% castor oil in a total oil content of 15%. Food for thought. It is also worth while pulling the backplate of your engines and flushing them out before putting them into long term storage. Auto Transmission Fluid makes a good preserver.

It won't idle

How many times have you heard that? Before you start playing round with the settings (especially if it ran ok last time) think about your fuel and the plug. Moisture kills glow fuel and is often the reason for engines not idling or running properly. When in doubt, before fiddling with all the settings and getting things way out of whack, see if the engine will run OK with a different batch of fuel. I am sure most of us would be happy to hand over a tank of fuel to help you test an engine. Nine times out of ten, fuel is the problem when an engine just won't run right. Then come dud plugs, flat plug drivers and dirt in carbys. Recently one engine of mine was refusing to start. Would not fire at all. The power panel said that the plug was correctly heated but when I tried a different glow driver, she started immediately. It seems the meters in some recent power panels are not worth watching.

Some of the cheaper Chinese engines have carbys in which the fit of the barrel is too loose in the carby body. This can lead to air leaks and poor mixture stability. Air leaks and carbys do not mix. As a test, try greasing the carby rotor with Vaseline or similar grease to seal the rotor. If this works, then the carby is probably the problem. The grease will eventually be washed away and is not a permanent fix.

Back to the fold

After a lengthy break while he was working very hard trying to get his new business premises up and running Glen is back flying, welcome back mate, good to see you punching holes in the sky with us again, time to get those horded models put together.

New Member

Our newest member Matt Aird is proving to be very skilled at piloting his planes around the sky. Pushing his brother's plane to its limit, much to his brother's dismay. Welcome aboard Matt. He has been campaigning an Aeroflyte Hustler which he built while still at school. It is very light and with an OS FP40 for power, flies really well. Low inverted passes, loops, bunts it does the lot easily. It just goes to show that you can do a lot with a plane with a low wingloading and a light engine of modest output. More recently he has been flying a low wing plane built by his brother. It has the FP 40 also and flies really well. Welcome Matt.

Speaking of new members, Thomas from Wellington never ceases to amaze us with his flying ability learnt in such a quick time with his dad Tony out there keeping him honest. Tom was spotted on Sunday test flying his new flight box. Honestly, all it needs is wheels and an engine and it would give an F100 a run for carrying capacity, Ha Ha.

From the Safety Officer

Now that we have more people flying on Sundays, remember, your frequency key goes in the board BEFORE your radio comes out of its case.

Editor Mike Leys mike@leys.id.au for corrections, suggestions and contributions.