

PROP PLANE WASH



Vol. 200

February 1992 ♥

OFFICERS OF THE S.T.A.R.S. CLUB

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852-7740
VICE-PRESIDENT - DAVE SIKORSKI
699-4719
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455-1796
TREASURER - LON SAUTER
695-2448

★★★★★★

congratulations STARS MEMBERS

WE'RE NUMBER 1

STARS MEETING
THURSDAY
February 13, 1992

NOTE: CHANGE OF DAY - FOR THIS MONTH ONLY!

Time: 7pm Place: Town of Schroepel
Offices

★★★★★★

Yes, that was Larry McIntyre you saw at the hobby shop...seems Santa brought Larry a kit...to get him back into the hobby! Nice Santa!

Rumor has it that Paul Finn is working on an Ultimate Kaos...or is it that he's in an ultimate chaos?

THE PLANE PROP WASH IS THE OFFICIAL NEWSLETTER OF THE STARS CLUB; & AS SUCH, ALL PROCEEDS FROM ADVERTISEMENTS, SUBSCRIPTIONS, ETC. GO TO FURTHER ENHANCE THE TREASURY OF THE STARS CLUB. THE PURPOSE OF THE PLANE PROP WASH IS TO KEEP THE MODELERS OF THE STARS CLUB & SUBSCRIBERS AWARE OF HAPPENINGS WHICH INFLUENCE OUR HOBBY. THERE IS NO INTENT TO SHOW FAVORITISM TOWARD ANY CLUB, HOBBY SHOP OR INDIVIDUAL. WE HOPE YOU ENJOY OUR NEWSLETTER.

THANKS !



As Dan Williams ushered me to our club booth the day of the Symposium, it started to dawn on me that you nutty guys were up to something. Much to my delight and surprise, I was presented with a beautiful corsage (which happened to be color coordinated with my outfit-perfect luck), and an adorable card (looks close enough to M.B.), complete with one of those "green presidents". I very much appreciate the gifts and thanks from all the club members, and in turn thank all of you for allowing me to do the newsletter. As I told Art Rose, I will be spending "it" all in one place...on my obsession! Thank you all again for your thoughtfulness!



Marge



THROUGH RAIN, SNOW, SLEET OR HAIL, THE MAILMAN GOES ON HIS APPOINTED ROUNDS; BUT HE CAN'T DELIVER IF THE ADDRESS IS WRONG. IF YOU MOVE, PLEASE ADVISE US OF YOUR NEW ADDRESS.

ATTENTION STARS MEMBERS!

Now is the time to order your official STARS club jacket. The cost is only \$63.50 which includes the jacket, embroidery logo and name. To order your jacket just complete the following and send it with a check made-out to "STARS" to:

Skip Davis
7177 Opal Drive
Liverpool, New York 13086

Your Name: _____

Address: _____

Telephone: _____

Circle size: S M L XL XXL XXXL

Print name to be embroidered: _____

(\$50 extra for two words)

HATS WITH STARS LOGO
one size fits all

\$15 ea _____

IF YOU ARE NOT A MEMBER OF THE STARS & WOULD LIKE TO HAVE THE PLANE PROP WASH MAILED TO YOU, YOU MAY PURCHASE A SUBSCRIPTION FOR THE FEE OF \$10 PER YEAR. PLEASE SEND REMITTANCE, ALONG WITH YOUR NAME & ADDRESS, TO MARGE SAUTER, 2062 RABBIT LANE, PHOENIX, NY 13135. YOUR SUBSCRIPTION WILL BEGIN WITH THE 1ST ISSUE PUBLISHED AFTER PAYMENT IS RECEIVED. CHECKS SHOULD BE MADE OUT TO MARGARET L. SAUTER.

IF I DIDN'T MAKE MISTAKES, YOU'D HAVE NOTHING TO TALK ABOUT!

LOOKING TO MAKE A NAME FOR YOURSELF? WHY NOT CONTRIBUTE AN ARTICLE FOR THE PROPWASH...SHARE YOUR EXPERIENCES, GOSSIP, ETC.



MINUTES OF JAN 8, 1992 S.T.A.R.S. MEETING

THE MONTHLY S.T.A.R.S. MEETING WAS ATTENDED BY 14 REGULAR MEMBERS, 3 JUNIOR MEMBERS, AND 8 ASSOCIATE MEMBERS. THE MEETING WAS CALLED TO ORDER BY PRESIDENT DAN WILLIAMS AT 7:07 PM. MINUTES FOR THE MEETING WERE APPROVED WITH ONE MINOR CORRECTION. TREASURER'S REPORT WAS GIVEN BY LON SAUTER AND APPROVED BY THE MEMBERSHIP.

ASSOCIATION REPORT: SCHOLARSHIPS ARE STILL BEING ACCEPTED. SO FAR LON HAS RECEIVED 6 APPLICATIONS. MUST BE IN BY 16 JAN 92. PRESIDENT DAN WILLIAMS READ MINUTES FROM THE LAST ASSOCIATIONS MEETING WERE ACCEPTED AS READ.

AMA REPORT: LON HAS RECEIVED A LOT OF CALLS REGARDING THE SFA (SPORT FLYING ASSOCIATION). S.T.A.R.S. RULES STATE THAT A FLYER WHO WANTS TO FLY AT OUR FIELD MUST BE A MEMBER OF AMA. CHANGING OF THE RULE WAS DISCUSSED TO ACCOMMODATE FLYERS WHO ARE MEMBERS OF SFA. THE RULE WILL STAND FOR NOW THAT A FLYER MUST BE A MEMBER OF AMA.

LON BROUGHT UP THE SUBJECT OF FREQUENCY FARMING BUSINESS. FCC WOULD LIKE THE AMA TO QUANTIFY HOW MANY TRANSMITTERS ARE OUT THERE ON A PARTICULAR FREQUENCY. THE REASON IS BECAUSE THERE ARE OTHER USERS WHO WOULD LIKE TO USE EXCESS OR UNUSED.

FIELD REPORT: ICY

OLD BUSINESS: DAN REMINDED EVERYBODY ABOUT THE CNYMAA MODEL AIRCRAFT SYMPOSIUM ON THE 25 JANUARY AT THE NYS FAIR GROUNDS. LOOKING FOR VOLUNTEERS TO MAN THE BOOTH DURING THE DAY. A LIST WAS CIRCULATED DURING MEETING FOR SIGN UP.

POWER HOOKUP FOR THE PAVILION IS STILL PENDING.

NEW BUSINESS: FUTURE OF THE PROP WASH. DISCUSSION WAS TABLED UNTIL NEXT MONTHS MEETING.

JACKETS - PHIL MORGAN IS UNABLE TO CONTINUE GETTING JACKETS FOR CLUB MEMBERS. SKIP DAVIS WILL BE THE NEW CONTACT.

HOBBY TRADE SHOW (WRAM SHOW) POINT OF CONTACT IS ART ROSE. HE IS ARRANGING TRANSPORTATION (BUS) FOR FEBRUARY 22. COST IS 30.00 PER PERSON. BUS WILL LEAVE NORTHERN LIGHTS PLAZA AT 6 AM SHARP. HE HAS TICKETS. ALSO MORE INFO WILL BE AVAILABLE AT THE BOOTH AT THE SYMPOSIUM.

APPLICATIONS FOR MEMBERSHIP: 3 APPLICATIONS FOR MEMBERSHIP INTO S.T.A.R.S. WERE APPROVED BY THE REGULAR MEMBERSHIP. THEY ARE BILL GOODWIN (ASSOC), TARA HAHN (JUNIOR), AND DOMINIC DIAMOND (JUNIOR). WELCOME ABOARD.

DOUG HARRINGTON BROUGHT UP THE IDEA OF HAVING WHAT WE HAVE FOR NEW MEMBERS LEARNING TO BUILD UPDATED. A POINT OF CONTACT FOR HELP ON BUILDING TECHNIQUES.

MEETING WAS ADJOURNED AT 8:33

JAMES MIRRA

AFTER THE MEETING THE MEMBERSHIP VIEWED A TAPE ON AEROBATICS BY DAVE PATRICK

ALSO HAD SEVERAL SHOW AND TELLS. A CUR AND THE BUILDER WAS LOOKING FOR SOME CONSTRUCTIVE CRITICISM ON BUILDING TECHNIQUES. LON FEATURED A RADIO BY AIRTRONICS, AND DAN BROUGHT AN AIRPLANE IN THAT IS BEING COVERED WITH THE NEW 21ST CENTURY COVERING. REAL NICE JOB.

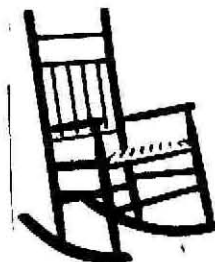
PREZ SEZ

Congradulations to all the members who helped with the Club booth this year, BECAUSE WE WON THE CLUB BOOTH AWARD!!!!!! For the first time ever, the STARS took the award. I'd like to thank everyone who helped with pulling it off this year. If I went ahead and named names, I know I'd forget to mention one or more people by mistake. So, I'll leave it at that. However, I'm sure that there are those who are wondering about us getting the award when I happened to be in charge of the club booths for the Symposium. Suffice it to say that the club booth judging was reviewed by the CNYMAA President, Rick Snyder. If anyone out there has a problem with that, next year it's your job!

This month we'll be discussing the Symposium in preparation for the big review at the CNYMAA meeting. Bring all your thoughts and we'll make sure it gets taken to the Association meeting. Also, we will be showing the video of this year's STARS Airshow, that was shown at the Club booth. This video was done by someone who does this mainly for a hobby, and would like to offer it for sale to the Club members, Basically for the cost of making it. The cost is \$15 per copy, and I'm sure you'll find it worth it. I will be taking orders at the meeting.

Not much else going on this month, except for the WRAM Show on Feb. 22nd, so if you'd like to go, please give Art Rose a call. I think that there are still seats available. Hurry! Also, don't forget the STARS Snow Fly on March 1st. Get your skis on the airplane, or see Bob Wassell. He does a nice job of making skis for a very reasonable price. Enough for now, see you all at the meeting.

Dan



CONGRATULATIONS TO THE STARS CLUB...FOR TAKING BEST CLUB BOOTH AT THE RECENT CNYMAA SYMPOSIUM! WE ALL KNEW WE WERE THE BEST, NOW THE REST AGREE THAT WE'RE NUMBER 1.



LON'S RC SERVICE

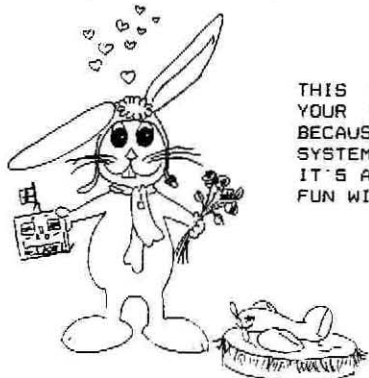


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MARGE'S HOURS
tues-fri 12noon - 8pm
saturday 9am - 5pm

LON'S HOURS
tues-fri 6:30pm - 8pm
saturday 9am - 5pm



THIS YEAR FOR VALENTINE'S DAY, TREAT YOUR VALENTINE WITH LOVE....DON'T CRASH BECAUSE YOU DIDN'T HAVE YOUR RADIO SYSTEMS UPDATED OR THE BATTERIES CHECKED! IT'S A SMALL PRICE TO PAY FOR A SEASON OF FUN WITH THE ONE YOU LOVE!

LON'S R/C SERVICE IS THE SHOP THAT CAN SATISFY ALL YOUR MODELING NEEDS.

WE HAVE OVER 1800 DIFFERENT ITEMS IN INVENTORY!
WE SHIP VIA UPS DAILY.

Now why would Hilary Nortz want a video tape on Basic Flight?

Is Chris O'Connell going to try his luck at Fun Flyin this summer?

JOE CHOVAN was another lucky recipient of a Christmas kit...the Ultimate 10-300.

Valley R/C Model Club Sayre, Pa.

6th Annual SWAP SHOP and STATIC SHOW

March 15, 1992
10 a.m. to 4 p.m.
I-R Clubhouse

Main St., Athens, Pa.

Admission \$1.00 • Table Fee \$5.00

People's Choice Award for favorite model at show
To pre-register send \$5.00
and S.A.S.E. TO

VALLEY R/C CLUB, CARL E. SHAY
708 CHURCH ST., ATHENS, PA 18810

Planes • Copters • Boats • Cars

Bring your R/C car to run on the track (electric only)

CNYMAA SYMPOSIUM
STATIC DISPLAY
WRAP-UP

THIS YEARS DISPLAY WAS FANTASTIC! THE NUMBER OF MODELS (70) AND THE QUALITY WAS OUTSTANDING. MANY OF THE MODELS COULD WIN CONTESTS ANYWHERE. HOPEFULLY, WE WILL BE ABLE TO SEE MANY OF THESE FANTASTIC MODELS AT LOCAL CONTESTS THIS SUMMER.

FIRST, I MUST THANK THE JUDGES. IT TAKES A GREAT DEAL OF TIME AND EFFORT TO EVALUATE 70 MODELS AND HAVE THREE JUDGES LOOK AT EACH ONE. WHEN YOU SEE THEM PLEASE ALSO EXTEND YOUR THANKS FOR A JOB WELL DONE.

THE JUDGES INCLUDED:

DAVE MATHENSON	JERRY KRANZ	PETE DAINO
MIKE GOSSON	ED ZOBEL	DEAN MONTICELLI
RICK SNYDER	ED DANN	DAVE SIKORSKI
MARY DINES	BOB DINES	MATT WINDHAUSEN

THE WINNERS OF THE 1992 CNYMAA SYMPOSIUM DISPLAY ARE:

TRAINER A/C:	1. JERRY PAASON	-FALCON 56
	2. JAMES HURD	-G.P. TRAINER 40
	3. PHIL ARTESE	-AEROCRAFT RECRUIT
SPORT A/C:	1. JIM FLORIO	-YANKEE TWISTER
	2. MARK MOZO	-SCAT TWIN
	3. SCOTT MILLER	-ULTIMATE 10-300
SPORT SCALE:	1. PAUL RAYMOND	-?
	2. GLENN CADY	-PIPER CUB CRUISER
	3. -N/A-	
HELICOPTER:	1. -N/A-	
	2. -N/A-	
	3. -N/A-	
SAILPLANE:	1. JOHN GORMEZ	-?
	2. FREDERICK CERATT	-SPECTRA (JR. MODELER)
	3. -N/A-	
PATTERN:	1. TERRY TERRENOIRE	-?
	2. DAVE SIKORSKI	
	3. ART ROSE	-GINLET
S.A.M.	1. DICK SARGENT	-OLE RELIABLE
	2. -N/A-	
	3. -N/A-	
ELECTRIC:	1. ED BYRNES	-ELECTRIC CUB
	2. DON BELFORT	-ZERO
	3. JAMIE VAN DIVER	-MIRAGE
GIANT SCALE:	1. BOB PICKNEY	-BEECH
	2. DAVE REID	-1933 KINNER SPORTSTER
	3. DOUGLAS SEVERSON	-ANDERSON KINGFISHER

R/C CARS: 1. DAVE MCCALLUM
2. JEFFERY WINZERS
3. JEFFERY WINZERS

R/C BOATS: 1. DAN BROWN -MISS BEAHAVEN
2. DAN BROWN -GULF PRIDE
3. DON KAUPP -WOTAN

ROCKETS: 1. JOHN RUSHO
2. JOHN DEHAR
3. DAVE TRINGLE

NWII A/C 1. DEAN MONTICELLI -P-51D
2. PETE DAINO -B-25
3. PETE DAINO -C-47

MIL. HELI. 1. AL SMITH -AIRWOLF
2. -N/A-
3. -N/A-

JET A/C 1. DOMINIC COGNATA -F-86
2. CHARLES LINES -F-16
3. ART ARRO -A-4

BEST CLUB BOOTH: S.T.A.R.S

BEST FILM COVERING: RICHARD OWEN -FLEET BIPLANE

BEST PAINT: ART TERENZI -CESSNA 310 TWIN

BEST OF SHOW: ROBERT A PICKNEY -BEECH

BEST JUNIOR MODEL: FREDERICK CERATT -SPECTRA

A LARGE TROPHY WAS DONATED BY BEE TEE TROPHY FOR THE BEST OF SHOW AWARD - AN \$100 PRIZE!!!

CONGRATULATIONS TO ALL OF THE AWARD WINNERS - BEST OF LUCK - FLY SAFE!!!!

*NOTE: NEXT YEAR PLAN ON THE CATAGORIES OF TRAINER AND SPORT A/C TO BE COMBINED, AND THE MILITARY HELICOPTER ELIMINATED. ALSO, SCALE A/C WILL NOT BE ALLOWED TO COMPETE IN THE SPORT A/C CATAGORY - SO PREPARE DOCUMENTATION SO YOU CAN COMPETE IN SPORT SCALE CATAGORY.

1992 STARS SNOW FLY

Where: STARS Field County Route 12 Phoenix, NY

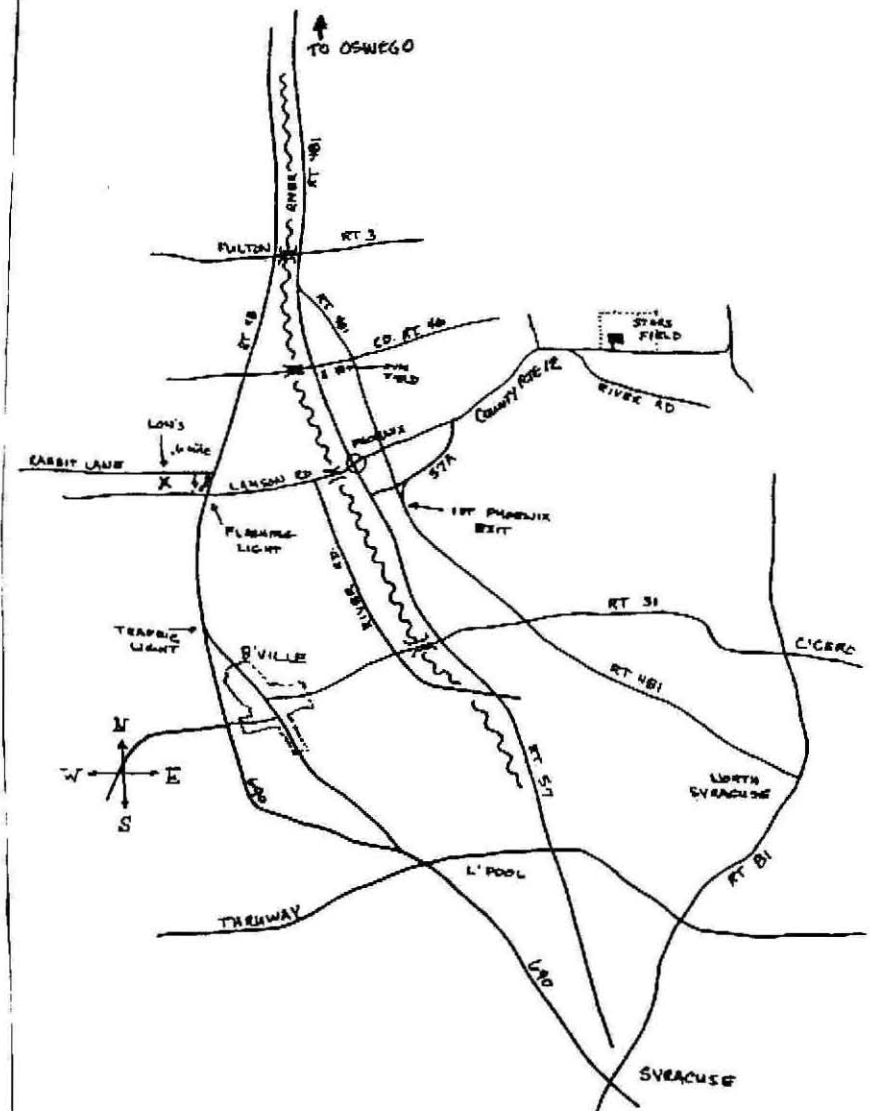
When: MARCH 1st 1992, 12 NOON

EVENTS: Open Flying
Airplane Kit Raffles
Food and beverage available
Lots of winter BS and building stories

ADMISSION: NONE

SPONSERED By The S.T.A.R.S. Inc.
Contact: Dan Williams Pres.
315-652-7740

"The Big Event"



Indoor R/C ballooning seems ideal for these days of cold winds and model shows. Here I will present a crude but very effective CHEAP way to build an R/C controlled balloon.

You will need two old servos with working electronics. These are stripped for their motors, circuit boards and connectors. The 3in. propellers are from rubber band models, glued to the motor shafts.

The feedback potentiometers are replaced by miniature 5K or 10K circuit board trim pots (from Radio Shack) and adjusted to zero rpm with the transmitter off. The motors are then glued to the ends of a 1/4in. "elevator" rod pointing horizontally and forward. These servo motors are reconnected to their original signal points on the circuit boards by long, light, flexible twisted pairs of wires. The old servo connectors are then placed in the receiver's aileron (right) and rudder (left) channels to give CW, CCW, and stop motion to the propellers. The reversing switches are set to preference. Up and down flight is provided by rotating the elevator rod up or down and applying power together or separately, forward or reverse. Trims are set to zero propeller RPM, hands off the sticks.

The elevator rod is a bit tricky to get set up properly. I used a small hardwood block as a 'chassis' which should be relatively rigid as it may be subjected

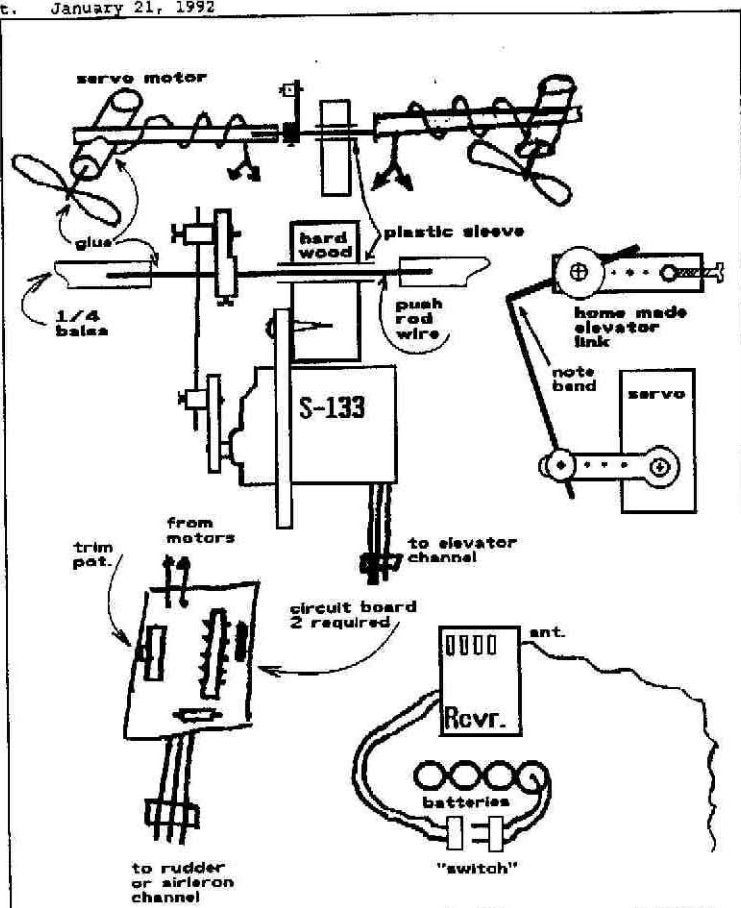


Figure 1 Balloon Unit

to unusual torques during set up. A short piece of hollow plastic push rod was centered in a horizontal hole as a bearing and another short piece of metal push rod served as the center piece of the elevator rod, to which was fitted a home made control lever filed out of a piece of aluminum as shown. This should have a much shorter leverage arm than shown. Most of the elevator rod was in fact 1/4 inch balsa which was light and easily glued. Push rod connectors with set screws were used on both to allow for adjustments. The elevator pushrod must

have a bend as shown to allow full rotation of the elevator 90 degrees up or 90 degrees down. (or nearly so) The elevator servo is mounted by one of its tabs to the wooden 'chassis' with a screw. This servo is then connected to the elevator channel of an old radio I trusted for nothing else.

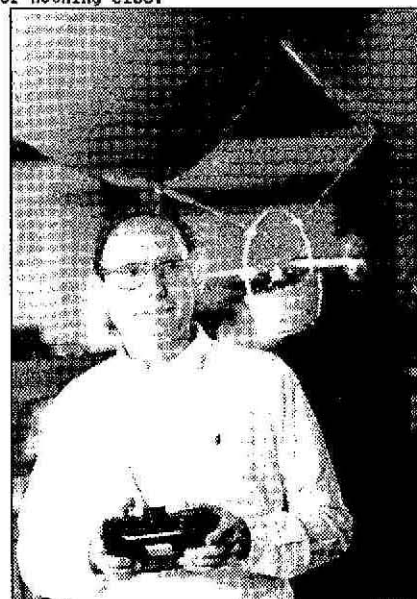


Figure 2 Balloon in action.

The various parts can be mounted if you wish. I glued a couple of pieces of balsa to the sides of the chassis and used double sided tape to mount the circuit boards there. The battery can be any size though a 10 year old 4 cell, 250ma pack gives about 15 minutes of flight. A piece of 1/4 sq. in. balsa was glued across the top of the chassis at 90 degrees to the elevator rod and attached to the sides of a small Easter basket liberated from one of my kids. The total weight is somewhere around 8oz. The use of two balloons of different colors gives some directional stability and good orientation at a distance. The balloons were obtained from a local balloon shop. They are about 2 feet in diameter each and cost \$10.00 total with helium. (The boys won't let me use hydrogen) This size balloon can easily be transported in a standard automobile. If more lift is needed the solution is obvious, tho I was quite happy with two. Unfortunately they leak and will need refilling in a few days.

The contraption is ballasted, with

washers tied securely to a string, to a slightly negative buoyancy. These also make a good anchor. The balloons are very sensitive to air currents and temperature, sinking when they enter warm air near the ceiling and rising on cold air near the floor. The device was a great hit at last years model show especially with the kids. It was the adults however who figured out how to 'crash' it. The first incident occurred when it was sucked onto the ceiling ventilator intake, necessitating turning off the heat for a while. The second accident occurred when a radio controlled car struck during a demonstration landing. The third accident occurred when the props became entangled in a string hanging from the ceiling. The expected collision with a sharp light fixture has not yet occurred.

When in use, it is handy to have several battery packs available as well as a fast charger. Hopefully more will be constructed this year for balloon races etc. It takes about 5 minutes for an experienced flyer to become fairly proficient at simple maneuvers including up, down, right, left, spins (CW or CCW), hover, forward and reverse flight. I am sure someone will report a loop in short order; inverted flight will take a while. For those interested in more details I will attempt to refine this article and its diagrams in the future; however, this report was a year in the making. Technical help and a few old servos from Ron Gwara were much appreciated.

Paul E. Buckthal Sayre, Pa.



Code #10 - cut to suit, heat to fit and paint to match.



FREQUENCY COORDINATOR UPDATE

Recently, I've repeatedly been asked a few questions by members of various clubs about the use of the new odd frequencies during the upcoming flying season. Since the beginning of the frequency phase in plan back in 1983, there have been a few changes, but basically the plan has worked as it applies to the clubs in our area. In 1991 we are seeing the availability of new radios on all of the new frequencies, from channel 11 through channel 59. Since all radios, that I know of, manufactured on channels 11 through channel 36 were made to meet the 1991 narrow band specifications as outlined by the AMA guidelines, there is no reason to prohibit the use of the odd channel numbers in this frequency range. From channels 37 to 59, there are a large number of old radios out there in use that were converted to the new frequencies, and may still be using an old wide band receiver. In these cases, either a club rule prohibiting the use of the odd channels, or requiring the use of three frequency pins (the frequency used and the channel above and below) are solutions to preventing adjacent channel interference problems. Since the AMA is telling us there other users out there with an eye on our unused frequencies, it's probably wise to adopt the three clothes-pin method and encourage the use of all the frequencies. A word of advice to those of you with old wide band receivers. If you have had your transmitter updated to gold sticker specifications, I strongly advise you to purchase a new narrow band dual conversion receiver. Having your transmitter upgraded means you won't cause other modelers with updated equipment problems. It doesn't mean your old receiver won't be shot down by outside commercial users operating legally on a frequency next to yours.

I know that the frequency matter is confusing to a lot of you that just want to go out and fly on a Sunday afternoon without problems. As AMA District 11 Frequency Coordinator, I would like to offer to come to one of your club meetings, and to the best of my ability, answer questions that will help all of you better understand this issue, so you can have a safe, interference free flying season.

Lon J. Sauter



CALENDAR OF UPCOMING EVENTS

February 13 - STARS meeting

February 22-23 - WRAM Show

March 1 - STARS Annual Snow Fly
12noon at club field

March 15 - Valley R/C Swap shop & Static Show

March 18 - Canandaigua Chiefs Static Display & Auction at Becker Motors, W. Ave, Canandaigua Contact Larry Comstra (716) 394-0355

March 21 - Model Aircraft Static Display at Great Northern Mall

April 3-5 - 38th Annual RC Exposition at Toledo, Ohio

June 13-14 - Bath R/C Society Giant Scale Meet Contact Milt Bond (607) 776-2349

June 20-28 - AMA NATS at Chicopee, Massachusetts

June 21 - STARS Pylon Racing

July 18-19 - Valley R/C 20th Annual Fun Fly at Athens, PA Contact Dan Luchaco (605 Stevenson St, Sayre, PA 18840)

July 19 - STARS Pylon Racing

August 9 - Electric P-30 Contest at Fayette, NY Contact Tim Smarzo (315) 673-1278

August 16 - STARS Pylon Racing

September 12 - STARS All Day Pylon Racing

ANY MODEL AIRPLANE CLUB WISHING TO ADVERTISE A FORTHCOMING CONTEST OR EVENT CAN ACQUIRE A FULL PAGE AD FOR THE TRIFLING FEE OF \$2. A NOTICE IN THE CALENDAR OF EVENTS IS OF COURSE FREE.

Engine failure just after takeoff:

CAUSE I. High-speed needle is set too lean. (I see this almost every time I go to the field, and it's avoidable 99 percent of the time). CURE. Open the needle valve a bit, then be sure to test by holding the nose straight up with full throttle. The engine must NOT sag when this is done. Especially with a new engine, or on any first flight, be sure the needle valve is set a little on the rich side.

CAUSE II. The fuel tank clunk is in the front of the tank. This often happens on the flight following a hard landing or crash. CURE. Grip the aircraft firmly, and thrust it forward. If the clunk wasn't audible before this movement, but it is now, it has probably repositioned itself correctly. Test by running the engine for a few minutes at full throttle with the nose up.

CAUSE III. The fuel-tank line came off in the tank, and the tank was only half full at takeoff. CURE. Remove the tank and install a new line. (See the first tip under "Helpful Hints.")

ENGINE LEANS OUT AND QUILTS

CAUSE I. The high-speed needle valve is too lean. CURE. Open the needle valve and test by holding the nose straight up with full throttle.

CAUSE II. The muffler pressure line came off. CURE. Replace with a new line.

CAUSE III. The fuel filter has opened up (the halves are loose). CURE. Tighten the halves firmly. Test-run the engine on the ground.

CAUSE IV. There's a split in the fuel line--usually at the fuel tank. CURE. Remove the line and replace it with a new one. (See the first tip under "Helpful Hints.")

CAUSE V. The fuel tank is foaming, causing air bubbles in the fuel line. CURE. Balance the prop and wrap the tank in foam.

ENGINE THROWS PROP WHEN STARTING

CAUSE I. The engine is badly flooded. CURE. Remove the glow plug, and spin the engine. Caution! Keep your eyes clear of the plug opening as raw fuel will spurt out, and it could harm your eyes. Test the plug and replace it.

CAUSE II. The prop nut is loose. CURE. Tighten the prop nut. Remember that the nuts for wooden props, in particular, should be tightened before each flying session.

CAUSE III. The glow plug is the wrong one. CURE. Try a "colder" plug (for "later" ignition timing).

ENGINE LOSES RPM WITHOUT THE GLOW BATTERY

CAUSE I. The glow plug is defective. CURE. Replace the glow plug.

CAUSE II. The needle-valve setting is much too rich. CURE. Turn the needle valve in a little at a time until the engine speeds up, then remove battery.

ENGINE FALLS IN FLIGHT, BUT ISN'T OUT OF FUEL

CAUSE I. The fuel tank is too low. CURE 1. Raise the tank until its center line is approximately on the same level as the carburetor. CURE 2. If Cure 1 isn't possible, add an external pump to the engine. CURE 3. See also "Engine Failure Just After Takeoff."

CAUSE II. The engine overheats. CURE 1. The engine is new and requires some additional break-in. Try running through a few more tanks of fuel on the ground with the carburetor set on the rich side. CURE 2. The prop is too large. Try one with a smaller diameter or a lower pitch.

CAUSE III. The back cover has loosened. This will also make it difficult to start. CURE. Tighten the back cover. The gasket may have to be replaced, or the use of silicone gasket maker may be in order.

CAUSE IV. The glow plug has loosened. CURE. Tighten the glow plug.

CAUSE V. The muffler has loosened. CURE. If your lucky, you'll start to hear more noise, at which time you should immediately throttle back and land. If you do, you may save the screws and can then tighten them. If the muffler has fallen off, don't throttle back all the way, as the engine will die. Wait until you have the field made, then close the throttle and shut off the engine.

HELPFUL HINTS

*If possible, use new fuel line rather than just trimming back the old one. The new line will stay on better because it hasn't stretched, and its "flex life" is just starting. The next hints are for beginners--just to try to help you get airborne faster and more often.

*If possible, make your fuel-tank lines visible. Put a fuel filter somewhere on your fuel can to filter the fuel going into the tank, but do not put one on your fuel line.

*Round off the leading and trailing edges of those props, and then balance them.

*Stay away from those .60 engines and pattern planes until you've had quite sometime at the sticks. I also strongly suggest that you do not start with an engine that's smaller than a .20, and be sure it's a 2-stroke.

*Don't put a cowl around the engine--at least, not for the first few flights.

*Use a glow-battery system that has a meter or some other means of alerting you to a dead glow plug.

*This has nothing to do with engines, but if you fly off a grass field, do not attempt to do so with wheels any smaller than 2 1/2 inches in diameter.



CNYMAA 1992 Symposium Financial Summary

RECIEPTS

Admissions \$6487.00 (\$836 Advanced sales included)
Dealer Booths \$925.00
Raffle Commissions \$6.00
Pin Sales \$36.00
Subtotal \$7454.00
Dinner \$840.00
TOTAL \$8294.00

PAID OUT

Fairgrounds Rent \$2303.00
Furniture Rental (Coopers) 643.75
Insurance (AMA) \$10.00
P/R & Postage \$902.25
Trophies & Static Display costs \$508.69
Subtotal \$4367.69
Dinner \$733.44
Scholarships \$1150.00
TOTAL \$6251.13

Profit or (Loss) Totals
Symposium \$3086.31
Dinner 106.56
Scholarships (\$1150)

GRAND TOTAL PROFIT \$2042.87

Jim & Pat Thompson
c/o Stone & Webster Engineering Corporation
Lot 74 Rumah Kedai
Bandar Baru Kerteh
Kerteh
24300 Kemaman
Terengganu
MALAYSIA

First of all, we wish you a Merry Christmas and a Happy New Year.

We arrived back in Malaysia on Nov 6 and successfully coordinated our arrivals in Kuantan. When you think about modern travel, it is really amazing that it is possible for two people to travel in different directions around the world and still meet on time. If you don't already know, Pat broke his right forearm, just below wrist, when she was ice skating in London in October. Jim's Christmas present this year will be to have Pat's cast removed (Pat will also be happy to be relieved of it). When we arrived back in Kerteh, we felt that we had returned home. Our trips to the USA and UK were hectic and far too brief. It was good to be able to relax and not have to get up to catch a plane. Most of Malaysia is getting ready to celebrate Christmas. This country is basically a Muslim country but the stores can never resist the opportunity to have a reason for sale. As a result, the main shopping malls are already decorated. We have been taking pictures with our video camera - enough to bore everyone to tears when we return. Most of the video we have taken so far is of the wildlife and the countryside. So many of the towns have the same features that it is easy to mix them up. We live on the East Coast and all the towns are coastal towns that were fishing ports at one time but now have a few smaller industries.

We are still struggling with our weight. The food here is just too good to resist.

It's so nice to be able to go to a town and not involved in hectic hustle and bustle. Everything is relaxed and easy going. By our standards some things are slow but they get done eventually. We buy some of our food at the local market. The variety of foodstuffs is fantastic. We always point to things and ask "What is this called?" Sometimes we get an answer, but more often we are told that it does not have an English name. We are not making any attempt to learn the local language.

The main reason being is that so many people here speak English. When we are in a situation where we can't find anyone to speak English, then we point and use sign language. It works in the end. As Pat's arm is in plaster, we have not gone swimming since we returned. The weather remains hot and humid but as this is monsoon season it rains very hard for days on ends. By chance, we have had very little rain in the last three days. The rain is warm. Last Friday we got soaked four times but we dried out and so far we have not shrunk.

Happy Holidays.