

April, 2006

AMA #197 / IMAA#687

Glitch Busters



Delaware R/C Club, WWW.DelawareRC.org

Next Club Meeting: April 4, 2006

- Location: Wm Penn HS Cafeteria 2
- Raffle: TBA
- Program Topic: TBA -
- Next Club Event:: Two Tony's Electric Fly-In: May 20, 2006

Runway Repair Work Has Started

On Sunday March 19th, five brave souls started the process of improving our runway grass. I would like to thank Dick Stewart, John Kirchstein, Pete Malchione, Terry Blanch for working their butts off on a cool windy Sunday morning and afternoon. We used two slit seeders to put 500 pounds of grass seed on the runway. The next step in this process will be to put a pre-emergent down for crab grass the first week of May. This application of product will also have fertilizer in it as well. Sometime in June, we will need to put down a weed and feed mix and that should finish the project for this year. The runway is the one common object that all of us use and it was very disheartening to only have four fellow club members join in the work of improving our runway. *Dave Moyer, Pres*

Safety Checking Stored Airplanes

It's a calm, warm Sunday when you suddenly feel the itch to burn up the sky. So you go through the ritual of getting together all your gear and tools and head to the field! Glow fuel? Check! Glow igniter? Check! Rubber bands? Check! Throw all that stuff in the car and head out. Sounds simple enough but remember that all that stuff has been lying around the shop for months and it's worth an hour or two to pre-flight everything involved.

Batteries: Probably the most important thing to check, especially if you don't routinely cycle them. Check them thoroughly before flying. It's a guaranteed re-kit if they fail.

Fuel: How old is it? Was it stored in an airtight container? Remember that methanol loves moisture and will suck it up when it can. Contaminated fuel is probably the biggest cause of unreliable engine runs. So before you start tweaking all the carburetor adjustments, try some fresh fuel. When in doubt, throw it out.

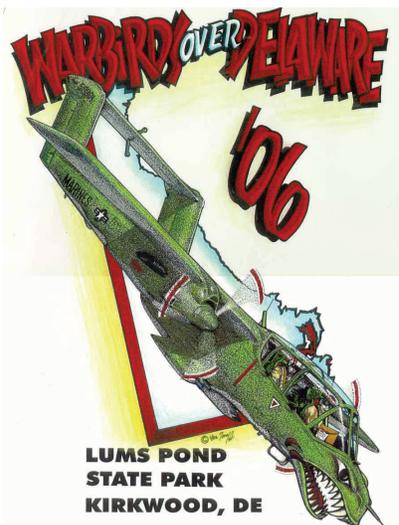
Plane: Clean it thoroughly. Try to make it as clean as possible. In doing so, you end up examining everything. You get a sharp-looking and closely inspected aircraft.

Yourself: So now you're all fired up and ready to go! Just remember to take your time; especially around a running plane. Never reach over the prop. Always adjust from behind. Never fly alone! If you have any doubts about your equipment, don't fly until you are satisfied. For a successful season, just be safe, methodical, and don't rush. Injury and lost equipment is a high price to pay for a Sunday of fun.

From the AMA national newsletter

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Meeting Minutes

Delaware R/C Club – General Membership Meeting Minutes – March 7, 2006

President Dave Moyer called the meeting to order at 7:32PM.

Show & Tell

Jim Schlapfer displayed his Curtis P-40N. Built from Jerry Bates plans the wood was cut by Precision Kit Cutters. Span is 82” with a weight of 20lbs. Powered by Super Tiger 2500 with custom built muffler.

Dick Stewart displayed three electric combat warbirds by Great Planes. Each plane cost \$99. Dick also displayed an “RCV” (Rotating Cylinder Valve) 4-cycle engine.

Paul Bryk displayed a “Super Sniffer” originally available from Midwest Aircraft and is now rekitted by BMJR as an electric. Weight was 20oz.

Ham Taylor displayed a Spektrum 6-channel radio with 10 model memory.

Old Business

Dave Moyer gave a WRAM show wrap up.

Field grass re-seeding has been rescheduled for Sunday, March 19th with a rain date of March 26th.

New Business

Jim Schlapfer discussed the upcoming Two Tony’s Memorial Fun Fly.

Park Stickers for vehicles will be required on May 1. Park stickers are available for purchase at the Ranger’s Station. It is the responsibility of each Club member to obtain the proper stickers for their vehicles.

Tony Albence discussed the Fun Scale contest coming in June. Judges are needed for the event. Contact Tony for info.

Paul Bryk gave an update on the Girl Scout event discussed at the February meeting. The new dates for the flying demo are June 30th, July 14th, or July 28th. The event will be held in the Hockessin area. Contact Paul for more info.

The Club is now searching for a new **Treasurer** to take over at the end of the year. Please consider volunteering for this important Club office. If we have a volunteer now this will allow time for Dick Stewart to provide guidance for this office.

Treasurer’s Report

Dick Stewart gave the current financial report.

50/50

This month’s 50/50 was won by **Eric Barnett**.

Respectfully submitted,

Brian Pasternak



The Delaware R/C Club will seek a volunteer to fill the Club Secretary position at the April General Membership Meeting as I will be stepping down at that time. I am involved in a huge project at work which has me away for most of the week. Secretary duties involve taking the minutes of the Club General Membership Meetings and submitting those minutes to the Newsletter Editor.

Best,
Brian Pasternak

Selecting a Brushless Motor by Terry Blanch

The question asked so often is “What motor will work with this plane?” The answer is often “a lot of them.” So how do you decide? First if the plane is already in your hanger, some simple measurements can eliminate some choices. First how big can the prop be? For ROG at our field the prop must stay out of the grass. So, block up the tail until the fuselage is level and measure from the nose to the ground. Anticipate where the motor shaft will be or use the thrust line. If the motor you want spins a prop too big check the next higher kv rating. Maybe it will spin a prop that will work. Using this method select a motor that uses a slightly smaller prop than the largest that will fit the plane. This choice gives you some options for props. Second, will the motor you want fit? Careful measuring can save a lot of time and frustration. I have even made a dummy motor and it was smart, because it did not fit. Make it easy. Buy a motor that will fit and is easy to mount. Third, will the batteries needed for that motor fit in the plane in a way that helps balance the plane. Make a dummy battery out of anything and trial fit it. Lithium polymer batteries can work against you when trying to balance a large plane. If balancing is going to take a ton of lead and you have not purchased the batteries, explore the possibility of Ni-Cads or Ni-metal. The motor does not care what type of battery powers it and you may save money. Use the popular Watts per Pound ratings to narrow the possible motors down. Planes with 75 watts per pound fly well, and planes with over 100 watts per pound fly great. Here are a few of my systems.

PLANE	WEIGHT	MOTOR/PROP	BATTERY	AMPS	WATTS/LB
Fliton Flubber	17oz.	e-flite 370 geared 6:1 10 x 4.7 gws	3s1p 830Mah Thunder Power	8 amps	80
Vermont Belle	26oz.	Himaxx 2816 Outrunner 10x4.7 apc	3S1P 2000 Mah Apex	13.45 amps	92
Fokker D VII	42oz	Himaxx 3510 Outrunner 11x4.7 apc	3S1P 2000 Mah Kokam	25 amps	100
Mustang 1/12 combat	26oz	Himaxx 2025 6.6:1 12x8 master airscrew	3S1P 2000 Mah Magnum	15 amps	101
Sherry Glider	36oz	Himaxx 2012 Outrunner 11x 7 graupner	3S1P 2000 Mah Magnum	12 amps	58



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**Cloud Kings annual airshow at
Harris airport, scheduled for June
24th with a raindate of the 25th**

Park requires parking stickers

May 1st

Buy them now!

Don't forget to pay your club dues

Set Your Course for Upcoming Club Events	
Saturday, May 20, 2006	Two Tony Electric Fun Fly
Saturday, June 17, 2006	Fun Scale Contest
July 13 – 16, 2006	Warbirds over Delaware
July 28-30, 2006	Helis over Delaware

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