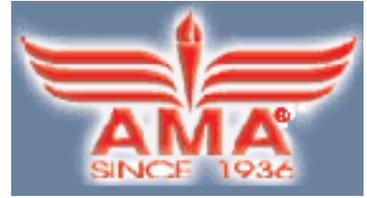


Springfield Radio Control Flying Club



AIRMAIL



www.angelfire.com/mo2/blacksheeprc/index2.html

AMA CHARTER CLUB 394

APRIL 2006

VOLUME 18 NUMBER 4

NEXT MEETING

**Thursday
April 6**

**Brentwood Library
2114 S. Brentwood
Community Room**

At The Field

It was a cold and cloudy day. That white stuff that sometimes falls from the sky and covers the ground was still covering the grass making it hard to graze. I didn't expect any of those people who fly those loud fake birds to show up, but four of them did.

None usually come here on such cold and cloudy days, and especially when the white stuff is on the ground. The four of them were bundled up and even had things on to cover their hands. I don't mind the cold, but I guess they do. But it was very odd this time; the loud fake birds they flew had long things on them in the place where the round things usually were. The load fake birds usually fly gracefully, but one today flew all over the sky in a very erratic fashion. And, they usually land on that long black strip up there where no grass grows, but today, they took off and landed on the white stuff. Very strange. They probably think I didn't notice, but I did. Anyway, they didn't stay very long and the peace and quiet soon returned.



**Are You Ready For Field Day 2006
Come Out And Help Get The Field Ready For The New Year**

The dark brown grazing horse.

2006 Events Calendar

Apr 22	Field Day
Apr 29	Alternate Field Day
May 13	Swap Meet and Fun Fly
Jun 3	Fun Scale Contest
July 29	Float Fly Practice, Lake Springfield
Aug 12-13	Annual Float Fly, Lake Springfield
Sep 9-10	Annual Pattern Contest
Oct 6-8	Annual Heli Fly
Dec 7	Christmas Party

Springfield RC Club Minutes for April 2006. Don Bordwell, Secretary

The March meeting of the Springfield R.C. Club was held on March 2, 2006 at the Library Center on South Campbell.

The meeting was opened at 6:55 PM by President Doug Bennett.

Treasurer's Report – David Campbell

David reported that we currently have 56 paid members, 11 of which are new. Four past members have indicated they will not be renewing. Motion was made and seconded to accept the Treasurer's Report as read. Motion passed.

Minutes of the February Meeting –

As Secretary Don Bordwell was absent, Doug Bennett indicated the minutes were printed in the newsletter, and asked if anyone would like to have them read. Motion was made and seconded to accept the February meeting minutes as printed in the newsletter. Motion passed.

OLD BUSINESS

Field Day -

Doug reminded everyone that Field Day is scheduled for April 22, and asked for a volunteer to head-up the field day maintenance. Mike Howard volunteered to accept this task. Doug then asked for recommendations for needed repairs/improvements. The following items were discussed:

1) There was a suggestion to paint the outhouses one color. Several members thought this was not feasible, as paint will not readily adhere to fiberglass.

2) The Side doors of the hangar need to be fixed or replaced. The consensus of the group seemed to be that the entire panels need to be replaced. Mike Howard agreed to check into materials, including plywood, hardware, etc. and determine an approximate cost for this repair.

3) A suggestion was made to paint

the shed. Motion was made and seconded to paint the shed white. Motion passed. Mike Howard agreed to check on getting a 5-gallon can of white paint.

4) Barry noted that a hole at the north end of the runway needs to be patched.

5) It was further noted that a vertical board underneath the sign needs to be replaced.

6) There are some holes that need to be filled with dirt.

7) We currently have available 5 bags of diazinon; Mike Howard suggested we purchase 5 more, in order to have enough to treat the area for insects. Mike Howard will see about getting the additional bags.

8) Ron Schanda passed on a recommendation from Don Bordwell that electrical repairs be made to the hangar. Don has volunteered to provide the materials and do the electrical work.

9) As a result of a recent article in AMA warning about people being injured on barbed wire, a recommendation was made to place reflectors on the barbed wire at the front of the field. No consensus was reached on this item.

10) A suggestion was made to repaint the gate if needed.

NEW BUSINESS

Web Page

Doug Bennett noted that no apparent changes have been made on the web page since January. There was a question/discussion as to whether or not the webmaster is/has been required to pay Club dues. The consensus was that the webmaster must pay at least the amount that the Board members pay. Doug will contact Jon White to see if he wants to continue handling the web page. Several members indicated that they would assist with the page if Jon decided to step away.

Swap Meet/Fun Fly

The Swap Meet is scheduled for Saturday, May 13. A volunteer to be in charge of this function is still needed.

Float Fly

Mike Howard noted that we need to contact the Park Board to see about arranging for the Float Fly, since the area used is no longer under the control of City Utilities. Doug Bennett agreed to contact a member of the Park Board regarding this item.

Update on Possible City-Wide Flying Field

Doug Bennett reported that several members of local R.C. clubs met with a member of the Park Board regarding a possible city-wide flying site. The basic proposal was to create a site meeting the recommendations of AMA as a bare-bones layout, then add additional features to make it better such that it might possibly attract national contests, etc. There will be a bond issue on the August ballot which is intended to partially support the Park Board, and this flying field proposal may be used to help promote the bond issue.

Raffle –

Doug Bennett inquired as to whether members wished to continue having raffles at the monthly meetings, since little if any money was made on the raffles last year. The consensus was that we need more members in attendance in order to make the raffles worthwhile. Sparky indicated he had a budget of \$80 for the raffle, and currently has \$50 worth of purchases. He will bring these purchases and the raffle tickets to next month's meeting.

The meeting adjourned at 7:42 PM.

Respectfully Submitted,

Nancy Schanda for Don Bordwell

Springfield R/C Flying Club

Fun Scale Contest

SPRINGFIELD MO

June 3, 2006

Registration at 9:00 a.m.

Static Judging at 10:00 a.m.

Flight Judging at 11:00 a.m.

- ◆ AMA Sanctioned
- ◆ 2 Classes Military & Civilian
- ◆ Plaques through 3rd place in each.
- ◆ Food and Refreshment on site
- ◆ Due to noise restrictions gas engines are prohibited
- ◆ Landing fee \$5

GPS Coordinates:

N 37d 20.55m W93d 12.196m

Directions to field:

From I-44 & 65 take 65 North approx. 7 miles to Highway KK, turn left. Go 2 miles to Farm Rd. 189, turn right and go 1/4 mile and your there.

For more information visit our web site at:

www.angelfire.com/mo2/blacksheeprc/index2.html

or contact the CD, Doug Bennett

[\(iflyrc@sbcglobal.net\)](mailto:iflyrc@sbcglobal.net) or 417-880-8330 or 417-887-1529

CARBURETOR AIR LEAKS

by Clay Ramskill

There are several carburetor designs, and each of them seems to have its own potential spots for air leaks, and then its own peculiar "fixes" for those leaky areas. We'll attack these by area, and try to mention particular brands as they apply.

The carb-crankcase connection: OS and clones (ASP, Magnum, Royal, etc.), and many other brands use an "O" ring here. The problem is that the carb seats solidly at the bottom without putting much pressure on the O-ring, or the O ring is just too small or worn out. Use a new ring, one that is thicker, or double-ring it. You could also grind or file a bit off the bottom of the carb so that it will slide in lower and put more pressure on the O ring. Fox carbs are peculiar in that they are square, and are sealed entirely by silicone sealant. Use the high-temperature type.

The high-speed needle. An endemic problem, because most carb designs require that the threads be a little loose between the needle and its housing so that the needle can "float" a bit up near its point, to allow for manufacturing tolerances being slightly off. Fox, some K&B and OS FP are particularly susceptible - use some fuel tubing to make a "gasket" at the joint between the needle and its housing (see figure). The more expensive OS and clone carbs use tiny O rings to provide a good seal and allow some movement. The problem here is usually with the clones - they don't use a good O ring, or the seats for the rings are too deep or too wide, and they leak! The

OS O rings are available - if the O ring seats are not done correctly, though, you may be out of luck!

The low-speed needle. On Fox carbs the same applies as for the high speed needle. Most OS and clones use some type of packing inside the carb barrel to seal this needle - I don't know of a fix if its loose, other than perhaps some silicone sealant.

The fuel inlet nipple: On Foxes, they just screw in; tighten or use some locktite, also. Many other brands such as OS and clones have a tiny gasket for the nipple - it can break or just be squeezed out, causing a bad leak. The same may apply for the nipple for muffler pressure. Buy or make a new one if this happens.

The idle stop screw: Can easily be a problem, especially OS and clones that use a gasketed housing that screws into the carb body, and the screw then goes into this small housing. The little gasket can fail, or the screw - housing joint gets sloppy. Fox and some K&B carbs

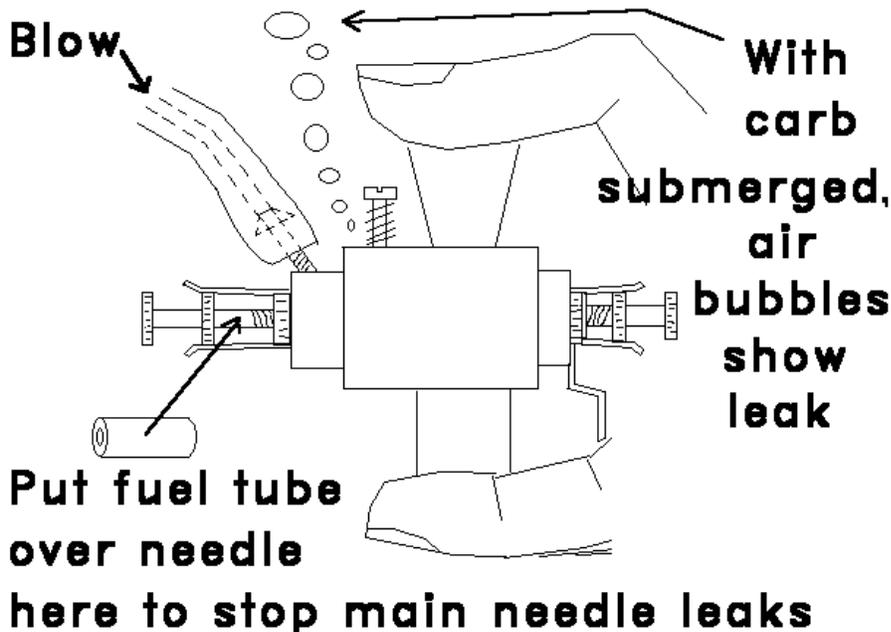
just use a little spring to keep the screw from backing out; with some vibration, these can really get sloppy. Sealant and maybe a locknut on the screw can cure this.

The barrel - housing joint: On the low-needle side, the joint between the carb body and the barrel is open. Supertigre and some other brands use a rubber cover to secure this joint. On other brands, if the fit between the barrel and the carb body gets too loose, it will leak, and theres not much you can do about it, except replace the carb!

TROUBLESHOOTING: If you can't get fuel to the carb by choking the engine, suspect an air leak in the carb if your fuel line is in good shape. Smaller air leaks show up when your engine tends to lean out badly going uphill in the air.

The O ring between the carb and the body - remove the carb, and replace with a piece of paper between the O ring and

Continued on Page 6



From Page 5

the carb. The paper should be hard to remove, or even tear; if not, there just isn't enough pressure on it.

Other leaks - remove the carb, put some spare fuel tubing on the inlet nipple. Holding your thumb and fingers over the top and bottom air holes, insert the carb into water and blow, turning the carb over so various areas are on top (see figure). Wherever air comes OUT, air can get IN! This little exercise may amaze you - and with an older unit, blow your mind! In general, the larger the bubbles, the worse the leak. Be sure to oil the carb afterwards to prevent rust.



Mark Copeland with his new Lear Jet

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