

# THE PROP WASH

VOL 26 Issue 5

ST Peters Propnuts Newsletter

May 8, 2003

## OFFICERS

Pres. Bob Buss 980-3476  
VP. Leo Jones 397-4742  
Treas. Christy Bauer 300-1480  
Sec. Christy Bauer 300-1480

## Board Members

1Yr. Mike Lucido  
2Yr. Al Grossman  
3Yr. Chuck Shull

**Presidents Plug** I would like start off by telling you a story of an experience I had.

On May 6, 2004 I was going to fly my plane. As I ran the plane to full throttle holding the plane vertical, the flight controls went crazy I throttled back to idle and all was ok. I took off at full throttle and the plane went crazy again, so I throttled back and all returned to normal. I landed and returned to the pits. After tying down the plane and starting the engine again, the plane went to full throttle, full left turn, and full

down. I had no control. Checking the plane out visually revealed the crystal had come out of the receiver. So I have since put a piece of tape over the crystal and always tie the airplane down. Moral of the story; Double-check all hardware including receivers, batteries, servos and all connectors. Investigate the slightest problem thoroughly. We all need to think safety.

See you all at the meeting next Thursday May 15, 2003.

## Notes from the Secretary for April 17, 2002

Meeting called to order at 7:16 PM with 16 members 4 officers.

**Meeting Minutes** The minutes from the previous meeting were accepted as published in the newsletter.

**Treasurer Report** Motion to accept by Chuck Shull 2nd by Mark Trent Report accepted as read.

**New Members:** None.

Guest: Paul Schippers

Membership stands at 36 paid and 1 Life Member

**Safety Report:** Kurt reported the purchase of a fire and it will be mounted on the wall out side the bath room door. Please use common sense when taxing your plane! Watch the Frequency when there are a lot of fliers out at the field. There was a close call with a full scale aircraft, so please have a **"SPOTTER"** with you when you go out to take-off and fly.

**Field Report:** Field will be rolled, but is still in good shape.

**Old Business** Club trainer - Hobbico 60 Trainer OS 61 12 X 6 Prop. Frequency Channel 14 with a Buddy Boxes. Kurt did a wonderful job! Thank you Kurt.

Training is Tuesday nights 4:00 till Dark. Contacts are Jim Bauer, Kurt Vitense or Bob Buss.

The Plane will not be flown if winds exceed 10 miles an hour!!

Raffle of Plane kit: Tickets are \$3.00 each. Drawing will be at the May meeting. Attend and get your tickets.

The June, July, and August meetings will be held at the field at 7:00 PM. Bring SKEETER Repellant.

"Flight of the Week" Calendar is on the Bulletin. Every Sunday starts a new week.

**New Business** Website our own registered web site will cost \$8.95 a month. Motion made by Kurt Vitense to register our own site second by Gary Frost. Voted on and passed. Bob Buss will take of it.

## **Announcements**

Innsbrook Float Fly  
Jefferson City Fly In

Wright City, Mo. May 24 [Details Click Spot](#)  
Jefferson City, Mo. May 16, 17, 18

## Next Meeting

**Thursday**

May 15, 2003

7:00 PM

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St. Peters  
Senior Citizens Center

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Open Topics

**See You There!**

Door Prizes compliments

**Mark Twain  
Hobby**

2793 West Clay St.

St. Charles, Missouri 63376

PHONE (636) 946-2816

[www.hobby1.com](http://www.hobby1.com)

## Editors Note:

Our WEB address is:

[www.geocities.com/propnuts1](http://www.geocities.com/propnuts1)  
Anyone wishing to make an announcement or publish an article in the newsletter may do so by submitting it to me no later than the second Monday of the month in which you wish to have it published.

## Airplane Cleaner:

5 cups water  
1/2 cup of ammonia  
1 cup rubbing alcohol  
1 oz. of DAWN dish detergent

Mix all ingredients in a clean milk jug, pour enough in a small spray bottle for field use. This solution cuts thru the oil buildup on the underside of your plane and leaves it squeaky clean.



Joe Nall Fly In	Greenville, SC	May 15, 16, 17, 18
Bloomington Fly - in	Bloomington, Ill	June 7 and 8
3 - D Fly-in spectators only	Troy, Ohio	June 20,21,22 20 minutes north of Dayton
Festival of the Giants	St Charles, Ill	July 11, 12, 13

**Show and Tell** Vince Russo : Pica Kit of a Cessna  
Power : Saito 100

Workable flaps. Weighs in at 13 LBS. Vince reports that this and the attorney bills is all he got out of his divorce. Beautiful job Vince!!

Jim Bauer Carden Aircraft Kit of a 40% Edge 540 39 LBS. 118" wing span 110" Fuselage  
Power : 16.5 hp 150cc 3W 150 Swinging a 32 X 10 Prop.  
Priceless

**Attendance Prizes** 2 \$10.00 Gift Certificates compliments Mark Twain Hobby.  
Paul Schippers (Our Guest)  
Sam Piazza

**50/50 Drawing** Was won buy John Bolesta  
\$6.00 John \$6.00 Club

**Meeting Adjourned** Motion made by Carl Stock and seconded by Harold Wedel to adjourn.

### Tech Notes

## Engine break-in procedures improve performance

By LARRY DUDKOWSKI

Breaking in an engine ensures smooth and reliable performance. Nothing is more frustrating than having your engine quit, whether it's in flight or on takeoff. Breaking in an engine reduces this problem. The break-in process involves impregnating the metal surfaces with lubricant as they wear together. I picked up this method from a model magazine a few years ago and have used it ever since. The procedure repeatedly brings the engine up to operating temperature, which opens the pores in the metal, allowing the lubricant to penetrate during the cool down cycle. The following steps are performed with the throttle wide open. The engine speed is adjusted via the needle valve. Generally an engine is broken-in when it will idle reliably and will throttle up smoothly. The instructions here are for 2-cycle engines; 4-cycle engines require a different break in. When in doubt, follow the manufacturer's instructions.

### **Engine Break-in Procedure:**

1. Warm up the engine. Start it. Once it's running, set the throttle wide

open and adjust the needle valve mixture *very* rich. The engine exhaust should be wet with unburned fuel and oil. The engine should be four-cycling (that is firing only every other cycle). Run this way for two minutes.

2. Lean out the mixture until you're near peak rpm. Run for 30 seconds.
3. Enrich the mixture again until the engine is four-cycling. Run for 30 seconds.
4. Lean out the mixture until you're near peak rpm. Run for 60 seconds.
5. Enrich the mixture until the engine is four-cycling again. Run for 30 seconds.
6. Keep alternating the high-speed runs with the cool down periods, increasing the amount of time you're running near peak rpm in 30-second increments. Remember the 30 seconds of running rich cool down time in between each high-speed run.

For the next tank of fuel, let's begin with step one, "the warm-up," but pick up the high-speed run time where you left off. If you ran out of fuel after two minutes, the next high-speed run would be two minutes, 30 seconds. After the second tank of fuel is used, check for smooth idle and throttle response.

If the engine quits at idle or hesitates at throttle up, continue the process. Once completed, you should have a reliable power plant for your model. I find that about 20 ounces of fuel is the minimum required for proper break-in. For the first few flights, you should run the engine slightly on the rich side, gradually leaning it out for peak power in successive flights. The fuel is also an engine coolant and lubricant. Engines, especially the ABC types, are manufactured to very close tolerances. When the model is in motion, less load is on the engine, and the propeller moves easier. This allows the engine to run faster. If the fuel mixture is too lean, the engine overheats because of the high combustion temperature, and less unburned fuel is available for cooling and lubrication. This causes the internal parts to expand. Expansion can cause the engine to seize and quit running during flight. Remember, it's running too lean if:

1. At full throttle, you quickly pinch and release the fuel line and the engine

hesitates or slows.

2. At full throttle, you hold the aircraft vertical and the engine slows or hesitates. Wait 15 seconds.

3. Brown or black residue is on the cylinder head. This is burned oil.

4. Your engine slows or quits on take off or during vertical maneuvers.

**From Plane Talk**

Prop Masters R/C Aero Club

Dave Masters, editor

Warrenville IL

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## The Swap Shop

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Great Planes Extra 300s  
58" Wing Span Red and White  
New 46 Magnum Power Plant  
5 New JR 538 BB Servos

**Price: \$350.00**

**With out Servos \$250.00**

Will sell servos separate \$20.00 EA.

6 11X 6 Zinger props. \$10.00

Contact **Jimmy Douglas**  
(636) 528-3811

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EZ Supra Star  
OS .32 w/ muffler  
Futaba/ JR servos/ switch/ charge assy.  
Retracts  
\$250.

Contact **Wayne McCosker**  
(636) 940-0901

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If you have anything in the area of R/C Aircraft or Accessories you want to sell submit them to me at [propnuts1@yahoo.com](mailto:propnuts1@yahoo.com) or regular mail Propnuts

710 Barbara Dr.

O'Fallon, Mo. 63366

and I will put them in the newsletter. Pictures are encouraged.

I can also put them on the WEB Site.



## *Wright Flyers*



# 2003 Float Fly



Date: Saturday, May 24<sup>th</sup>, 2003

Time: 9:30 – Noon

Location: Innsbrook Estates (see directions below)

By: Boeing and Wright Flyers

Frequency Control: Sign-Up Sheet

**\*\*\*Must have Current AMA membership to Fly\*\*\***

**Static Display: Any R/C Airplanes and Helicopters are welcome!**

**Practice Day: There will be a practice day on Saturday, May 10<sup>th</sup> from Noon – 4:00 PM. This is a good time to check out your equipment and get some practice.**

**Directions: I-70 West to Wright City (Exit 200). Hwy F South 5 miles (follow the Innsbrook Estate signs). Left at Innsbrook Estates entrance (identify yourself as part of the Model Airplane Club demonstration). Once inside the gate, take an immediate right. Follow the main road 1 mile. Turn left at sign “Lakeside Villas 21-66”. Take Gravel road to beach for unloading, then park behind villas.**



For additional information, call Don Vetrone, 636-745-3241