

# SUN PARLOR R/C FLYERS

WINDSOR ONTARIO

MEMBER OF M.A.A.C.



# THE EMITTER

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**The next meeting will be March 4th, 7:00 pm Windsor Flying Club**

## President's Report February 2019:

**Hello Sun Parlor Flyers**

**As usual an exciting meeting.**

**A few new members joining in very exciting!**

**Another informative update by Paul Sousa on the MAAC and Transport Canada Legislation.**

**Thank you again for this ongoing info.**

**Also, thanks to Alfons Conzen that has insight and input as he has a commercial licence for drone flight.**

**He has extended his assistance if anyone has questions in getting involved in commercial flight with drones you may contact him for help.**

**After providing all this info please be sure to be informed yourself with the Transport Canada rules and regulations as our club can not be the authority in this.**

**I hope to see all of our members at indoor if you have interest and at the field soon .**

**Again, come on spring !!!!**

**Sincerely**

**Duane Pickersgill**

**President**

**Sun Parlor RC Flyer**

## Secretaries Report:

### Sunparlor RC Flyers

#### Meeting February 4, 2019, Windsor Flying Club

Call to order by President Duane Pickersgill @ 7:03 PM.

Duane welcomed everyone including guest Len Morissette and new members Jeff Thompson and Mark Isherwood

A motion from Pat Sheehan to accept the minutes from our last meeting as published in the Emitter. Second by Paul Sousa. Carried.

#### Treasurers Report

Jim Bridge was unable to attend the meeting. There was no treasurers report tabled. Pat Sheehan stepped in to accept membership dues and issue receipts

#### Old Business:

Paul reported Transport Canada released Gazette II regarding unmanned aircraft regulations on the Tuesday after our last meeting. The report is published on our MAAC website. Our membership with MAAC will exempt us from many of the new restrictions. We will be able to continue to fly as we always have following our club/MAAC rules and guidelines. The regulations will become law this coming July.

We were very pleased to announce Dan Wright has confirmed he will oversee our Wednesday afternoon/evening BBQ & fly this coming season for pilot training and the general membership with help of volunteers Dave Borland, Jim Sagaert and Dave Pierce. Everyone is welcome and more volunteers can only make this event better. Thanks Dan!

Paul reported our Mall show schedule is set for April 13/14. The location will be the same as our last show two years ago. Paul will have more info available as the date approaches.

Duane reported we will be moving forward this spring on field improvements. We will purchase and install motion detecting solar lighting. Paul will perform the annual lawn mower maintenance, and we will purchase a weed whacker per a request from Jonathan.

Duane also mentioned we have a few events tentatively scheduled that require CD's and volunteers. Have a look at the Events Schedule on the website. Chatham Jets is scheduled for September 18 – 22<sup>nd</sup>.

#### New Business:

Our new Public Relations Officer Peter Doupnik is requesting information he can use from CD's and/or volunteers for promotion purposes for their upcoming events. Please drop him a note at a meeting or e-mail him [pdoupnik@cogeco.ca](mailto:pdoupnik@cogeco.ca) .

Peter also announce MAAC has updated their website to now show each zone with a list their clubs. A click on each club will link directly to their planned events provided this information is sent to them.

Take a few minutes to have a look.

50/50 draw \$62.50 prize was won by someone??? I didn't write down their name. Congratulations whoever you are!

The \$20.00 cold hard cash attendance prize was won by Dan Wright.  
Congratulations!

A motion from Gary Wolf to close the meeting at 7:36 pm. Second was Dave Kool.  
Carried.

## Attendance

Duane Pickersgill	Bill Green
David Beaulieu	Kaz Sawiak
Dave Kool	Dan Wright
James Sagaert	Dave Borland
Juan Pallero	Larry Hawksworth
Art Songal	Paul Sousa
Mark Isherwood	Jason Skreptak
Greg Meyer	Esther Santos
David Pierce	Jonathan Eskritt
Massimo Cardelli	Pat Sheehan
Gary Wolf	David Doyon
Alfons Conzen	Murray Inverarity
Peter Veighey	Peter Doupnik
Wilfred Marengo	Wayne Pinke
Jeff Thompson	Rob Barrow
Len Morissette (guest)	

All member attendee names were entered and eligible for the year end prize draw.

## Ramblings Off The Green

Something different this month, Lets talk gas. Not the stuff we create but the stuff that powers our somewhat larger airplanes.

Those internal combustion, pollution creating, big noisy, powerful , large propeller turning gasoline 2 stroke engines.

Now all of you tree hugging, foam loving RC enthusiasts might want to skip this article. After all gasoline and Styrofoam don't play well together.

This is going to be a how to tune your gas engine for best performance. First off not all gasoline is created equal. Ethanol, (an additive in most gas) is bad for the parts of a gas engines carb. I personally buy shell premium gas because I know it has no ethanol added. I use this gas for my airplanes and weed wackers and any other internal combustion engine at home.

All you electric ARF guys that discard those milky coloured plastic containers that come with the airplane, well that is the fuel tank. So you are going to have to find that tank, throw out that electric motor on the front of your plane, replace it with a big vibrating gas engine then plumb that tank for gasoline use. The rubber stopper for fuel tanks are different for gasoline than for glow. Make sure you have the right one. Gas stoppers can be bought at any hobby shop. Also you know how your automobile has a myriad of fuel filters for the engine. That is because gas can be dirty. Best to plumb your gas tank with one of those felt clunks and a third line for filling and emptying the tank. One last thing, throw away the Chinese plug that came with your engine and get a NGK plug.

Ok lets talk engine tuning.

1) The low end needle on a Walbro carb is ALWAYS the one closest to the engine, the high end needle is the closest one to the intake/choke.

(2) There is no fuel adjustment for idle fuel, only air feed set by the idle stop or servo.

(3) Both low end AND high end needles feed the top end fuel supply

Set your low and high needles to the factory recommended settings. Choke the carb apply about  $\frac{1}{4}$  throttle, and with the ignition on flip the prop until the engine fires. Open the choke and with the throttle slightly above idle continue to flip prop until engine starts. Warm the engine up for a good minute or so then go to full throttle. Leave it there and listen to the engine. If it starts to sag and slow down then the high needle is too lean. Turn it out a little to richen it up. If at full throttle it gurgles and 4 strokes then turn the high needle in a little.

The carb needles on a gasoline engine are real sensitive to adjustment so a little is a lot. A screwdriver blade thickness is a good adjustment.

If the top end runs OK, then slowly pull the throttle down until the engine begins to "four cycle" hold the throttle there. Adjust the low end needle until the "four cycling" stops. Now lower the throttle more until it "four cycles" again, and adjust the low end again. Keep doing this until you reach full idle. Now, from full idle begin to throttle up until the engine starts to bog or hesitate. Open up the top end needle just enough to eliminate the bog or hesitation.

When this is done right, you will be able to set the throttle in any position and it won't four cycle, plus you will be able to transition from idle to full power without any hesitation at all.

Another way to get a close tune is to warm up the engine, then go to full throttle, then very quickly go back to idle and listen to the engine .....how long does it take to start to "load up" or start to slow down in RPM? If it is rough right away you are likely way to rich. A good "safe" tuning on the low needle you should be able to clean it out with some run ups, return to idle and it should have a nice

steady low idle for at least 15-20 seconds before it starts to load up. If it does this it is still just a "touch" rich but will not die on you and it will run nice and smooth. - How low should react. Now that you have it running, clean out the engine and let it go to idle. Let it sit for 10 seconds or so and then slam the throttle to full, not slow, nail it!! Listen to what it does. If it dies or almost dies, you are too lean. If it stumbles and works it's way up (may see smoke in exhaust) you are rich. It should run up quickly with very little or no noticeable stumble.

- Now tune the H needle. There are several ways to do this with RPM but the most simple way for a safe needle setting is this. With the engine warm and the low needle tuned run the engine up to full throttle for about 5 seconds. Now chop it in one quick motion to low. Listen to what it does then.

- If it returns to a steady idle, you are very close.
- If the idle goes way low and works it's way up to a steady idle you are too rich.
- If it stays at a high idle and then slows down you are too lean.

When H is set return and double check the L and then double check the H. Then it's time for a flight. Listen to the engine carefully for all of the noted symptoms while you are flying. One engine test I do in-flight is for the H needle. Get the engine nice and hot, maybe a high speed pass or something. Now do a full throttle straight up line. Listen! Engine should be smooth and steady until you can't go higher. If it starts to sag at all, land immediately and richen the H needle just a tad and try it again.

This fade can also be caused from overheating not tuning related so make sure your engine is properly baffled if you now the tuning is correct.

Hope this helps.

Bill



## 2018 Sun Parlor RC flyers club event schedule

Event	Date	Director (CD)	Food Organizer
INDOOR FUN FLY	March 31	David Doyon Assisted by Duane Pickersgill	
MALL SHOW	April 13 + 14 Pending approval	Paul Sousa Assisted by Bill Green + Duane Pickersgill	
SEASON OPENER	May 25 <sup>th</sup> rain day 26 <sup>th</sup>	Dave Kool	David Doyon
FLOAT FLY	June 1 rain 2 <sup>nd</sup>	Peter Doupnik	Please bring your own snacks and drinks
ELECTRIC FUN FLY	July 6 <sup>th</sup> Rain 7 <sup>th</sup>	Mike Salter	Cook TBA
SPRCF PUBLIC AIR SHOW	Aug 24 <sup>th</sup> and 25 <sup>th</sup>	Bill Green + Duane Pickersgill + Dave Borland	The Beautiful airshow girls
FAMILY DAY/FALL CLASSIC	Sept 14 <sup>th</sup> rain 15 <sup>th</sup>	Duane Pickersgill Assisted by Dave Borland	David Doyon
HOLIDAY INDOOR YEAR END	<b>TBA</b>		
Multi prop race days	\$ races TBA	Regis Sohler	TBA



# Sun Parlor R/C Flyers Inc.

## Membership Application

Please Print Clearly

New:

Renewal:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Telephone Home: \_\_\_\_\_ Work: \_\_\_\_\_ Cel: \_\_\_\_\_

Email: \_\_\_\_\_ MAAC No: \_\_\_\_\_

Flying Ability: Beginner:  Pilot:  Instructor:  MAAC Expiry: \_\_\_\_\_  
Subject to club approval

Group: Open:  Junior:  Trial:  MAAC Confirmed:   
18yrs or over on Jan 1st Under 18yrs on Jan 1st Treasurer use only

Do you wish to have your name published in the club phone number directory? Yes:  No:

### Annual Membership Dues

All members must obtain their MAAC membership directly from MAAC before joining SPRCF ([www.maac.ca](http://www.maac.ca)).

	Club	New Member Lawnmower Assessment	New Member Total
Open <small>18yrs or over on Jan 1st</small>	\$75.00	\$30.00	\$105.00
Trial 3 Month* <small>All ages</small>	\$20.00	\$0.00**	\$20.00
Junior <small>under 18yrs on Jan 1st</small>	\$25.00	\$0.00***	\$25.00

\*Not available to anyone who has been a SPRCF member in the last 5 years

\*\*After trial membership, members are required to pay lawnmower assessment when purchasing full club membership

\*\*\* Junior members are required to pay lawnmower assessment after turning 18 and becoming an open member.

### Dues paid after September 1<sup>st</sup> are for remainder of year and following year (New Membership's Only)

Sun Parlor R/C Flyers Inc. requires all members to volunteer a minimum of four (4) hours per year to assist the club in maintaining facilities and staging events. A surcharge of \$20.00 will be added to the next year's club dues for members we do not volunteer. (Members with health issues are excluded from this policy)

I have read the Sun Parlor Club field rules and agree to abide by all rules and guidelines approved by the club. I understand that my failure to comply with the MAAC Safety Code may result in failure of MAAC liability insurance for any damages or claims. I will not fly without a current MAAC membership.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Parent or Guardian(if under 18): \_\_\_\_\_

## Sun Parlor Radio Control Flyers Inc.

### FIELD RULES AND GUIDELINES

#### FIELD RULES

- 1) Any actions contravening to the following rules and /or the M.A.A.C. rules are subject to a warning. Continued disregard for the rules and guidelines by any individual will be reviewed by the executive board with the possibility of not being welcomed to return to our club.
- 2) The field and facilities are to be used by members who are in possession of a current M.A.A.C. and SPRCF club membership. Any out of county guest may use the club's facilities up to three times per year if accompanied by a club member. This guest must have proof of a current M.A.A.C. or A.M.A membership. (insurance )
- 3) Access to the Tower Field is from the 4th concession by the road adjacent the south boundary of the field .
- 4) Parking will be limited to the gravel lot which is bordered by rail road ties, on the south side of the pits and runways, with exception to special event.
- 5) No internal combustion engine operation (except for field maintenance equipment )is permitted before 9:00am on any day of the week.
- 6) **All** areas of the field will be kept clean. Each member is responsible to remove their own garbage . If you are a smoker do not throw your butts on the field or in the portable toilet you must take them home with you.
- 7) All engines and aircraft using our field must meet the noise limitations of 90 db at a distance of 7 meters. Suspect aircraft will be tested at a 360 degree perimeter at full throttle with the highest recorded reading by the sound meter being used.
- 8) Members who have not obtained their level 1 restricted wings (fly only the aircraft you were trained on or one similar in performance ) are not permitted to fly without an instructor alongside said member during flight.
- 9) It is the responsibility of anyone operating a gasoline or turbine powered (not Glow )aircraft to have a suitable fire extinguisher with them at the starting box at all times .
- 10) Pets are permitted in the parking area on a maximum 10 foot (3 meter ) leash. It is the owners responsibility to clean up after their pet.
- 11) You must have your name and address inside your aircraft for identification.
- 12) **You must show proof of current M.A.A.C. membership before being issued a club membership.**
- 13) No smoking beyond the spectator safety fence will be permitted at any time.
- 14) Cell phone use is to be limited to spectator and parking area **only** .
- 15) You must taxi out to runways via taxi ways only.
- 16) Any member under the age of 16 years must be accompanied by a parent or guardian when at the field.
- 17) Any turbine powered aircraft must use a reasonable means of deflecting exhaust during start up as to not damage the field and surrounding properties.
- 18) there will be no alcohol or illicit drugs consumption permitted at the field at any time.

#### SPRCF GUIDELINES

- 1) **PLEASE RESPECT YOUR FIELD**
- 2) Flyers will cooperate with the method of frequency control approved by the club. If you cause an aircraft crash due to interference and it is proven that you are at fault, you will be required to replace the lost aircraft or provide the cash value for damages.
- 3) Aircraft will be prepared for flight on one of the cement starting pads or raised starting stations with the aircraft's forward direction facing the flight field. Do not start or arm engines in the pits. **This also applies to battery powered electric aircraft**
- 4) All flyers are required to display their current membership card at the frequency box while occupying the field.
- 5) No flying over the pits, parking lot, spectator area or restricted (no fly) zones. Know that the flight line is **always** beyond the petro mat .
- 6) All runways and grass landing area should always be kept clear for emergency landings. Please note it is mandatory to call out landing prior to a landing attempt.
- 7) Landings will be made with the pilots back to the pits.
- 8) Prior to a low fly by, no person should be on the field beyond the pilot line. All low fly-bys **must** be called out.
- 9) When more than one aircraft is in the air, pilots must fly in the same circuit or in different sections of the field as decided by mutual agreement between the pilots flying at that time.