

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS



SNAKES ALIVE!!!!!!

Recently members got the shock of their lives when they opened the garden shed at the field to find a two meter, red-bellied black snake curled up inside. Eventually the snake was persuaded to leave and headed out to the field. It was also reported that a couple have been sighted near the toilet area, so be careful, especially when retrieving aircraft in the long grass or opening the container and the garden shed. None of the more aggressive brown snakes have been sighted, but this does not mean that they are not there, so be warned and always wear appropriate foot ware at the field.

STORMIN NORMIN

Quarterly General Meeting

**To be Held at Castle Hill RSL
on Friday Evening
12 March 2004 2000 Hours (8PM)
Dress rules apply
All Members Welcome**

Congratulations to Betty and Col Lyttle who celebrate their 50th Wedding Anniversary on 13th March 2004.

Well done guys – all the best from all your friends at field and lets hope you have many more years together

Please note that any article, technical or historical fact or fiction other than the published minutes of general meetings of the club, express the opinions of the writer of such articles and do not necessarily become fact. The club accepts no responsibility for any outcome of any incident that may or may not be attributed to any matter printed in the club newsletters.

<u>Inside this issue</u>	
Page No	Content
2	Committee, SRCS Calendar
3,4	Life Membership of MAS NSW for Mike Close
5	Presidents Letter
6,7	QGM Minutes December 2003
8,9	Treasurers Report
10	Web page and reminders
11	Pylon Report
12,15	Glow Plugs, some handy information
16	SRCS Calendar

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

THE 2003 – 2004 COMMITTEE

<u>NAME</u>	<u>POSITION</u>	<u>PHONE</u>	<u>E-MAIL ADDRESS</u>
Mike Close	President	(02) 9872 6469	Mikeclose@cherry.com.au
Paul Toyne	Vice President & Safety Officer	(02) 9642 7059 0419 525 664	Paul.Toyne@orica.com
Chris Byrne	Secretary	(02) 9659 2489	chris.byrne@Philips.com
Ewald Klinkenberg	Treasurer & Registrar	(02) 98312817	Klink@idx.com.au
Norman Bantin	Newsletter Editor	(02) 9624 8117 0403 337 829	DOT11E@onaustralia.com.au or Norman.Bantin@sydneywater.com.au
Jon Scarpellino	Ordinary Member	NA	kej@smartchat.net.au
Bill Barrett	Ordinary Member	(02) 9680 7114 0416 363531	bbbarrett@ozemail.com.au

MOWING UPDATE

The club has now purchased a brand new four-stroke, Victa, lawn mower to mow under the shelter, along the sleepers and other difficult areas. The mower was purchased from club member David Choon who runs Supreme Mowers at Concord at a very good price. David also did a service and checked the ride-on that he also supplied.

Thanks David the Club really appreciates your contribution, as we know how busy you are – looking forward to seeing more at the field.

There are now four members with access to the mowers and the field will be mown at least once a fortnight on a Saturday Morning by 9:00 am. Two members are usually required for safety reasons and to get the job done as quickly as possible. Once the rear of the container is opened and the mowing is progressing, those who arrive early can assist. The mowers must always be secured behind the roller door with the ride on chained to the rear of the container.

The Club really appreciates this effort of the mowers – **THANKS GUYS**

<u>CLUB EVENTS</u>	<u>Date</u>	<u>Alternate Date</u>
Glider Day	Sunday March 14	Sunday March 28
Scale Rally	Sunday 16 May	None
HOG Day	Sunday 27 June	Sunday 11 July
Club Scale Rally	Saturday 24 July	Saturday 7 August
Kevin Gray Fun Fly	Saturday 28 August	Saturday 11 Sept
Pattern Day	Sunday 31 October	Sunday 14 Nov

**SYDNEY RADIO CONTROL SOCIETY - incorporated
CLUB NEWS**

**Presentation Dinner for Life Membership of
The Miniature Aero Sport NSW, Inc; Year 2003**



Val, Mike and Joe



The Sydney Radio Control Society table

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

Life Membership of Miniature Aero sport NSW Inc Year 2003

On Saturday 14th February 2004, members of the Sydney Radio Control Society attended a Celebratory Dinner at the Australian Aviation Museum at Bankstown Airport. The Dinner was held by MAS NSW to present Life Memberships to MAS NSW. Mike Close was nominated and the following is a list of Mike's involvement since 1991 as supplied by Val Vickers.

May 1991

Mike Close was nominated to be the Registrar of Radio Controlled Aircraft Society (RCAS)

During this time Mike was involved with the challenge of the computer systems for our FAI cards and labels for our newsletters to be posted. The Registrars Position was a tedious job especially during the development time of our new upgraded systems.

May 1992:

Mike continued as the Registrar during the new systems of our FAI cards

May 1993:

Elected as Vice President.

During this year Mike supported RCAS in different role, assisting executive Members, RCAS Interclub competitions and other events.

May 1994

Elected as RCAS President.

Mike represented the members at council conference each year.

Elected as Treasurer of the NSW National Championships at Wagga.

Involved with all activities Committees & Country meetings.

Representative for RCAS on the Frequency Sub Committee & eventually Chairman of same committee, and to this date yr 2003 represents MAS NSW on the same committee.

Mike became an Instructor & has assisted the Chief Flying Instructor.

Represents the State as an Education Officer and has supported the Public Relations Officer with the running of the Air shows & events.

1998 Mike resigned as President of RCAS to take on his newly elected position as President of The Model Aeronautical Association of Australia (MAAA)

and to this date Year 2003 still holds the same position.

At present Mike assists with education at the Power House Museum and is prepared to assist the PRO & Executives of MAS NSW Inc.

I know that all members of RCAS / MAS NSW inc appreciate Mikes dedication of (7) Seven years during his time as an Executive of the State and is still dedicating his time supporting our members & furthering our sport.

Valerie Vickers
PRO. MAS NSW inc

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

PRESIDENT'S LETTER

As most of you would know I was elected to Life Membership of MASNSW in May last year. A week ago was the Presentation Dinner at which I received the plaque commemorating the event. I would like to thank all the members of SRCS who were able to attend and also to those who signed the card that was given to me at the field on the day. As I said in my speech in the evening, I would not have stayed in the administration of model aviation for so long if it had not been for the support of all the other people who also contribute at Club, State, and Federal level. This makes the task much easier than it would be otherwise and I thank everyone for his or her contribution and help.

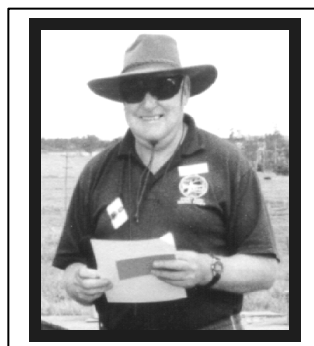
When I wrote the last MAAA Newsletter I had just come back from the opening of the Victorian State field. This time it is from the MAAA Council Conference, also in Melbourne. As it is so soon after the event, and I have not seen the minutes yet, I probably should not cover the things that happened. However the visitor rule has been relaxed a little and the club rules will probably be changed to reflect this. However we had a talk from our insurance broker and he emphasized risk management and using this for the minimization of risk. Without this we are exposing ourselves to potentially avoidable claims. I am sure that you don't need me to tell you that more claims means higher premiums. The visitor rule is to enable potential new members the opportunity to sample both model flying and the environment of the club without having to pay a reasonably high membership fee and then find that they want to do something else. For risk management reasons, visitors under the new MAAA rules, and I still have to draft the detail, will only be allowed on the basis that the person is using the privilege for the purpose of sampling model flying and it must be under the direct supervision of an experienced instructor or other person. That means that they have to be physically with the visitor. Of course this does not apply to visitors who are already Affiliated Members of the MAAA through another club. Under these circumstances the current SRCS rules apply.

We have recently bought a small 4-stroke hand mover. This will support our current ride on for moving the area under the awning and areas for which the ride on is unsuitable. Once again I would like to thank Norm Bantin and David Choon for organizing it.

We have also obtained a quantity of hats and shirts with the SRCS logo on them. Ewald Klinkenberg has these for sale. We have never had club hats before as far as I know. It certainly looks good when visiting other clubs if most of the people there are wearing part of a club uniform. I certain believe that it helps to develop club spirit and I would urge everyone to consider buying something. The hats are particularly obvious when they are being worn. I would like to thank Ewald for organizing it and in particular one of our new members, Marty Bilson, who is in the trade and was able to organize the purchase of the base garments and do the embroidery for us. Thank you both very much.

As usual I hope to see you all the next QGM as notified in this Newsletter and at the field.

Happy and safe flying,
Mike Close President



SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

MINUTES OF THE 2003 SRCS DECEMBER QUARTERLY GENERAL MEETING

The meeting was held at the SRCS Field on Saturday 13 December 2003.
Mike Close opened the meeting at 3.07 p.m. Minutes were recorded by Chris Byrne

PRESENT

Bob Evans	Mike Close
Norm Bantin	Derek Slevin
Chris Byrne	Marty Bilson
Ewald Klinkenberg	Dan Bilson
Valerie Vickers	Steve Vickers
Bill Barrett	John Howard
Michael Dilley	Bill W

APOLOGIES

Robert Zyp	Col Bruce
Paul Toyne	

MINUTES OF THE ANNUAL GENERAL MEETING 12-09-03

The minutes of the AGM were read and agreed as accurate, but cannot be accepted until next AGM.

MATTERS ARISING AGM 12-09-03

- ✍✍ Signs of flying rules and general information to be erected on Transmitter Shed MC&CB
- ✍✍ Club Rules to be amended to Include Flying times.

SECRETARIES REPORT

- ✍✍ Calendar of 2004 events has been sent to MAS, and events included in their calendar

TREASURERS REPORT

- ✍✍ Income and outgoings for the ¼ had positive balance of \$152.50
- ✍✍ Current club membership was a total of 115 members, which shows moderate growth for this time of year.

GENERAL BUSINESS

Ewald proposed new logo for use on club T-shirt and caps. This was approved as very satisfactory.
Chris Byrne proposed that the gate key deposit is to be increased to \$30.00 for new members for the 2 keys. Discussion was held as to the requirement to keep 2 separate keys and consensus was agreed.
Motion raised by Norm Bantin, seconded by Bill Barrett (Unanimous)

Motion was put by Mike Close that the Committee to have a discretionary spending of up to \$2500.00 for repair and maintenance on the roadway and the area immediate to the south end of the runway.

Motion raised by Bill Barrett, seconded by Bob Evans (Unanimous)

Turtle Landscape to be contacted for recommendations and quotation MC

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

Mike Close made comment that Social Events had fallen away. NB and CB to speak to Phil Norris to ask if he was interested in acting as social secretary to organize a February event. A harbour-cruise was suggested by Bob Evans.

The Committee agreed to look at any new options for meeting rooms for future meetings. Castle Hill RSL was considered to be getting too expensive.

Annual Club Championship

Points for the 2003 Events totaled as follows

1 st	Mike Close	79 Points
2 nd	Robert Zyp	75 Points
3 rd	Matt Hollaway	56 Points
4 th	Derek Slevin	42 Points
5 th	Paul Toyne	35 Points

Other Issues

Val Vickers spoke of an invitation to a function for Mike Close, recognizing his life membership to the MAAA, to be held on February 14th at the Australian Aviation Museum.

Event to be Dinner, BYO expected cost \$26.00 per head.

Deadline for numbers Feb 6th, minimum of 6 people, payment due on the night.

CB and NB to organize invitation letter to all club members mid Jan.

Mike Close closed the Meeting at 3.55pm.

Little Miss Piggies

It has been reported that there is still a lot of rubbish being left at the field. Cigarettes butts, rubber bands and other junk

PLEASE GUYS - TAKE HOME YOUR RUBBISH, have a little respect for other members and remember we do not own the field and could be asked to leave if we abuse our privilege.

THEN WHERE ARE WE TO GO????????

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWS

TREASURERS REPORT

Profit & Loss [With Last Year]

October 2003 through November 2003

	This Year	Last Year
Income		
Gate Keyes	\$50.00	\$10.00
Joining Fees	\$180.00	\$45.00
Member Fees	\$1,270.00	\$1,132.00
Misc Income	\$11.00	\$0.00
Scale Day	\$496.30	\$506.60
Total Income	\$2,007.30	\$1,693.60
Expenses		
Bank Charges	\$4.80	\$6.44
Consumer Affairs	\$56.00	\$56.00
Equipment	\$99.40	\$0.00
Field Maintenance	\$0.00	\$83.01
Locksmith	\$656.00	\$0.00
Mailing	\$90.00	\$0.00
MAS fees	\$698.50	\$1,187.50
Scale Rally	\$250.00	\$159.95
News letter	\$0.00	\$160.07
Toilet Services	\$0.00	\$110.00
Total Expenses	\$1,854.70	\$1,762.97
Net Surplus / (Deficit)	\$152.60	-\$69.37

Membership

Assoc	16
Jnr	5
Life	4
Pen	9
Snr	80
Spouse	1
	115

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWS

Profit & Loss [With Last Year]

November 2003 through January 2004

	This Year	Last Year
Income		
Gate Keys	\$50.00	\$40.00
Interest	\$1,235.60	\$0.00
Joining Fees	\$180.00	\$180.00
Member Fees	\$531.50	\$1,230.50
Total Income	\$1,997.10	\$1,450.50
Expenses		
Bank Charges	\$4.80	\$0.00
Competition Prizes	\$93.04	\$0.00
Field Maintenance	\$0.00	\$66.00
Food & drink	\$0.00	\$34.25
Hall hire	\$0.00	\$150.00
Locksmith	\$84.70	\$0.00
Mailing	\$270.00	\$0.00
Depreciation	\$0.00	\$206.58
MAS fees	\$940.50	\$801.00
Postage & shipping	\$40.00	\$45.00
News letter	\$211.10	\$160.07
Field upgrade	\$0.00	\$49.80
Total Expenses	\$1,644.14	\$1,512.70
Net Surplus / (Deficit)	\$352.96	-\$62.20

Membership

Assoc	17
Jnr	5
Life	4
Pen	9
Snr	84
Spouse	1

120

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWS

Hey guys

Had a couple of complaints from some members regarding the fact that when they went to their favorites to click on SRCS they got the message below. For some of the older members if they did not read the text they would not see a new link to our site. Nevertheless they shouldn't need to do this every time.

Apparently our original page was called index.html, but when we added the new counter it had to be changed to index.shtml. Therefore for anyone who asks, all they need to do is go to the site and re bookmark it again and that should fix the problem. If not they can go to their favorites, right click on SRCS and press delete. Then go to the site and re bookmark.

The page cannot be found page you are looking for might have been removed, had its name changed, or is temporarily available.

Please try the following:

If you typed the page address in the Address bar, make sure that it is spelled correctly. Open the www.srscsclub.com home page, and then look for links to the information you want.

Click the Back button to try another link. Click search.gif (114 bytes) Search to look or information on the Internet.

Paul Toyne

NON Members flying at the Field

Members who fly mid-week should be vigilant of anybody flying who is not a member of the Club and not observing the rules. Members of other clubs may fly at our field if they sign the book and are signed by a SRCS member. If you are in doubt, politely ask to see their card or get their name so we can check. If you are not a member of a club then you are not insured and put everybody at risk. We do not want to risk loosing the field.

Also just a reminder that there is no flying or starting of engines before 9.00am unless your aircraft has been noise tested and certified. See Paul Toyne or Mike Close to noise test any aircraft to wish to fly before 9.00am

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

On the Road to Bungendore.....

Report by Steve Hassett

The go fast and turn left brigade set their sights on Bungendore (Queanbeyan) for the first round of Pylon 2004. After the final round last year where just about more planes crashed than landed safely, we were looking forward to this contest with something of a morbid excitement. The crashes didn't happen, but the excitement remained.

Bungendore is about 20 mins drive this side of Queanbeyan. As fields go, its terrific. Land of the wide-open spaces. Flat, flat, flat in every direction. A bit dusty but the hospitality of the local club washed away that dust with tea, coffee and biscuits. One common factor with the country clubs that we visit is the welcome that they show us.

Pre race practice on Saturday.... The pits was just covered in models. This contest had 24 competitors in Sports, quite something for a country meeting. There wasn't one mid air, there wasn't one crash landing, and there just wasn't any damage on Saturday at all! Are the boys turning soft?? Naah It just goes like that I guess. Last year saw an assortment of models being raced, but now it's whittled itself down to three very competitive types. Viper, introduced by Team Turtle, Sonics and Own designs. Take your pick, its anybodies guess what's best. We had our pre-race meeting at Queanbeyan Leagues Club on Saturday night where we discuss current issues and just have a beer or

three. Last year it was balsa dust clogging up SRCS members before a race, this time it must have been the red dust, on any account, they cured it by copious amounts of fluid, two even traveling to the far off wells of Canberra, now that's commitment to washing away the dust. Race Day.... Well, there's nothing like it. As the sun warms the morning air, as the tent pegs are driven in, as the models are assembled.... After waiting so long, it's finally here!! Five full rounds were run. That's pretty good considering the amount of flyers. There were a few models that didn't make it thru the day. First, was Mark Locock. Just like the Red Baron, he was felled by a plane he didn't see coming. It happened around #2 pylon. Scratch one Viper, one Sonic. Not to be left out was Adrian Byrnes and Col James. (Wouldn't you think SRCS members would avoid each other?) Adrian's plane went in hard.....Col just flew on and landed. "What was that thud" he was heard to say. No justice is there? Scratch another Viper. One top competitor took off with his ailerons reversed. It doesn't matter how long, it can still happen. Much to his innate flying skill, honed over many years he tamed this way wood beast(at full throttle) and landed, just bending the under cart. At the end of the day we all left for our various places we call home, just waiting for the next race

Final results were from our club

**1st Brent Gausel (Own design), 2nd own design (not SRCS), 3^d Col James (Viper),
4th Peter Hassett (Viper), 5th Viper (not SRCS), 6th Sonic(not SRCS), 7th Mark Locock (Viper)
8th Steve Hassett (Sonic), 9th Mike Medlock (Own design), 12th Adrian Byrnes (Viper)
21st Peter Locock (Viper)**

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

General Glow Plug Information - Consolidated

By James McCarty, Brian Cooper, Brian Gardner, and others
Including www.flightlines.com

OS Glow Plug Information

8 Hot Recommended for most current O.S. (and other) 2-stroke engines

Type F Mildly Hot Special long-reach plug recommended exclusively for O.S (and other) 4-stroke engines

Type RE Hot Special long-reach plug designed exclusively for O.S. Wankel rotary engine

A5 Cold Recommended for most current O.S. (and many other) 2-stroke engines particularly for 1/10th & 1/8th scale off-road car engines

A3 Hot Dependable O.S. quality makes A3 the most durable and longest-lasting glow plug available at an economical price

R5 Very Cold Recommended for high-nitro fuel and high r.p.m. engines, particularly 1/8th track racing car engines

ENYA Glow Plug Information

3 Hot All Enya engines such as TV & four cycle engines

4 Mildly hot All Enya engines, especially those used with 10% or greater nitro methane fuel

5 Medium All Enya engines, especially the .40CX, .45CX and high nitro methane fuel

6 Cold High compression engines and high nitro methane fuel used in racing.

Fox Glow Plug Information

All 1.5 Volt Plugs are Dry Cell or Ni-Cad All 2 Volt Plugs are Lead Acid Battery

Standard Short Hot 1.5 Volt, Standard Short Hot 2 Volt

Standard Long Hot 1.5 Volt, Standard Long Hot 2 Volt

Gold STD Long Plug Hot 1.5 Volt, RC Short Mildly Hot 2 Volt

Gold RC Long Hot 1.5 Volt, RC Long Mildly Hot 2 Volt

RC Short Mildly Hot 1.5 Volt

RC Long Mildly Hot 1.5 Volt

Miracle Plug Hot 1.5 Volt

Pro 8 Short Cold 1.5 Volt

Pro 8 Long Cold 1.5 Volt

McCoy Glow Plugs with OS Equivalent

MC-8 Cold A5, R5

MC-9 Medium Hot #8

MC-50 Hot IDLE BAR - LONG

MC-55 Medium Hot A3, #8

MC-59 Hot

STD ROSSI GLOW PLUGS BI-TURBO GLOW PLUGS (without idle bar) (conical w/o washer)

Rossi Glow Plugs (cold for pattern type work / high nitro fuels, hot for sport / low nitro flying)

R1 Extra hot 0.8 to 2cc RB4 Hot

R2 Hot from 2 to 3.5cc RB5 Medium

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

R3 Medium from 3.5 to 6cc RB6 Cold
R4 Cold from 6 to 10cc RB7 Extra cold
R5 X-cold for nitro fuel & R/C RB8 Super cold
R6 Cold nitro 10 to 13cc
R7 Cold for nitro 13 to 15cc
R8 Cold for nitro 15 to 30cc GLOW HEAD FOR R15
G1 Hot

R/C GLOW PLUGS

G2 Medium (with idle bar)
G3 Cold nitro 15 to 30%
RC Hot for 2.5 to 6cc
G4 X-cold nitro 30 to 50%
RC Cold for 6 to 15cc
G5 Cold nitro 50% or more

Glow Plug Usage Tips

Your glow plug temperature range is too cold when:

- ☞☞The engine power is weak or has weakened from previous levels.
- ☞☞The engine slows down considerably or stops after removing the glow plug battery, despite correct adjustment of the needle valve. For example (Enya), if a # 4 plug gives you these problems in your engine, switch to a # 3 plug instead.

Your glow plug temperature range is too hot when:

- ☞☞The engine suffers from pre ignition and loss of power.
- ☞☞The overall engine running is rough
- ☞☞The glow plug filament is broken or collapses frequently.

These are several cures to these problems. We suggest using a fuel with less nitro methane content, using a larger size propeller or using a colder plug than the one currently in use. For example if an Enya # 3 plug gives you these problems in your engines, switch to a # 4 plug.

Model glow plug engines are extremely dependent upon the type and quality of the glow plug used. Enya glow plugs use a platinum alloy coil, which uses a thick diameter wire for long life. The thicker wire coil also eliminates the need for an "idle bar" as found on other brands of glow plugs; idle bars tend to reduce top speed slightly, to achieve a more stable idle speed. Enya's glow plug design insures both good top end speed and stable idle speed.

Enya glow plugs also have a thicker battery contact at the tip of the plug for greater heat dissipation and better electrical contact. Altech Marketing presently stocks glow plug battery cords specifically for Enya glow plugs, which are standard equipment with Enya four-cycle engines. Other glow plug cords usable with Enya glow plugs are available from several other manufacturers.

HOT GLOW PLUGS (for low nitro and FAI fuels)

Enya: # 3
Fox: Miracle, Standard, and R/C Long (2V)
Fireball: Hot (1.2-3.0V), and S-20 R/C Long
Fire Power: F 6 (warm), and F 7 (hot)
K&B: 1 L

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

McCoy: MC 55 R/C Long, MC 59, and MC 14 (very hot)

O.S. Engines: # 0, # 1, # 5

Rossi: R 1 (extra hot), and R 2

Sonic Tronics: Glowdevil # 300

Thunderbolt: R/C Long

MEDIUM GLOW PLUGS (for 10%-15% nitro fuels)

Enya: # 4 (medium hot), and # 5 (medium cold)

Fireball: Standard (1.2-2.0V)

Fire Power: F 5 (medium), and F 6 (warm)

Fox: R/C Long (1.2-1.5V), and Gold

Hanger 9: Sport Long

McCoy: MC 50, and MC 8

O.S. Engines: # A 3, # 8, # 9, # 7 (with idle bar)

Rossi: Medium, and R-3

Sonic Tronics: Glowdevil Standard

Tower Hobbies: Tower Power Performance plug, and Reg. (w/bar)

COLD GLOW PLUGS (for high nitro; 25% +)

Enya: #6 (cold)

Fireball: Cool (1.2-1.5V)

Fire Power: F 2 (extra cold), F 3 (cold), and F 4 (cool)

Fox: R/C (1.2V), and # 8

K&B: Long & Short high performance nitro plug

O.S. Engines: R-5

Rossi: R 4 (cold), and R 5 (extra cold)

FOUR-STROKE GLOW PLUGS (hot)

Fox: Miracle plug (often used in 2C's W/low nitro)

McCoy: MC 14 (very hot, often used in inverted 4C's)

O.S. Engines: Type F

Sonic Tronics: Glowdevil ST 301/302

IDLE BARS

Idle bar glow plugs came about because some engines were having trouble transitioning from idle to high speed. When the throttle was opened from idle, the incoming air and raw fuel would strike the glow plug's heated coil, cooling it to the point where it would no longer support the combustion process, so the engine would die. To help prevent this, the idle bar was added to the glow plug to serve as a physical shield, helping to keep the coil from cooling off too quickly.

A glow plug with an idle bar will not increase peak RPM (it may even reduce it in some cases), but it may improve the idle with some engines, since it simply helps to keep the plug hot enough to light the fuel. If you're having transition problems, you might want to try using a glow plug with an idle bar. Some modelers use idle bar plugs in the winter only, since the glow plug tends to lose heat faster in the colder environment.

Naturally, all of this assumes that you have the low speed mixture adjusted correctly to begin with.

HOT PLUGS

So what is a 'hot' plug, and how does it differ from a 'cold' plug?

Naturally, a hot plug will heat up faster and stay hotter, but that's not the whole story. When discussing this aspect of glow plugs, another very important aspect must be considered, the amount methanol in the fuel. The more methanol we're using (i.e., less oil and less nitro), the hotter the plug we should use. Conversely, the more nitro and/or oil we use, the less methanol we're using, so we use a cool(er) plug. An extreme example would be when using a very high nitro content fuel in a very high RPM engine (a typical ducted fan engine, for example). Here we'd use a very cold plug. For most sport pilots using fuel with just 5-15% nitro, however, a hotter plug would probably do well.

Probably? Yes, trial and error is often the best (and sometimes 'only') way to determine the right glow plug for your application. Most 4C engines need either high nitro or hot plugs to run at their best, since they have combustion strokes only half as often as 2C engines.

RULES OF THUMB TO LIVE BY

- ☞ Use a hot plug with low nitro (less than 24%), and a cold plug with high nitro (more than 25%).
- ☞ If you remove the glow starter from you idling engine, and notice an immediate drop in RPM, you may need a hotter plug or more nitro.
- ☞ If your engine has a tendency to backfire a lot, you may be using a glow plug that's too hot, or you may need fuel with less nitro.

Most hot plugs can take up to 2.0 volts starting power without burning up, while most cold plugs prefer 1.2 to 1.5 volts starting power.

WHAT IS "P-FACTOR"?

P-Factor is an aerodynamic effect that causes propeller-driven planes to yaw when they are flown at high power and low speed (takeoff and climb-out, for example.) At low speeds, the plane flies at a substantial angle of attack, and so the airflow is not parallel to the plane's axis. Relative to the plane, the airflow is directed several degrees upwards. Now the prop axis is normally parallel to the plane's axis. As the prop rotates, on one side the blades are traveling upwards and on the other side they are traveling downwards. (On most planes, the prop turns clockwise, as seen from behind, so the left side goes up and the right side goes down.)

The upward angle of the airflow causes the downward (right) side of the prop to have a greater airspeed and angle of attack than the upward (left) side. So the downward (right) side of the prop generates more thrust. Pull harder on the right side of the plane than on the left and the plane will yaw to the left.

This is one of the reasons why most real prop planes need a certain amount of right rudder to keep them straight during takeoff and climb-out. The other factor that requires right rudder on takeoff (in planes with clockwise props) is spiral prop-wash. The sideways component of the spiral prop-wash strikes the vertical stabilizer from the left (in conventional single engine configurations), also causing a yaw to the left. In general, the spiral prop-wash effect is a lot stronger than P-factor. You also need right aileron to keep the plane straight to counteract the rotational torque from the engine(s).

**SYDNEY RADIO CONTROL SOCIETY - incorporated
CLUB NEWS**

These items can be purchased from the Club

Treasurer:-

Club metal badges	\$5 ea.
Club cloth badges	\$5 ea.
SRCS stickers	50c ea.
Club Tee shirt	\$25 ea.
Club Caps	\$15 ea.

The club has now purchased **new shirts and caps** and are available from Ewald the Club Treasurer. Sizes for the shirts are XLS and XXLS available in blue or grey. Ewald has purchased a limited number – so get in early.

To assist Ewald in ordering more stock, prevent over ordering and those who are interested, could members please complete the following form and send to

**Ewald Klinkenburg
5 Rignold Street,
Doonside,
2767, NSW.**

Or see Ewald at the field or another committee member

I am interested in ordering the following:-

NAME	NO	ITEM	COLOUR (Blue or Grey)	SIZE (XL or XXL)
		Shirt		
		Shirt		
		Cap		
		Metal badge		
		Cloth Badge		
		SRCS Stickers		