

# SIERRA SIGNALS

Newsletter of the High Sierra R/C Club  
AMA #1362 and SAM 34  
Carson City, Nevada

January 2010 Edition



**Next Meeting – Thursday, January 14<sup>th</sup>, Carson City Airport Terminal – 6:30 pm**

Is Les Harris part Eskimo? I don't even want to see that white stuff anymore, and he is out there flying in it! The photos in the header and below, are Les's Bud Nosen Rookie on skis with a FlyCam One2 at the Pony Express Airpark, Christmas Eve 2009. This airplane is 28 years old with the original Fox 45 RCBB on its second piston, ring and liner. If you go to our web site under "Videos", Les has uploaded his movie to YouTube. Burrrrrrrrrrrrrrrrrrr !! That's what his motor sounds like!



## Helpful Hints from Don Morse

Dan said in the Dec. newsletter that we all should contribute to the newsletter so here are my two cents worth.

Take the time now to go through and check all the screws, nuts and bolts in your planes for tightness, missing screws, etc. I was surprised when I was doing maintenance on my P-38 that the motor mount screws were about a half or so turn loose. It is electric but apparently they set up some vibration. Pay particular attention to muffler and motor mount screws. Also check servo mounting screws. At the same time cycle the receiver batteries a couple of times.

Back in 1991 I built an 80 inch Pica T-28 with a ST 1.2 engine. It flew fine but I was not very good at landing it. So I would go out to the field later in the day when no one else was around and just do takeoffs and landings. Probably 8 or 10 landings each flight. Just take off go around the pattern and land and take off, etc. until you become proficient at it. When no one else is around it is easier to concentrate. If you have just learned to fly and are not confident with your landings you might want to try this take off, landing routine.

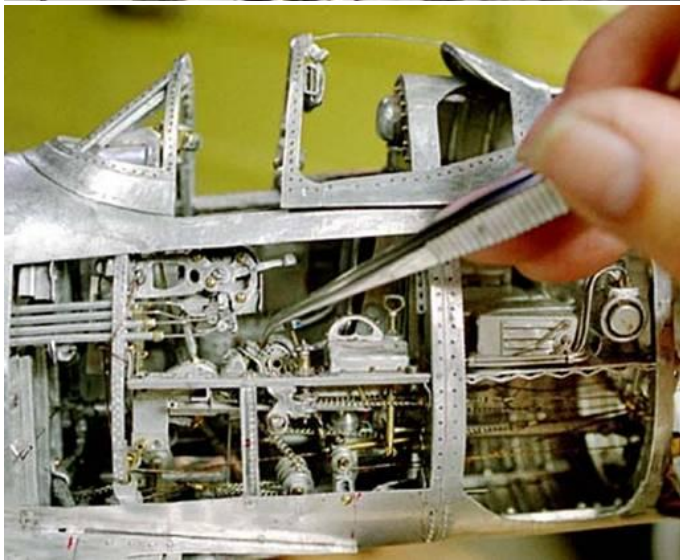
Awwwww, ..... the good old days..... when the world was warm and the days were long! Robert, Tom and Gary having fun! →

There is no sport equal to that which aviators enjoy while being carried through the air on great white wings.

— Wilbur Wright, 1905.



You may have seen this in an E-mail floating about. As Gary Fuller says, "All I can say, this doesn't help my self-confidence... get a life."

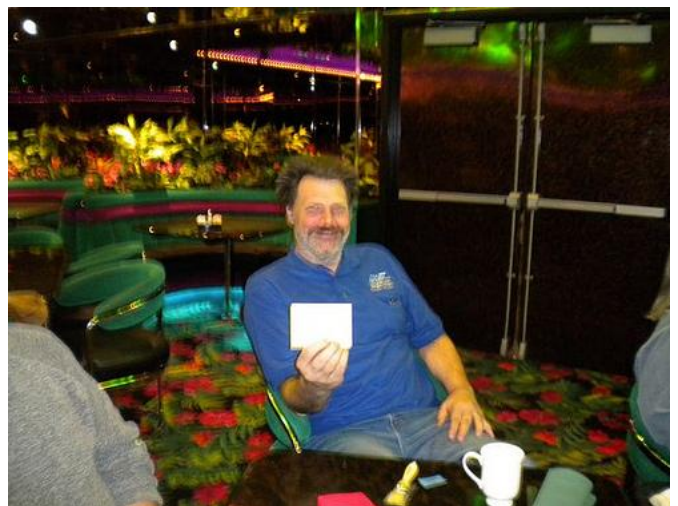


Using a tweezers, the controls can be moved. All cables and linkages are in place to work the wing control surfaces as well. Young Park has since carved a pilot's face and hands from solid aluminum and built an articulated pilot to sit in the cockpit.

A good time was had by all. I am talking about the Christmas party at the Fandango! Good food and good company! You should give Tom Howell thanks for pulling this off. Commander Brogan was honored for his service to the club and Tom Reinbolt was honored with an "Ace Award".



Ken Seymour picked an appropriate gift from the white elephant gift exchange.... A gift certificate to HobbyTown ! He really needed that!



Some more Christmas Party fun! A bunch more pictures can be found on the web site.



Galen Ozawa was the winner of the Monocoupe. Then he turned around and surprised all of us and donated it back to the club! You're a Prince among scoundrels Galen! Thank you!



## STUFF

Stuff on the ceiling and stuff on the floor.  
Stuff on the workbench, there's more and more.  
I look in my workshop and what do I see?  
It hangs from the ceiling, it comes up to my knee.  
It takes a long time to accumulate all this stuff.  
I love it so much, I can't get enough.  
I buy it in boxes or delivered in bags.  
It comes in plain wrappers with bright shipping tags.  
I whip open a kit, it's all full of nice stuff.  
I cut it and sand it til my hands are quite rough.  
I trim stuff and fit stuff, pile stuff upon stuff.  
More glue and epoxy and even Hot Stuff.  
There's wires and pushrods and gear trains and pots.  
There's fuel tanks and craptraps and lots and lots  
Of stuff for the engine and stuff for the fuel,  
Stuff for the wings rods and stuff for the tools.  
I've got stuff in my workshop and stuff in my car.  
It fills up my house and spills into the yard.  
Stuff stacked upon stuff and if that ain't enough,  
My mailbox is stuffed with more stuff that says  
please buy more stuff.  
So here's the sad truth. I just can't ignore it.  
Each little doo-dad needs more-dads to support it.  
It's really quite bad, I know where it will lead.  
The more stuff I've got, the more stuff I need.

Reprinted from *R/C Modeler*, September 1983.

I received a newsletter from the Reno Club the other day and just had to include one of their photos. Great shot!



T-34 lineup of 3-21-09 photo by Bob Barnett. Them there 'ol boys in the big city shore know how to have fun! For about \$130.00 it's one tough plane, unless you convert it to a Blue Angels scheme (inside joke). I have had mine for 4 to 5 years. It's seen better days so I may have to give her a once over. I wonder how extreme I can get with it? Bigger engine, retracts, smoke.... The covering is peeling off so that is a for sure change. Hmmmmm...

Been doing a little on-line research on **Gasoline**. Sorry, I can't cite sources as I had copied this information from several web sites last year and forgot to get the authors. But this information is all readily available on the internet. As some of you know I started (again) to break in my gas engines for the A-26 I am building. I have been concerned about stories I had been hearing about ethanol in the gas and also water, which can cause engine problems. Bob Heitkamp told me about ultralight pilots in Australia removing the ethanol from their fuel. So....

“Ethanol is hygroscopic (it has an attraction for water) and will more readily mix with water than with gasoline. It has different solvency behaviors than does gasoline, which allows it to loosen rust and debris that might lay undisturbed in fuel systems. And it can more readily remove plasticizers and resins from certain plastic materials that might not be affected by gasoline alone. Loose debris will plug filters and can interfere with engine operation. Additionally, ethanol is corrosive to some metals, especially in combination with water. Although gasoline does not conduct electricity well, ethanol has an appreciable capability to conduct electricity and therefore can promote galvanic corrosion.”

“If fuel has ethanol in it, the water will bond to the alcohol and suspend evenly though out the tank. If you add water to a fuel sample with ethanol in it, it will cloud up almost instantly. Check it in about 15-20 minutes and it will be clear again...The cloudiness you see is actually the water breaking up in to molecules and fusing with the alcohol molecules...keep in mind if you do this and keep adding water, the alcohol will become saturated at some point and not be able to hold any more, unless you add more alcohol...such you find in products and gas treatments/dryers like "heat" which simply provides more alcohol for the water to bond.”

“If significant amounts of water are present in a fuel tank with gasoline that contains ethanol, the water will be drawn into the fuel until the saturation point is reached for the three-component mixture of water + gasoline + ethanol. Beyond this level of water, phase separation could cause most of the ethanol and water to separate from the bulk fuel and drop to the bottom of the tank, leaving gasoline with a significantly reduced level of ethanol in the upper phase. If the lower phase of water and ethanol is large enough to reach the fuel inlet, it could be pumped directly to the engine and cause significant problems.”

“Did you know? In a 10% Ethanol Blend, it takes as little as

18 gallons of water in a 6,000 gallon tanks to cause Phase Separation. In a 2% blend it takes only 3.6 gallons to cause Phase Separation.”

“Ethanol is usually blended at the time of being loaded on a tanker truck, so if the local or state law allows, it is very easy to order a tanker full of auto fuel without ethanol. It's not added at the refinery. But gasoline will hold up to 13% dissolved water. The effects of the water on the performance of the engines might be unpredictable. Water injection has been used to increase power, but it apparently corrodes the hell out of metals under those conditions. Crooked gas station owners have been known to deal themselves an instant 13% profit by putting a hose in the gasoline tank.”

“Ethanol is an oxygenated hydrocarbon compound that has a high octane rating and therefore is useful in increasing the octane level of unleaded gasoline. The EPA, the agency responsible for setting some of the requirements for all gasoline used in the U.S., has allowed the use of ethanol in gasoline at levels up to 10 percent as an octane enhancer and as an oxygenate to provide beneficial clean-burning combustion characteristics that help improve some emissions.”



Shown above is an example of phase separation; cloudy suspended water on the right. More next month.....

**2010 HSRCC Officers and Crew**

<b>President</b>	<b>Tom Howell</b>	<b>884-2678</b>
<b>Vice President</b>	<b>Gary Fuller</b>	<b>883-5553</b>
<b>Secretary</b>	<b>Dan Etcheto</b>	<b>853-8245</b>
<b>Treasurer</b>	<b>Joan Seymour</b>	<b>883-5553</b>
<b>Field Marshall 1</b>	<b>Bob Harrington</b>	<b>883-1511</b>
<b>Field Marshall 2</b>	<b>Mike Santiago</b>	<b>450-1292</b>
<b>Safety Officer 1</b>	<b>John Pollock</b>	<b>220-7668</b>
<b>Safety Officer2</b>	<b>Larry Johnson</b>	<b>885-9016</b>
<b>Newsletter</b>	<b>Dan Etcheto</b>	<b>853-8245</b>
<b>Publisher</b>	<b>Data Graphics</b>	<b>883-4377</b>
<b>E-Mail</b>	<b>dan@hsrcc.com</b>	
<b>Fax</b>	<b>883-0930</b>	
<b>Website</b>	<b>www.hsrcc.com</b>	