

SIERRA SIGNALS

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

March 2010 Edition



Next Meeting – Thursday, March 11th, Carson City Airport Terminal – 6:30 pm

Presidents Corner

New keys to the security lock on the storage shed were distributed to attendees at last month's meeting. If you were unable to attend contact me for your key. If you have questions on the lock operation, please ask someone for help.

In an effort to build some reserve in our club treasury we are asking all members that have access to email to elect to receive the newsletter via that medium. The current cost per member for the hard copy newsletter is \$1.75 per month. Printed copies will be available each month at Hobby Town. Your co-operation will provide a reserve for club operation.

A special thanks to those member that volunteered to sponsor activities and events this year. We look forward to good participation and an enjoyable flying season.

Be safe and good flying.

Hey guys. Looks like the Reno Club lost a bunch of folks, and it appears that we will too. I know times are tough, but this will be your last newsletter, unless you pay your dues. Think of the fun you will be missing if you don't re-up!

You have probably heard by now, but Jim Giffin passed away a few weeks ago. Jim dropped in on one of our meetings held at Round Table several years ago to tell us we were awarded Gold Leader Status with the AMA. Our condolences go out to his friends and family.

Mike Brown is now our VP of District X. Hopefully, if you have access to the internet, you received the newsletter that he publishes. Very well done! This year I hope to send him some photos from our club. His contact information is now on our web site under what else "Contact" of course!

Since the weather continues to be so bad !!!! Here are some more pictures of crazy people flying in the snow!



Maybe we need to sacrifice a virgin to the Gods of Spring. Let's tie up Gary and stake him down in the middle of the runway. Oh wait! No one can land in the middle of the runway, so that won't work. Darn!



High Sierra Radio Control Club

Carson City, Nevada

AMA 1362 Dedicated to the World's Greatest Hobby

An AMA Gold Leader Club



HSRCC 2nd Annual Roll-Out Party

Date: Saturday, April 17th, 2010

Place: Pony Express Model Air Park

Time: Viewing @ 9am

Lunch @ 11am

Hosted by Tom Reinbolt & Gary Fuller

For the edification of the RC flying community, Mr. "T" Reinbolt and Gary F. wish to present the eagerly awaited Second Annual Roll-Out Party and gastronomical experience.

For those unfamiliar with the "roll out" party, this is an aviation tradition that manufacturers use to present their latest aircraft to the public by opening their hangar doors and rolling out their new aircraft for public viewing. This event is usually held with great pomp and ceremony which may include shrimp hors d'oeuvres and champagne. In following traditional footsteps, we will offer **Mr. T's Texas Gourmet Chili** and a sparkling soft beverage.

Any aircraft that has not flown at the Pony Express Model Airpark or is a new aircraft to our field for 2010 qualifies as a "roll out" aircraft. It is not necessary to fly the aircraft at this event but you may do so if you so wish.

THERE WILL BE NO JUDGING OF AIRCRAFT!

The hosts will hold a FREE raffle. Any aircraft exhibited will receive one raffle ticket per plane. This will make exhibitors eligible to win a completely constructed and flown 120-size Ugly Stik with a special vibrant Anniversary Chrome Undercarriage. (See Photo Above)



All Participants will be treated to a **Free Lunch** of

Mr. T's Texas Chili & Soft Drinks





High Sierra RC Club's

2010 Annual Fund Raising Raffle



This year, the raffle prize

is a Kangke 60 size MonoCoupe. This plane comes with a Thunder Tiger 91 4-stroke, a Spektrum DX6i 2.4 radio, HiTec servos, a JR super switch, 1400 6 volt battery, Dubro remote glow starter, and a Higley hub. The prize will be displayed at HobbyTown in Carson City. As always, tickets are \$1.00 each or 6 for \$5.00. Tickets can be purchased at HobbyTown or by calling Dan at 775-356-5755. Drawing will be held Sept. 25th during the HSRCC Picnic.

Got Gas #3 - Here are some more interesting tid-bits about gasoline.

"Many high-performance engines are designed to operate with a high maximum compression, and thus demand high-octane premium gasoline. A common misconception is that power output or fuel mileage can be improved by burning higher octane fuel than a particular engine was designed for. The power output of an engine depends in part on the energy density of its fuel, but similar fuels with different octane ratings have similar density. Since switching to a higher octane fuel does not add any more hydrocarbon content or oxygen, the engine cannot produce more power.

However, burning fuel with a lower octane rating than required by the engine often reduces power output and efficiency one way or another. If the engine begins to detonate (knock), that reduces power and efficiency for the reasons stated above. Many modern car engines feature a knock sensor – a small piezoelectric microphone which detects knock, and then sends a signal to the engine control unit to retard the ignition timing. Retarding the ignition timing reduces the tendency to detonate, but also reduces power output and fuel efficiency.

"Some very early internal combustion engines such as the first types made by Karl Benz, and early Wright brothers aircraft engines used natural gasoline, which could be either drip gas or a similar range of hydrocarbons distilled from crude oil. Natural gasoline has an octane rating of about 30 to 50; later engine developments required higher ratings to produce more power without knocking or detonation.

Beginning in the Great Depression, drip gas was used as a replacement for commercial gasoline by people in oil-producing areas. "In the days of simple engines in automobiles and farm tractors it was not uncommon for anyone having access to a condensate well to fill his tank with 'drip,'" according to the Oklahoma Historical Society. Sometimes it worked fine. "At other times it might cause thundering backfires and clouds of foul-smelling smoke."

The use of drip gas in cars and trucks is now illegal in many states. It is also harmful to modern engines due to its low octane rating, high heat of combustion and lack of additives. It has a distinctive smell when used as a fuel, which allowed police to catch people using drip gas illegally."

Most fuel stations have two storage tanks (even those offering 3 or 4 octane levels), and you are given a mixture of the higher and lower octane fuel. Purchasing premium simply means more fuel from the higher octane tank. The detergents in the fuel are the same."

I did not have time last month to redo my experiment trying to find out if there was ethanol in my gas; sorry! I think that they quit putting it in on January 31st. I will say, however, when I did the experiment the first time, I got some sludge out of the gas. This is the stuff that gums up your lawnmower carburetor when it sets all winter! It stinks to high heaven!

Back to the Coleman fuel: *"Historically called white gas, Coleman fuel is a petroleum naphtha product marketed by The Coleman Company. It is a liquid petroleum distillate fuel and is sold in one gallon cans. It is used primarily for fueling lanterns and camp stoves. Originally, it was simply casing-head gas or drip gas which has similar properties.*

Coleman fuel has an octane rating of 50 to 55 and none of the additives found in modern gasoline. It has a lighter molecular weight than gasoline, kerosene and diesel fuel and cannot be used as a substitute for any of those fuels in modern engines.

The flammability of Coleman Fuel is similar to gasoline. However, it should never be used in gasoline engines. Its high heat of combustion and lack of additives will destroy the valves, and its low octane rating would produce knocking"

That's all well and good for car engines, but it seems to work for the short stroked gassers that we use. I think this year I will try a blend of gasoline and Coleman Fuel, just to be safe as far as overheating goes. A 50/50 blend should give me an octane rating of around 65 to 70. I will keep my eye out for the ethanol content as well, but with ethanol costing more than gas, I don't think they are putting it in unless mandated to. Maybe someday when the price of gas goes through the roof again, it will be included.

Remember this? Go Green! Get your newsletter via email alert. Help the club save money for a rainy day!

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