

# Peoria R/C Modelers

AMA Chapter 313

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

July 2004

## NEXT MEETING

**Tuesday, August 3, 2004 6:00 p.m.**

At the field.

### **\*\*\* Air Show 7/31/04 \*\*\***

Please arrive at the field no later than 11:00 am. Gates open to public at Noon

\*\*\* Please take a look at the meeting minutes from the last meeting (below) if you weren't there. \*\*\*

## Dues Increase

A motion was made and seconded to let the membership vote on a dues increase (to \$100 per member per year). Your attendance is needed at the August meeting as a majority of club members must be present for the vote to be valid.

## Notes from Terry B

In May and June, I had the opportunity to see two great aviation museums. The May trip to visit my youngest in Delaware included a side trip to the recently opened Udvar-Hazy Museum. It a part of the Smithsonian and is located at the the Dulles airport. It was recently opened and houses about 80 aircraft. This number will expand to 200 display aircraft. The displays are divided into several areas including pre-1920, business, cold war, commercial and general, Korea and Vietnam, modern military, sport aviation, space and WWII. Displays include the space shuttle, the Enola Gay, a P-38, rockets and missiles, unusual engines, SR-71 Blackbird, a German Arado WWII jet bomber, aand Bob Hover's Shrike Commander (maintained by Peoria's Byerly Aviation), to name a few. What was interesting is that at some point, I have had the good luck to see 10-15 of the aircraft currently on display flying, usually at Oshkosh. If your travels take you to the Washington D.C., area be sure to include the Udvar-Hazy Museum. More info can be found at <http://www.nasm.si.edu/museum/udvarhazy/>

In late June and on the other coast, a visit was made to the Evergreen Aviation Museum, just a short distance south of Portland Oregon. The centerpiece of this museum is the Hughes Spruce Goose. It's bigger than a 747. Visitors can go into the fuselage for a look. Under one wing a DC-3 is parked and the other wing easily covers an SR-71 Blackbird. Other aircraft on display include a P51, A-26, B-17, ME 109, a replica Wright Flyer, a Curtis Jenny, Ford Tri-Motor, Stearman, cub P-40, a Corsair, a Grumman Avenger, a P-38, and others. It is privately funded with many of the aircraft maintained in flying condition. If you are in the northwest, this is another must see. More info is available at [www.sprucegoose.org](http://www.sprucegoose.org)

## Stall Speed - Dave Olson

For glow fuel, we use our silicone tubing, and it never seems to change shape or lose sealing tension. I had a chunk lose its resilience, but it had hung in a bottle of glow fuel for over 4 years, and got to the point where it would suck shut while I was trying to pump fuel out of the bottle. Still, from experience with silicone tubing, we don't expect fuel tubing to swell up or get soft. Maybe it will open a hole, where a sharp tubing edge is underneath, but it doesn't ordinarily become loose on the copper tubing.

For gasoline engines, we use Tygon tubing. I understand gasoline engines don't fare so well with silicone tubing. Tygon may be resistant to dimensional change in gas, but it is not as trouble-free as our glow fuel silicone tubing.

My old Corsair, with over 250 flights on it, was getting weak, especially in maneuvers. Finally, a week ago, it wouldn't start. The problem was the O-ring in the cowl-mounted fueler. I ran it with the cowl off, and bubbles formed in the fuel line between the fueler and the carburetor. (The G62 has a fuel pump, in the carburetor, works off crankcase pressure fluctuation; it was sucking air through the faulty seal.) I held my thumb over the fueler, and the bubbles disappeared. A new O-ring seal fixed it. Oddly

enough, the O-ring is replaced by pulling the old one out and inserting the new one. Pretty easy.

As a precaution, I pulled the tank and inspected the stopper and clunk line. The tygon tubing on the clunk line was stiff as a board, permanently curved down. I cut it off, and slid on a new section of tubing (dry.) It was so tight, I didn't put wire wraps on it. That was a mistake. Sunday, at the field, I started the plane, it ran fine for a few seconds, and then died. The new line expanded when soaked in gas, and it had slid off the tube.

At home, I pulled the tank again, cut a new section of tubing, soaked it in gasoline, and slid it on the pickup tube. It was not at all tight on the tube, so I wrapped with wire, and twisted it tight. Did the same on the clunk end. At about 7:30 it occurred to me that there was enough daylight left to get in a flight. Off to Chillicothe I went, unpacked the plane, and watched Jim & Diane load up the last bale of alfalfa. As they pulled out of the drive, I put the Corsair in the air for a nice flight. Made a couple takeoffs & landings, and did some loops & rolls, no fuel problems. Packed up my stuff & left, and noticed it was 8:33 when I locked the gate. Next time I replace some Tygon tubing, you can bet I'll be making a double wrap with wire around the sealing surface, and twisting it tight.

I did look at the wire packet, which I used to cinch the fuel hoses to the copper tubes in my tank (and on the outside.) The packet says the wire is 20 gauge galvanized steel wire. If I recall correctly, my '57 Ford has a galvanized steel tank, which works out okay (unless a rear-end collision opens a seam, which was how I bought my '57 back in 1965). I tightened it around a pencil, and I probably could have cut it in two if I'd have kept turning. A double wrap around the hose, then twist the ends down, and the wire is quickly sinking into the hose.

The problem with cinching the tank hoses in my Corsair is that I have to do it in place, I can't put the hoses on, wire them, and then slide tank & hoses in. I have to slide the tank into it's pocket (behind the wing mounting brace) with the hoses off, then slide the hoses onto the tubes, then put on the wires & twist them. With this coil of wire, I can cut off 6 or 8 inches of wire, reach under everything and get

them wrapped around the hoses, and have about 4" of each end to twist down. That lets me clamp a little ViseGrip on the wire ends and twist, clear of the plane's structure.

Last time I used Cat TC-L tag wire, inside & outside the tank. Had to snip it off. This time I had some shiny stuff I bought at Lowe's, comes in a split package, about 22 gauge or lighter, shiny surface. The package cross section is an O-----O shape, split at the outside middle of the O's. The wire is wrapped around the middle, inside the O's, and you pull it out the split in the OD. I'll look at the label & see if it names the material.

At Rick's, he has some wire that looks like the stuff from Lowe's, except it's in a little bag, in 1.5" lengths, not enough for a double wrap. Looks to be even lighter gauge. Maybe ten lengths in the bag. It's in the fuel tank accessory section, with a Sig label. Probably Stainless.

I didn't think there was any problem with any steel wire in gas, except maybe picking up some rust from atmospheric air. Galvanized or Stainless should resist that, too. There's oil in my fuel, so it should coat the wire. If mine's not stainless, I might go back in & replace it with stainless. I don't have any idea what the tagwire consists of. Might be galvanized. It has a rough surface. The thing that worries me is the material of the O-ring I put in the fueler. I bought it at a hardware store. It's black. If it's plain rubber or Buna, it'll swell up pretty soon. I was surprised it wasn't swollen up last evening. We'll see if it's swollen up this evening. I'm going to see if my friendly local neighborhood parts man can come up with a Neoprene or Viton O-ring of the same size, and get a few spares. (I understand some "rubber" o-rings sold for plumbing are actually black Neoprene, so I might be okay.)

Oddly enough, I had to replace a chunk of fuel tubing in my Homelite Hedge trimmer Sunday, too. The old stuff had crystallized, the clunk had dropped off, and another section had cracked off at the fuel level. I cut a long bevel on the end of a length of tubing, got the pointy end pulled through into the tank, and drew it through the tank hole - there's nothing but a tight fit in the hole that seals it. Then I cut off the tubing short of the long bevel, stuck the

clamp on, wired it in place, and pulled some tubing back out. Had to cut the other end of the hard tubing off the carburetor, and force the Tygon on. Didn't wire that one, it's barbed end on the outside. We'll see how it works out.

**Dave**

### **June Meeting Minutes**

Club President, Wes Miller, called the meeting to order. June minutes were approved as presented.

The Treasurer reported \$454.81 in checking and \$3,243.91 in the savings account.

A mower repair bill from German-Bliss Equipment for \$309.90 was presented and has been paid. We are hoping the mower will last out this season but could be a large expense next year. John and Janice Scott presented the club with a check for \$100.00 to help with mower repair expenses. Thank you, John and Janice!

### **Pending Business:**

Raising membership dues for next year was again discussed. The possible increase would be \$100.00 for renewals and \$125.00 for new members.

Wes Miller is going to talk to his friends at Galena Sand and Gravel and see if we can get some gravel put down to mark the new, shortened turn-around at the south end of the field.

### **July 31<sup>st</sup> Air Show Update:**

Wally Walwer gave an update on his project of contacting all club members trying to get as much participation as possible. He did a *great* job! If you have any questions about what you volunteered to do please contact Wally and he will be happy to let you know. We do have one area still to be addressed – the restrooms. They need to be cleaned just prior to the event and a large supply of toilet paper purchased. The club will pay for the paper of course. Just give your bill to Sue Wilson. If you are willing

to do this rather thankless but much needed job, let Wes Miller know and he will happily put away his rubber gloves.

All workers/flyers are to be at the field no later than 11:00 a.m. Gates open promptly at noon and the air show will begin at 1:00 p.m.

Remember, NO food will be served -- just sodas and bottled water.

Janice Scott is making a price board for the drinks.

The final T-shirts, visors and hats have been ordered. I will let you know whenever they come in and try to get them to you. If not before, I will bring them Saturday the 31<sup>st</sup> and you can change at the field. You can pay at time of delivery. Thanks to all of you for your participation!!!

NOTE: Wes did promise free Subways for the pilots (and helpers), didn't he?

There has been no rain date set, so pray for sunny skies!

Next meeting: Tuesday, August 3<sup>rd</sup>, at 6:00 p.m. at the field. See you there!

Sue Wilson  
Peoria R/C Modelers  
Secretary/Treasurer

# Peoria R/C Modelers

## AMA Chapter 313

The Peoria R/C Modelers is an Academy of Model Aeronautics sanctioned radio control model flyers club. Our flying area is located west of Chillicothe on Truitt Road, approximately 1 mile west of Route 29. We fly almost every evening throughout the summer weather permitting. In addition, we conduct several annual events. Visitors are welcome any time we are flying. Academy of Model Aeronautics membership is required to fly at the club site. To become a club member, please contact any of our officers. To become an AMA member, visit the AMA web site [www.modelaircraft.org](http://www.modelaircraft.org) or you may

### Peoria R/C Modelers Officers

Pres.: Wes Miller, 1404 N 6<sup>th</sup> St, Chillicothe IL 61523, Ph. 274-3919, e-mail: [wjmillerb17@hotmail.com](mailto:wjmillerb17@hotmail.com)

VP: Mike Lusher

Secretary/Treasurer: Dave Olson, 3719 N Atlantic, Peoria Hts. IL 61614, Ph. 688-6204, e-mail: [dmolson@ameritech.net](mailto:dmolson@ameritech.net)

Newsletter: Kerry DelVecchio, 5902 Dickison Cemetery Rd, Dunlap IL 61525, e-mail: [kerrydel@aol.com](mailto:kerrydel@aol.com)

### Flight Trainer & Safety Officer

Bob Wilson Ph. 243-7225, e-mail [wilrc@hotmail.com](mailto:wilrc@hotmail.com)

### Web Site & Yahoogroups Sign Up Address

<http://peoriarcmodelers.com>

[peoriarcmodelers-subscribe@yahoogroups.com](mailto:peoriarcmodelers-subscribe@yahoogroups.com)

### Meetings First Tuesday Monthly

May-September 6:00 p.m. at Flying Site/Club grounds (If rain McDonald's Chillicothe)

October-April 7:00 p.m. Hobbytown @ Shoppes at Grand Prairie

Field Location: W 89 30.608 N40 55.128 Elevation 531

Name \_\_\_\_\_ Dues: New \$75 Renew \$50  
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