



AMA Charter #3470
Club Newsletter June 2005

A Note From The President

Flying weather is finally here. Our May meeting was very productive. Everyone was able to fly before and after the meeting. At the end of the meeting we all pitched in and took the shed old shed down. Thanks to Bliss for bringing tools for the job.

I am pleased with the field condition. The grass and weeds are growing fast this time of year. If the field needs attention please give me a call (704)-612-0143 or e-mail me seth_nagy@ncsu.edu and we'll schedule Jason to mow.

As always Sundays will be my big flying day at the field, but I hope to make it out some during the week after work.

Don't forget, one meeting left before the June 25th fly-in. Wal-Mart has donated drinks to us and Ron Miller is getting the fliers out. The fly-in is in this Month's AMA as an Open House Fun Fly.

Until next month, happy flying - Seth

At The Last Meeting

The following new members were presented Larry Richard Hass, Jack Trexler, David Bentley and George Herr. We now have 27 members.

More discussion was heard on the June 25th Open House Fly-In. Ron is mailing out flyers to clubs, we will need to put up signs for directions to the field. People to help park cars, take care of drinks, etc. We have some final plans to be made at the next meeting so we hope everyone can be present and since we are so small in members we need every one to help out. With the help of Jack, we will have a porta-john for this event. So bring chairs and come on out for a day of fun.

Merle is working on some new by-laws which will be discussed after they are finished, and the officers have had a chance to review.

Intro-Pilots report: Seth is working with Larry one of our newest members and he is doing well.

CAM members held a discussion on having some Funs Raising Projects. Seth had some ideas which he will check and report back. Also that we might have a Swap Meet and put in the AMA Magazine. Finding a site, and costs for advertising could be high, so Seth and Brett are researching our options.

MEETINGS: Next meeting will be on Wed June 15th at The **Flying Field**. meeting at 7:00. Come early to fly.

Up Coming Events

June 4 **WHAM** Warbirds Fly-In at Wilson Field

June 4, **Huntersville**, NC - Carolina Classic for 323, 324, 325, 326, 329 (JSO)

June 11-12 Great Smoky Mountains Southeast Regional RC Modelers EXPO, TN Museum of Aviation, **Sevierville, Tn**

June 11-12, **Statesville**, NC - 6th Annual Double Creek Airport Giant Scale Fly In [Contact](#)

June 25 **Caldwell** Aero Modelers Summer Fun Fly-In

July 16 **WHAM** Top Thumb at Wilson Field.

Jul 16, **High Point**, NC - CC RC Cub Day 8th Annual

Aug.6 **WHAM** Bob Wilson Memorial Fly-In. AMA "C"sanctioned event. Any plane any size

Oct 1 (tentative) Lenoir 1st Annual Blue Ridge Mountains R/C Rally, at the **Morganton- Lenoir Airport**.

Newsletters.

As you can see I am changing the format of the newsletter. I hope that it will become something that everybody looks forward to reading on a monthly basis, with information about club business, in addition to some good articles, reviews and modeling tips. I have been using a lot of content from the AMA national newsletters, and would also like to include some original material generated by club members. Seth has started the ball rolling this month with his excellent review of the Norvell 40. If you feel that you can contribute whether it be a lengthy review, or a short hint or tip, I will be glad to include it in the newsletter. Please send articles, reviews and any ideas to me for consideration.

Brett

Spot The Airplane – Win a Prize



No one could guess the identity of the Vickers Valiant from last month's newsletter, so the prize is still available. First correct entry drawn at the June 15th meeting will win a prize. Must be present to win

Norvell AX-40 Review – Seth Nagy

I like running reliable OS engines. I want something proven and reliable on the front of my plane. I recently broke from this thinking after getting a small combat plane. I decided I would go with a Norvell .15 to give the plane thrust.

Give the Norvell 40 a try. I'm sure you will be pleased with this Russian engine.

The first time I cranked the engine I set the needle valve rich and put her in the air. I was disappointed in the performance of the first flight. I made a few propeller changes and ran the engine for several flights testing props. It seemed like the engine was better and better with each flight.

A few months after I purchased the .15, Norvell came out with their AX-40. I decided to try it. Not wanting to trust the advertised specs, I weighed the AX-40 and a OS FX .46. The Norvell came out ¼ pound lighter than the OS (13 oz vs. 17 oz). I decided I would mount the Norvell on my test stand and break her in. The AX-40 has a drooping muffler and would not mount on the stand (bummer), so I decided just to mount in the plane. The test vehicle was my trusted World Models Super Sports 40. But again the muffler got in the way so I trimmed down the starboard cowl cheek to give clearance.

With this done, we went to the field for a test run

of the engine. We fueled her up, and the engine sparked to life on the first crank. (The instructions say to break in the engine by putting a few drops of oil into the cylinder, wait 24 hours, then flip over the engine 100 times. Then start the engine and run at 12,000 to 13,000 for 5 minutes). We went through quick break in and noticed fuel leaking from the head. We did fly the plane, and the performance was disappointing.

When I got the plane back to the shop, I took the head off. I checked everything and it seemed fine. I reassembled the engine and added three 10 mm set-screws to help keep the head and cylinder sealed (I read on-line these could be used if running high nitro fuels, I was only running 10%). The next time out, the head leaking was fixed. I now have about a gallon of fuel through the engine. It seems to run strong and is very reliable. I'm really pleased with the performance. It turns an APC 10x6 prop at

12,500 to 13,000. This is about 1,000 to 1,250

rpms slower than an OS 46, but again, it is 4 ounces lighter.

Norvell also advertises that their engines use a patented Revlite technology which produces light engines that consume less fuel. I

will have to agree that it seems very fuel efficient. I have repeatedly gotten 30 plus minutes on a 9 ounce tank.

Another strange thing about this engine is that it is an aluminum alloy piston and Aluminum Alloy cylinder (Norvell's Revlite Technology). It does not have the same compression as an ABC engine. I have found I have to use the electric starter to get her going.

This story has a happy ending. I branched out, tried something new and found I like the Norvell AX-40. I did some learning and worked with the engine, but now have a power source with which I am very pleased. I think the Norvell 40 is a great engine for smaller 40 sized planes or true 40 sized planes, not these monster size 40. It is a light engine, similar to the OS LA 40 or 46 engine. If you are looking for something different to power a 40 plane, give the Norvell 40 a try. I'm sure you will be pleased with this Russian engine.

Hints & Tips

Temporary Covering Marker

Use a water soluble ink pen in a contrasting color when temporarily marking plastic film coverings (these marks come off very easily). This can also be used for marking your canopy before trimming. The beauty of using this method is that when you are finished or have made a mistake, just use a damp cloth to wipe away your markings and draw again.

Another use for these water soluble pens is to draw out your trim pattern on your base covering. It gives you a better perspective of where you are going. If you don't like what you see, erase and do it again. For longer lasting marks, try using a black permanent marker. These marks can usually be removed with a little solvent.

From Plane Talk Charles Brooks, editor Berea KY

Stripped Screws

Don't you just hate it when your wood screws fall out of the balsa or other wood because of a stripped hole? Here's one method of taking care of that little dilemma. Force a tightly rolled ca hinge (or similar material) into the hole until it's flush with the wood surface. Now, saturate it with thin Cyanoacrylate glue. This hardened "bushing" will accept screws without being stripped out. Good applications include hatch or cowl fixings that must be removed frequently.

From The Signal Squeaker Jerry Wino, editor Garden City MI

Sanding Files

Collect a few hardware paint stirring sticks. Then glue strips of various grade sand papers to each side to create a collection of useful sandpaper "files." You can also cut the sticks into odd shapes before applying the sandpaper for those hard to reach areas.

From WIRCS Touch & Go Whidbey Island Radio Control Society Manny Duarte, editor Oak Harbor WA

Adjusting a two-needle carburetor

Typically, carburetors come from the factory close to being pre-set. If you have torn down your carburetor for a thorough cleaning and examination or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needle until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off against the stop screw. This is so we can shut the engine off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 easy steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about ¼ to ½ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out ½ to ¾ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just ¼ turn. Repeat step 9.

When you are finished, at about ½ trim setting, you should be getting a good fast idle at high throttle trim. You should be able to shut the engine off at full low idle trim. That's all there is to it!

From Flight Lines Spirits of St. Louis R/C Flying Club Walt Wilson, editor St. Charles MO