

CONTACT

By: Bill Mintz

We have good news again!
WE SURVIVED Y2K!

Sorry to disappoint the "Doomsdayers", but the electricity and water are running, and the sun came up.

Over the holidays, I was able to spend a little time at the field to observing seasoned pilots, new members, and potential members. I was quite impressed with the overall positive attitude of everyone present. Casual observation noted that everyone is willing to help each other, safety is a major concern, and new ideas are flourishing. I have received several responses indicating that spending time at our meetings on new building ideas, new products, and additional plane-of-the-month candidates is benefiting the club. I would also like to mention a good idea brought to me about starting a workshop for answering questions on building or repairing planes. If anyone has suggestions on getting this workshop started, please contact me. Any and all responses would be appreciated. My goal as President of this club is to try to revive interest in modeling, and educating members in the proper techniques on setting

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planes up.

At the February meeting, Al Gaudiosi will be informing us about servos. Why's, how's and what ifs will be answered. So bring any questions that you may have concerning servos to the February meeting.

I would like to thank Norm Skinner for stepping forward, and volunteering as Safety Director. I am still looking for someone to fill the position of Field Maintenance Director. If you are interested, please contact me.

ANY VOLUNTEERS????

I would like to thank Jim Nunnelle for the fine presentation on glues and their usage. Also, I would like to thank two members, Al Gaudiosi, for the Extra 300 plane of the month winner, and George Rada for his Mig 15, both planes are absolutely beautiful. It was great to have the guests and new members

present at the meeting. What a great turnout!

Please tell your fellow members and friends to be present at these meetings. We all might learn something. Also, remember safety is everyone's responsibility. Don't forget roses for your sweetheart on Valentine's Day, and if you have no sweetheart, buy a new prop for your plane. Keep 'em flying and we'll see you at the February meeting.

Special Notice to Helicopter Pilots

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FACTS ABOUT FUEL

Which Oil is Better - Synthetic or Castor?

By: Don Nix

Former president of GBG Industries, Inc., manufacturers of POWERMASTER model fuel.

Many modelers who have been involved in the hobby for a long time, including those who've been away for years and recently returned, are very stubbornly remembering when model fuel just about *had* to contain something in the order of 25% oil - usually all-castor - and have a hard time dealing with the idea that virtually no one runs that much any more in modern engines.

The operative word here, of course, is "modern." The

Renew Your Membership Now!!!

This is the last newsletter you will receive if you have not renewed your membership.

Renew today and keep flying !

The IRCC monthly club meeting is held at the Mulberry City Hall at 7:30pm on the first Thursday of each

OUR NEXT MEETING IS:
February 3rd

The deadline for contributions to the next newsletter is:

February 15th.

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metallurgy in today's engines barely resembles that of a generation ago. The end result, as far as model engines are concerned, is that the engines today simply don't require as much lubricant - not *nearly* as much. I will be quick to add that those running antique engines in Old Timer events should certainly continue to use the old-time formulas - no doubt about it. In addition to vastly improved metallurgy, we must remember that manufacturing techniques barely resemble those from years ago, in many ways. Modern CNC machinery has made it possible to routinely and cheaply make 1 or 1 million parts all exactly alike. Those of you who have come along in later years may be shocked to know that up until the advent of this new technology, every piston was hand fitted to every liner. There was no such thing as simply machining 1,000 pistons and 1,000 sleeves, picking one from each batch and having them fit. The belief in those days that some engines of the same size and make were markedly hotter than others was no doubt true. We've read that in those days, a .29 for example, might vary from as low as an actual .26 to a .32 - some 23% more displacement! More closely controlled tolerances have resulted in the ability to use much different fuels than a generation ago. The second thought on the subject of total oil content came from reading the operating instructions included with a new imported 4-stroke engine - the DAMO FS 218 twin. It recommends a fuel containing 94% methanol, 5% nitro and **1% Castor Oil!** Clearly, this reinforces my point that "there ain't no such thing as a fixed percentage

of oil content." Now....on to this month's subject: Before we depart the subject of oil in model fuel, let's talk about a point that's argued vehemently all over the land - **Which kind of oil is better - synthetic or castor?** Each side has its very strong proponents, and each side is right....to a point. "Old-timers" tend to still favor an all-castor fuel, or at least one containing a liberal amount of castor oil. Modelers who have come to the hobby in the last 15 or 20 years have a strong affection to synthetic oils, or at least want their fuel to have mostly synthetics. Let's take a look at both types statistically:

Go to the end of this article for chart

I'd like to insert here that there is a "Chicken Little....The Sky Is Falling" rumor making the rounds of the Internet these days that the manufacturers of castor oil have recently changed their methods of making the product, and the castor oil we are getting now is either wholly or partially incompatible with methanol.

I have talked at some length with the "Head Techie" of one of the largest castor oil importers in the U.S., and I want to go on record as saying that, according to the best information I can find, **This is total B.S.** The Head Techie actually laughed out loud when I told him what was going around. He said, "You know, there isn't much we do to the stuff. We press the oil out, filter it, grade it and package it. As far as I know, nothing has changed." It apparently started with one of the fuel manufacturers. For what reason, I have no idea, unless it's to help them promote their proprietary synthetics. (Incidentally, I have read a response on the 'net

from SIG, agreeing with the fact that it's nonsense.) So.....there you have it. "You pays your money and takes your choice." Actually, it's a little better than that, and the obvious answer is - use a combination of the two, in proportions that will come nearest to enjoying the benefits of each, while minimizing the adverse characteristics.

A few years back, the modeling community was in a "synthetic oil frenzy," and the swing was toward all-synthetic fuels. Happily - at least in this writer's opinion, we've seen a very noticeable swing back toward the center, with the majority seeming to prefer a synthetic/castor blend. We think this makes sense, and many years experience proves it.

The most frequent comment I hear from lovers of all-synthetic fuels is, "Brand XX leaves a lot less oil on my model." My response to that is, "Doesn't that bother you? If you don't see much oil on your model after flying, that tells you one of two things - or both: Either there wasn't enough oil in there in the first place, or the oil is burning off with the methanol. Neither is good. There's no way oil can burn off and properly lubricate at the same time." This is usually met with a puzzled look, then one of the light dawning, having just realized something they never thought of before.

Oil residue in model engines is a natural as barking is to a dog. We have to learn to live with it. As an aside, not long back a friend sent me a copy of an article published in a European model magazine. In one part, the writer stated, "The Americans are the only ones rich enough and dumb enough to use synthetic oils."

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Perhaps overstated just a bit, but it has some validity.

There a couple of types of engines that *do* require an all-castor fuel, or at least one with a considerably higher castor content than most others. One would be the Fox ringed iron piston type, and the other would be the small Cox engines, because of their rather unique ball-and-socket connecting rod-to-piston design.

Pattern flyers traditionally prefer an all-synthetic fuel, for a couple of reasons, I think. One is the fact that pattern flyers practice *a lot* - hour after hour after hour. That much use, plus the tuned pipe setup that is almost universal with them probably, tends to cause a greater problem with varnish and carbon buildup than in sport types. (At the risk of bombarded, I also think it's largely a state of mind. "Joe Champion uses all-synthetic, so that's what I'm going to use.")

The other area where we have seen all-synthetic fuels gain in popularity in recent years has been with model helicopters, probably for the same reasons. Also, the trend toward 30% nitro fuel for serious competition has led to using a lower viscosity lubricant, and, as shown in the comparison charts above, this necessarily dictates using synthetics.

February BIRTHDAYS

Jimmy Garland	5th	Ervin Lindsey	16th
Wally Sundeby	5th	Shannon Smith	19th
Bill Bolton		26th	

HAPPY BIRTHDAY TO ALL!!

Synthetic Oils

Strong Points

Weak Points

Good Lubricity (It's "slick")

Most tend to cause corrosion if adequate inhibitors aren't added.

Little to no carbon or varnish buildup inside

Burns off surfaces at about 100 degrees lower temperatures than castor oil

Leave less oily mess on models

Many types and qualities, making it hard to choose the best one

Available in a variety of viscosities

Expensive - good ones cost almost twice as much as castor oil, increasing the cost of the fuel.

Totally soluble in nitromethane

When used as the sole lubricant, a greater quantity is required, which increases the cost of the fuel.

Castor Oils

Great Lubricity

Tends to cause carbon and varnish buildup in engine if cheap grade and/or too much is used.

Reduces the amount required, resulting in more power and better idle.

Messier on model than synthetics

Will tolerate internal temperatures about 100 degrees higher than any synthetic

Somewhat sensitive to extremely cold temperatures - mild separation in solution, residue on model becomes almost "buttery" in consistency.

Almost 50% cheaper than good synthetics - reduces cost of fuel.

Insoluble in nitromethane. In solutions above 40% - 50% nitro, will separate unless some sort of co-solvent is used.

Great natural rust and corrosion inhibitor

Generally available in only one viscosity

Helicopter Pilots please be sure and operate from the designated helicopter locations at the field. Please remember that proper operations are safe operations.

JIM'S HOBBIES

R/C HEADQUARTERS

M-W-F 9 - 3 941-425-1391 Saturdays 10 - 5

Engines, Kits, Radios, Fuel, Glow Plugs, Building Material, Misc. Parts and just about anything else you may need. *We will special order!!*

Coming Area Events

8th Annual IRCC Mall Show	April 1 - 2
MacDill AirFest 2000	April 1 - 2
Sun.N Fun 2000	April 9 - 15
21st Annual IRCC AirShow AirShow 2000	April 14 - 16

Regular Meeting Minutes January 6, 2000 By: Keith Hunt

Meeting called to order: 7:28pm, all officers present.

Attendance - 29 members. Total membership - 55members.

New members - Bob Blackburn, Garth Bell, Dave Burton and Mark Faske.

Field Maintenance Report - The club is still in search of a volunteer to accept the FMO position, anyone that may be interested please contact any club officer. Jim Nunnallee asked for assistance in repairing the roof of the impound area, please contact Jim if you can help.

Safety Report - Norm Skinner has accepted the Safety Officers' position. Dee Miller complained about some helicopter activity in the parking lot. *See announcement*

Instructor Report - Four pilots are currently in training.

Events - Everyone was reminded of Airshow 2000 that will be held April 14-15-16.

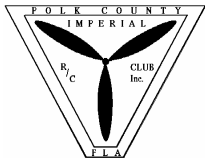
Old Business - Keith Hunt discussed the idea of a member recognition program of members that have maintained a consistant club membership for five, ten and twenty years. President William Mintz suggested this be discussed at an upcoming executive board meeting.

New Business - Norm Skinner discussed with a motion to adjust our junior membership dues to reflect AMA's junior membership fees of \$1.00. After some discussion, the motion was withdrawn pending further consideration.

Plane of the Month - This meeting was fortunate to have two extraordinary aircraft presented. Al Gaudiosi displayed a beautiful Extra 300S by Aerotech and George Rada presented a turbine powered BVM Mig 15. Both owners informed the club of the many high-end features of these planes. Due to George not yet having flown the Mig, Plane of the Month rules dictated Al won by default.

8 Ball Award - Bobby Brigman won due to his loosing control of his green & white trainer with "Sheriffs Office" graphics. This plane flew on it's own six miles to the west coming to rest in a tree in the back yard of a resident in Willow Oak. The plane was recovered with only minor damage to some covering. Fortunately the resident did not call the Sheriffs Office and tell them that one of t planes crashed in my back yard!

Meeting adjourned - 8:58pm.



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Don't
forget the
stamp