



Club Newsletter

AMA CHAPTER 172, CIRCA 1960,
FAIRFIELD CA

April May 2010 Issue 4-5

<http://www.vacavalleyrc.com>

THE PRESIDENT SAYS.....

The Open House in spite of the wind went down very well. We had a full parking lot... approximately 75 spectators. Support from the following members was outstanding; Jim Williams, Monty Wilson, Efrain and another pilot's name whom I have forgot kept the crowd interested. NEXT TIME WE

*NEED MORE PILOTS
FLYING*

Also many thanks to Joe Montgomery, Paul Gundolf and Frank Martin for interacting with the spectators with handing out flyers and engaging in conversations answering questions etc etc.

Thanks to Oren Redsun for setting up and running the "Real Flight" simulator. He had a quite a crowd there constantly it seemed. "GOOD JOB" Oren. Our "one & only" flight instructor, Leo Van Sistine, did an outstanding job also. He had at least 12 students. WELL DONE!!! Leo.. Next Open House we will need at least one more flight instructor!

Also Thanks to Jim Williams & Monty Wilson for putting out and collecting the Open House signs. Marshall Ostrom ran the mower for us that morning... Thanx Marshall. Kerry Roberson provided the generator for the R/C simulator, Thank You Kerry...

Linda Welch & Scott Rowan ran the BBQ. They did an

*outstanding job keeping everyone fed and happy and managed to provide a profit of \$188
Many Thanx to you both.
If I have left anyone out who helped... Sorry but many Thanx anyway.*

**DON'T FORGET the
100 lap race set for
SUNDAY June 13,
2010. New
Time 9:30AM**

Thanx for reading

Monty "Crash & Burn " Welch

April 13 2010 Meeting Minutes: Called to order @ 7:30. 16 members in attendance,
Committee Reports:
Flying site: No issues
Membership: 64 members
Treasurer: Total of approx \$35665
Safety: No issues
Events: May 16th Open House
Old Business: John Deere blades are on order, The Swap meet was a disappointment.
New Business: Ad in the Vacaville Reporter for 7 days and the Fairfield newspapers. For the May 16th Open House. Need to mow the field

Fill the holes at the driveway entrance again.

Toilet Seat Award: None

Show and Tell: None

Raffle: Some fuel and other stuff were won. Marshall won the airplane that was re-raffled off.

Secretaries' Column Oren Redsun

Well here it is the beginning of June and I am finally getting to the newsletter. I want to apologize for not getting out the newsletter last month. I want to thank everyone who helped and participated in the Community Day. We had a real good turnout for it. We also had a good response to the Newspaper ads. Approx 35 people saw the ad. Justin Martin did a great job of helping at the Flight simulator trailer.

I haven't been able to move forward on many airplane projects due to the end of school and family stuff. My goal is to get some slope planes built. I have always enjoyed going to the coast and flying.

See you at the field SOON
Oren

[At64me @yahoo.com](mailto:At64me@yahoo.com)

May 11 2010 Meeting Minutes: Called to order @ 7:30. 13 members in attendance,

Committee Reports:

Flying site: Mowed on Saturday and weeded the pit area.

Membership: 64 members

Safety: No issues

Events: May 16th Open House, June 13th 100 Lap race. WDA Slope Day June 12. **Note:** Events now start at 0930. Castle Scale event for the Memorial Day weekend...Thursday - Sunday

Old Business: Open House ads placed in Vacaville Reporter and Fairfield Daily

Republic for 12 and 10 days respectively .Kerry will bring a generator for the simulators. Event starts at 9am,bring nice planes to display.

New Business: Jack Albrect brought in some stuff to raffle off for the next few meetings. Create a Float in conjunction with the WDA club for the May Day Parade in Dixon. Also could plan to do a July 4th parade in Fairfield. Monty opened discussion about the dues for the runway fee. Below is the breakdown motioned and agreed on:

Current Member:

Junior:	\$5
Regular: 18-54+	\$90
Senior 55-71+	\$70
New Member:	\$132 New AMA
Senior 55-70	\$ 170
Super Senior 71+	\$155
New Member	\$190 Previous AMA

Effective January 2011.

New members pay \$ 100 runway fee. The difference is the dues for the year.

Toilet Seat Award: Don Prosser wins for losing control of his son's airplane.

Show and Tell: Forrest brought in some scratch built micro flyers. He made a copy of a Poly-Peck Stinson L-5 and installed the electronics from a Vapor micro flyer.

Raffle: Some fuel and other stuff were won.

And now a word from our in house A&P Mechanic and Ultra-Lite builder.

A Special Surprise One Spring Morning

The awakening in spring brings the need for a good preflight of your aircraft. This is especially so after a long winter of sitting in the hangar. This spring was just a little different for me. I got more than I expected. I conducted a preflight of my recently

completed S-14. The Rans S-14 is a tricycle gear aircraft and rests on its tail when not occupied. I must say this little high powered (912UL) bird is just a jewel to fly.

The spring preflight practice is largely a ritual combined with added awareness given to fuel and tire pressures and such. Having ensured no varmints have taken up residence in the bird over the winter, a thorough airframe inspection and cleaning were completed.

Next came a meticulous tactile checking of the ever faithful Rotax 912 engine. Most everyone is aware of the necessity to cycle all engine oil back to the remote reservoir. Simply put, on the S-14, over time oil will leak through the oil pump back to the engine sump and will require pressuring back to the remote sump for an oil level check.

That process is simple enough. First of all, make sure the ignition is off then carefully move the propeller in the normal direction of rotation. The pressure created through piston blow by will power the oil back to the oil reservoir. It should be noted that rotating the prop backwards is a big NO NO. You could suck air into the oiling system and begin the auto destruct process. You don't want that.

On this morning the prop turned over very hard with what I remembered from last fall. None the less, I prevailed in getting the oil back to where it needed to be and it was clean and up to an acceptable level. Next is the engine run prior to flight. I always practice the safe mode which is to do a run then have a second look at the engine to make sure all is normal.

With the run completed and engine temperatures to the normal range I shut down for a look see. I was dumbfounded

when I looked back to see oil all over the place. What just happened? I must note here, the engine run is conducted while seated in the cockpit, naturally. What you need to know here, is that the engine on the Rans S-14 is out of view on top of the wing. Not so amazingly what I saw when I jumped out, was certainly a surprise for me.

After some careful pondering and checking with knowledgeable folks, I found some answers. What happened was engine oil had indeed leaked back into the engine. More to the point; it had risen to the level that oil actually had gone up through the push rod tubes and to the valve cover area, submerging the valve guides. Over time, oil seeped into the intake and exhaust ports. Upon start up, what amounted to a few ounces of oil was sprayed all over the engine and tail feathers.

The extra effort necessary to cycle the prop through was caused by oil in the cylinders. This should have been a red flag for me. The cylinders must have been very close to a hydraulic lock. The oil in the exhaust just blew through the muffler and all over the place, to say nothing of the oil smoke that I didn't see from the cockpit.

So what was different that would allow this to happen? First of all it generally takes quite a bit of time for the oil to seep to the level it had achieved in this engine. It took most of the winter in fact, so it had time. Secondly, I had installed a quick drain in the base of the remote sump making it necessary to elevate the sump to clear the root tube. Now higher than ever before, it elevated the level of oil that could enter the engine. Lastly, I normally perch the tail on a tall stand for storage but not this time. I had built a spiffy dolly to move the aircraft in and out of the hangar. This fact also contributed to a lower tail position which

also serves to raises the reservoir all the more.

All of these seemingly unrelated items had an affect on the "oiling event". What is the message here? Be ever vigilant, be methodical in your approach to preflight and double check all of your work. Ask yourself, "What could go wrong? " It is far better to find and fix before flight than find after airborne.

Special thanks to Terry at Lockwood Aviation for his expertise. The Lockwood folks are truly experienced professionals and always willing to help.

Be Safe,

Don Prosser A&P
Tech Counselor at large
California

Here are Tim Laren's cool YouTube links for his G.I.Joe drop and parachuting camera...He seems to have a little too much time on his hands...

You will enjoy some of the other links..Also...

<http://www.youtube.com/watch?v=i5zJKqzGf4c>

<http://www.youtube.com/watch?v=fDvAs28knD4&feature=related>

RCuniverse Photos



**VACA VALLEY RADIO
CONTROLLERS, INC.**

Current Flight Instructors

Jason Keiter Cell: 707 365-6220
(Call after 8:30AM and before 9:30PM).
Jim Adams 707 446-0648
Bill McClure 707446-8376
Pat Lively 707 483-0246
Jim Williams 707 447-0719
Scott Rowan 707 446-6982
Leo Van Sistine 707-315-3713 Weekends

**Meetings: (Second Tuesday of every
month except December)
Nut Tree Airport Vacaville. @7:30PM**

2010 Meeting Schedule

June	8
July	13
August	10
September	14
October	12
November	9
December	Christmas Party

C/O VACA-VALLEY R/C
Oren Redsun
4909 Summer Grove Circle
Fairfield, CA 94534



VVRC Event List

**June 12 Slope day WDA
June 13 100 Lap Race VVRC**