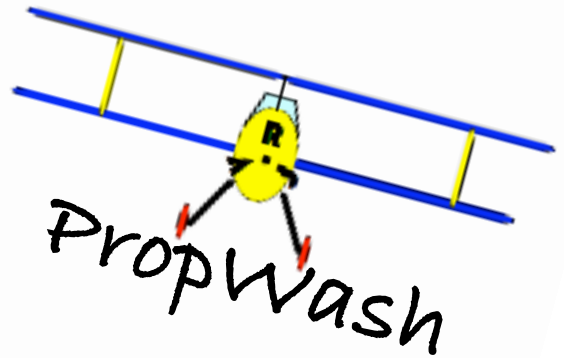


Rogue Valley Flyers

Volume 1, Number 2



Let's Go Flying

Salutations for the new year. Let's look forward to great weather, super flying and many happy landings. There is always some maneuver to improve; pick one and commit to dialing it in this year.

We've lined up a number of Fly-Ins and Float Flies this year, check out the calendar for dates.

Alan and I attended the AMA convention. I can't speak for his observations, but can offer mine. This was a more subdued event. Fewer exhibitors and several of the big ones were notable by their absence. I heard some AMA staff worrying that attendance was down as well, but the Saturday crowd seemed pretty large. The balance between engines and electrics is tilting. Jim Cherry AMA president reported that this trend is continuing.

There is a message here. Along with the economy, our hobby is suffering as well. There is strength in numbers and, as we discussed in the January meeting, RVF will participate in more community events to raise awareness of our club. Every member needs to promote the club and to encourage more people to give us a try.

Don't take on the position that someone else is going to get it done. We can use everyone's help. Example: Jack Schafer and Jack Medina have again offered to build a large flying device (attached to Schafer's MGA) for Boatnik and Medina will tow a trailer with more a/c.

The April 4 Swap & Shop is in motion. Len Barker is getting notices out, ads have been sent to AMA and notices will appear in local papers. Time to get your table reserved.

Jim Stout, Kirby Ragsdale and Neal Appleton are an Ad Hoc committee who will be evaluating the field for the possibility of an angled or "cross wind" runway. If it looks feasible, this will become part of our lease discussions with the city.

Convention Note: Stopped by the Du-Bro booth and saw their new E/Z Fill Fueling Valve. It's really slick and works on engines up to 1.20.

During these winter months there are concerns about safeguarding our engines. Thanks to Wray Freitas for the informative accompanying article.

After Run Oils

Did you know there is a difference in after run oils? Did you know most of the newer manufactured engines use silicon based gaskets and "O" ring seals? Did you know Prather, Hobbico, Marvel Mystery Oil, and Riselone are petroleum based oils?

Here is where we are going. If your engine runs on nitro/ methanol fuels, it is using synthetic oil based oils. Yes, it may have some castor oil (2 to 3 %) but that doesn't count. We are primarily interested in the base oil. These engines must be flushed and oiled with synthetic based oil. A great source for such oils is at your local competition motorcycle shop. Klotz R-50 or Dupont X2C Synthetic is what I use.

If your engine runs on a gasoline mixed fuels then you may use either type after run oil, synthetic base or petroleum based. Marvel Mystery oil (a petroleum based oil) is great for gas engines as an after run oil and is economically priced.

The point is, if you use petroleum based oil in your nitro engine, you will break down the gasket and seals very rapidly. The petroleum solvents in the oil attack the gasket material, causing them to break apart and leak or deform such as with pump diaphragms. If you run the YS engines, you have wondered why you have diaphragm problems or leaky throttle assemblies.

So, best thing is to keep like kinds to like kinds. Nitro, methanol fueled engines use synthetic based oils "ONLY" for after run.

Gasoline fuel engines can use Prather, Hobbico, Marvel Mystery Oil, Riselone or synthetic.

One more thing, always when finished, run your engine dry. This will remove the residual methanol from your engine. Methanol is highly corrosive and absorbs water. This product causes damage to any engine. It corrodes aluminum and rusts steel.

Now hear this! Methanol as a replacement automobile fuel is bad news. Arco and some others are using 10% methanol safely. Per our government, a mandate to increase methanol to 20% or more is being formed. That is really bad. Methanol by that amount is highly corrosive, look forward to major engine damage. Did you know Indy Car and Alcohol fuel dragster mechanics run gasoline through their engines at completion of their runs? This is to flush out any methanol out of the engine. Can you imagine doing that after you finish using your car each day? Ethanol is only on a scale of 1 to 10, 1 better than methanol.

Auto mechanics, parts manufacturer, auto manufactures love this. So, who do you think may be sponsoring this?

Wray