

# Middle Point R/C Flyers



## September 2018 Newsletter

### Upcoming Events:

- TBA-Veterans Fun Fly – Murfreesboro, TN
- October 4 – Membership Meeting
- October 20 – Hendersonville Club Fly-In – Hendersonville
- October 20 – Cane Ridge Fun Fly Contest – Cane Ridge Field
- November 1 – Membership Meeting
- November 3 – MTRCCA Swap Meet – Antioch, TN
- December 6 – Membership Meeting
- January 3, 2019 – Membership Meeting
- February 7 – Membership Meeting
- March 7 – Membership Meeting
- March 16 – MPRCF Swap Meet
- April 4 – Membership Meeting
- May 2 – Membership Meeting
- June 6 – Membership Meeting
- July 11 – Membership Meeting

### Prez Sez:

Quite a bit of maintenance activity has occurred at the field this month. And as much as we hated to do it, we had to close the field to members to allow the grass that we planted to take root. We were afraid that if there was activity that the grass and straw might be displaced or that ruts might be created that would ruin our chance to get the field erosion issues resolved once and for all. From all reports it appears that even with some very heavy rain that the work that was done has fixed the erosion issues. The Board recognizes that this decision is a big inconvenience to members, but we hope you are understanding of our need to do so.

As most members are aware, we experienced significant erosion during the spring from heavy rains. When we completed our grading work last year and planted grass, the grass did not grow on the slopes on the south side of the pits and runway, nor along the runway edges. The grass seed was simply washed away and the water created ruts along and underneath the fabric runway. Since we missed the spring growing season we were forced to wait until now, the fall growing season, to correct the problem. We contracted with a bulldozer operator who created a subtle swell along the runway's west edge, raised the elevation of the south area of the fabric runway, and prepped the soil to remove the ruts and smooth the runway area. Additionally, he removed the last of the stumps from the north tree line. We rented several pieces of equipment to complete the work: a ride-on roller to compact the soil, and a power seeder to plant the grass.

Continued....

<https://www.facebook.com/groups/mprcf/>

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

## September Meeting Minutes:

The meeting, held at O'Charley's, was called to order by Dan W. @ 6:08pm. There were 12 members present. There were no guests.

The August meeting minutes were accepted as published in the newsletter.

The August Treasurer's report was read and accepted.

There were four new members added since the last meeting.

Old Business:

### Upcoming local events:

- Nall in the Fall – Triple Tree Aerodrome, Woodruff, SC – September 24-30
- Hendersonville Club Fly-In – Hendersonville – October 20
- Association Fall Swap Meet – Antioch – November 3.

Continued...

## Prez Sez (cont.):

I want to thank everyone who came out for the two major workdays: the first was to remove the fabric runway, and the second was to seed, straw, lay straw mat, and replace the fabric runway. Additionally, special thanks goes out to Jim P. and John H. for continuing to go out nearly daily to water the grass and to check on conditions. I'm sure that there have been others helping out too but since I haven't been there I don't know who specifically. If you are one of these unsung helpers thank you for your time and effort. But what is this about watering!?! Yes!! Jim and John scrounged-up a couple of large water tanks and pumps and are able to spray water on the newly planted seed. Hopefully mother nature takes over from them soon

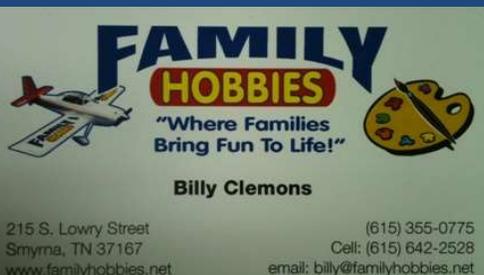
On Saturday, November 3, the Middle TN R/C Clubs Association is hosting its annual Giant Regional Swap Meet at the Antioch United Methodist Church. See the flyer later in the Newsletter. This is one of the three events that the Association puts on as a service to the area R/C community. Since we are part of the Association, we will be asking for volunteers to help run the event and to help with setup and tear-down. Be on the lookout later in October for a request for volunteers and please consider helping out. Helping can also include renting tables and/or coming to the event as a buyer. So mark your calendars and hopefully we'll see you there.

As I mentioned in last month's Newsletter and at the meeting, we are entering that time of year where we solicit nominations for officers and board members for next year. If you have any interest in serving in any position please let Jim P. know. Jim is our Nominating Committee Chairman. The six positions are: President, Vice-President, Treasurer, Safety Coordinator, Field Maintenance Director and Event Coordinator. If you have any questions about any position let Jim know and he can fill you in. Since serving as an officer is very rewarding, don't you owe it to yourself to be rewarded?

Our next meeting will be at the O'Charley's Restaurant, located on Memorial Blvd., on Thursday, October 4.

Well...that's it for this month.

Dan



## September Meeting Minutes (cont.):

### National Model Aviation Day Fly-In:

A report was given on this event held on August 11 at the Cane Ridge field. Between the two clubs, MPRCF and MTRCS, we raised \$700 for the Disabled American Veterans organization. All club members who volunteered to help and who attended the event were thanked for their contribution.

### Association Fall Fly-In:

A report was given on this event held on August 24-26 at the Dickson Municipal Airport. By all accounts it was a great event. All club members who volunteered to help with setup and tear-down and who attended the event were thanked for their contribution.

### Field Development/Maintenance:

#### Completed since last meeting:

- Work has begun on the erosion repair
- The last of the stumps in the old tree line have been removed

#### Remaining:

- Remove rocks and other debris in east runway perimeter
- Add "X" to runway ends (do after erosion control is complete)
- Install sign with field's address and emergency responder phone numbers; Dick T. to have sign made after details are finalized – maybe have an exterior waterproof display case? Include AMA Safety Code within?
- Fix Runway area erosion, and seed
- Add rock to entrance
- Paint rest of container

### Airplane Setup for Gerry R.:

Have an e-Flite 1.2m BNF T-28 with three batteries and charger. Will be presented at an upcoming meeting if Gerry is available.

### Charging Station:

Solar panels and permanent batteries have been installed and the system is now operational. Quarterly, the panels will need to be adjusted to maximize the sun's exposure onto the panels.

### TN Veteran's Home Presentation/Field Visit:

This event will be rescheduled for the fall when the temperatures are lower. Dick T. and Richard R. to coordinate the rescheduled event.

### Carport and Container Lighting:

Tim D. volunteered to evaluate the use of LED strip lighting for both applications.

### Field Security Cameras:

Further evaluation will need be done before making a decision.

**Continued...**

## **September Meeting Minutes (cont.):**

### Revised Safety and Flight Rules:

Members were reminded to ensure compliance with the Safety and Flight Rules including the boundary areas.

### New Business:

#### 2019 Officer Nominations:

2019 Officer and Board nominations are now being taken. Jim Powers volunteered to be the Nominating Committee Chairman. Nominations will close at the November meeting. Members are encouraged to consider serving.

#### October Meeting Location:

The October meeting will be held at O'Charley's Restaurant.

Meeting adjourned at 7:16pm.

# Field Maintenance September '18



## Club Meeting !

October 4th<sup>th</sup> 6:00 PM @ O'Charley's

# **MID - TENN RADIO CONTROL CLUBS ASSOC** **GIANT REGIONAL SWAP MEET**

**Sat. 3 Nov, 2018**

**Antioch United Methodist Church**

**41 Tusculum Rd. Antioch, TN**

**Swap Meet Hours: 8:00 AM - 1:30 PM**



Reserve Your Tables [www.mtrcca.org](http://www.mtrcca.org)

## **Over 100 + 8 ft Tables.**

**Tables (1-3) \$20.00 (4 -7) \$17.00, (8+) \$15 Chairs \$2 (or bring your own)---Buyers - \$6 Large Parking Lot  
**FREE PARKING! - Easy Access - Door Prizes.****

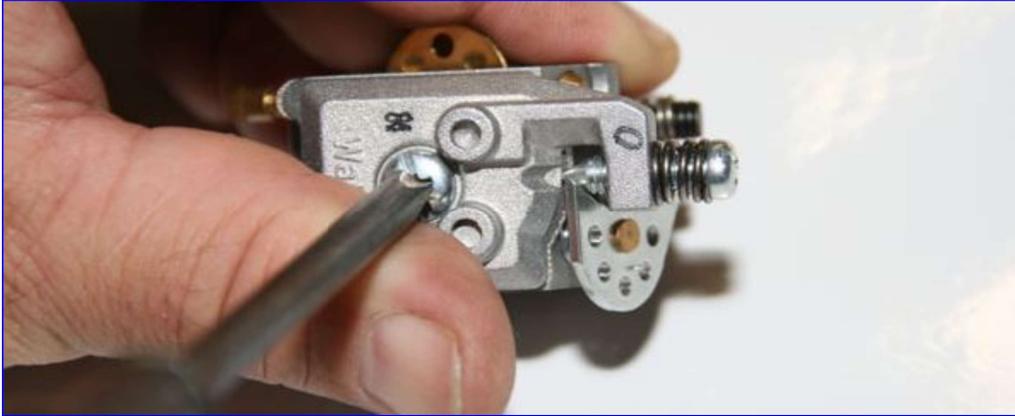
For additional info:

[don\\_lewis@comcast.net](mailto:don_lewis@comcast.net)

## Article

# Rebuild a Walbro Carburetor — Easy way to restore power

Model Airplane News



The bulletproof user-friendly nature of the Walbro carburetors is one of the benefits of using gas engines. Once a gas engine is properly adjusted, its carburetor usually won't need to be tweaked again for most, if not the entire flying season. As an example, my Hangar 9 quarter-scale Piper J-3 Cub PNP is powered by a Zenoah G-20 gas engine, and in its four years of operation, I have never needed to adjust the high- or low-end needle-valves. But, to maintain optimum engine operation, you should do some basic engine maintenance and cleaning.

There are a few things that can affect the performance of your Walbro carburetor and these include, dirty un-filtered fuel, debris ingested at the flying field, and possibly water which can cause internal corrosion. No matter what the cause, whenever you notice obvious dirt or mud in your carburetor or if you notice a distinct decline in your engine's performance, the first thing you should do is open up the carburetor and take a look inside. This takes a minimum of tools and time and this article shows how I keep my Zenoah engine and Walbro carburetor happy. You can make any RC airplane more reliable by keeping its Walbro carburetor clean.

### What you need

To get inside the Walbro carburetor the required tools are a common head and Phillips head screwdrivers, Allen wrench or hex driver, a mild spray solvent like WD-40, some bamboo BBQ skewers and Q-tips. Don't use a high-pressure air gun to clean the carburetor as this can drive dirt deeper into the fuel passages not to mention scattering a bunch of the smaller rebuild parts and pieces. A soft cotton rag or towel to cover your work surface is a good idea too.



1.

Start by draining the fuel from your model then remove the engine cowl so you can disconnect the throttle linkage and fuel line. You can do this job with the engine attached to the model or you can remove the engine and work on it that way. It's up to you. If you remove the engine, you'll have to disconnect the spark plug lead, the ignition timing sensor lead and the engine attachment bolts. You might as well remove the muffler also so you can give the entire engine a good cleaning before reinstalling it on your model.

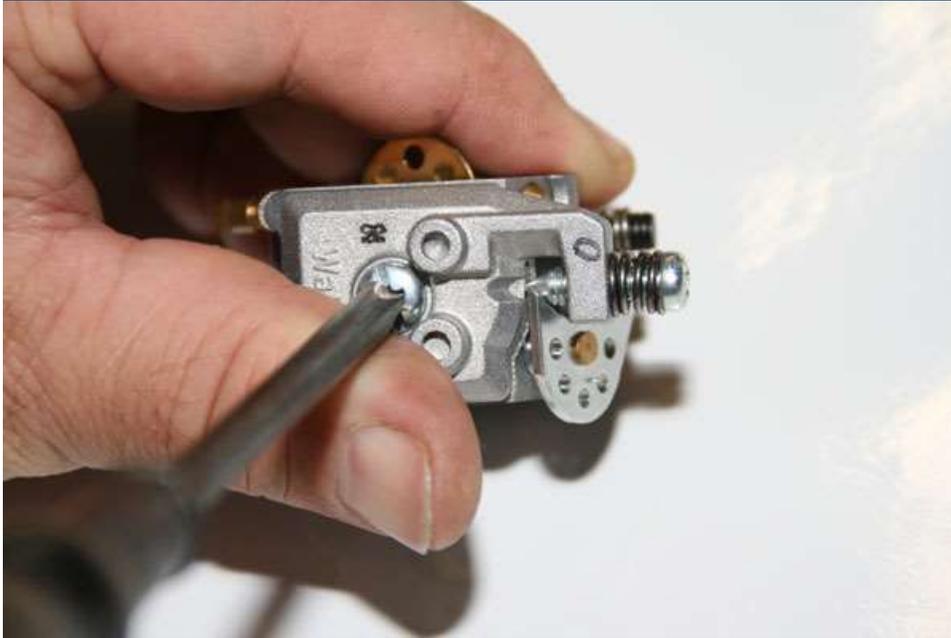


2

Here's the engine removed from the Piper Cub. I prefer to do this job apart from the model to give me plenty of elbow-room to work in. With a very dirty engine, place it on top of a paper plate or a disposable foil tray so you can keep your work area as clean as possible.

3.

Remove the carburetor from the engine. Simply remove the two attachment bolts and the spacers from either side of the intake. Be careful not to damage the gasket. Unless your carburetor has suffered a major, muddy ground strike or it has suffered a severe fuel blockage, all you'll need to is give the carburetor a good cleaning and possibly rinsing out the main filter screen.



4.

On the inlet side of the carburetor body, the removal of the single center screw gives you access to the fuel pump diaphragm, gasket and the unit's fuel filter screen. Remove the screw and side cover then inspect the thin diaphragm and the flapper tabs to make sure there is no deterioration. Clean out any obvious debris using the BBQ skewer. Don't use a sharp tool or a hobby knife as these can damage the surface of the passages.

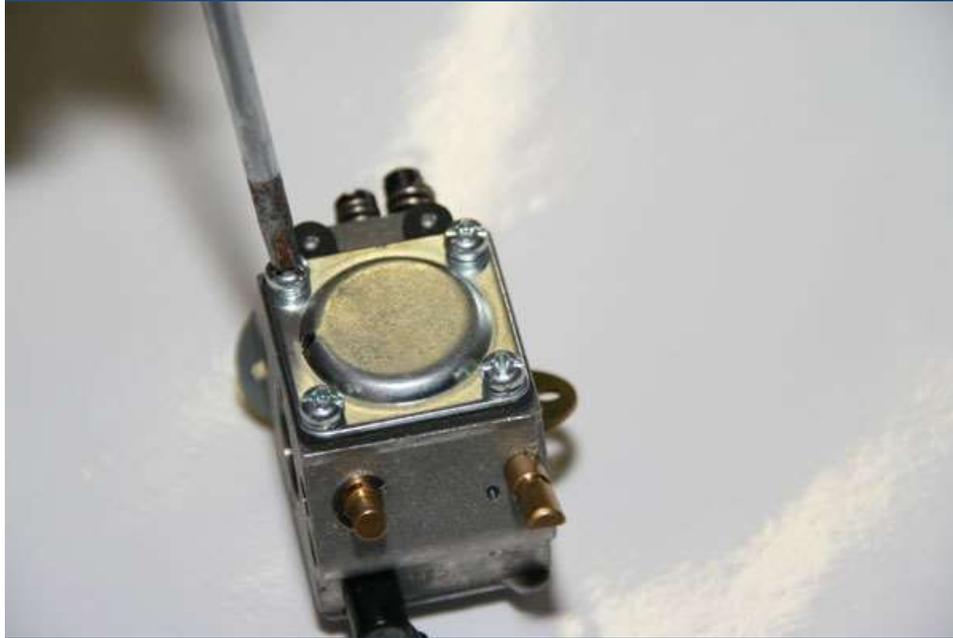


5.

Should you find that the filter screen is blocked with gunk or has trapped some dirt, clean it out with a quick spray of WD-40. If that doesn't do the trick, a replacement screen is included in most Walbro rebuild kits. These kits are available from gas engine manufacturers as well as at local small engine shops. This one is from Enforcer at Warehouse Hobbies. Some hot shot pilots have suggested you can discard the filter screen all together then use clean filtered fuel. I don't recommend this as the increase in fuel

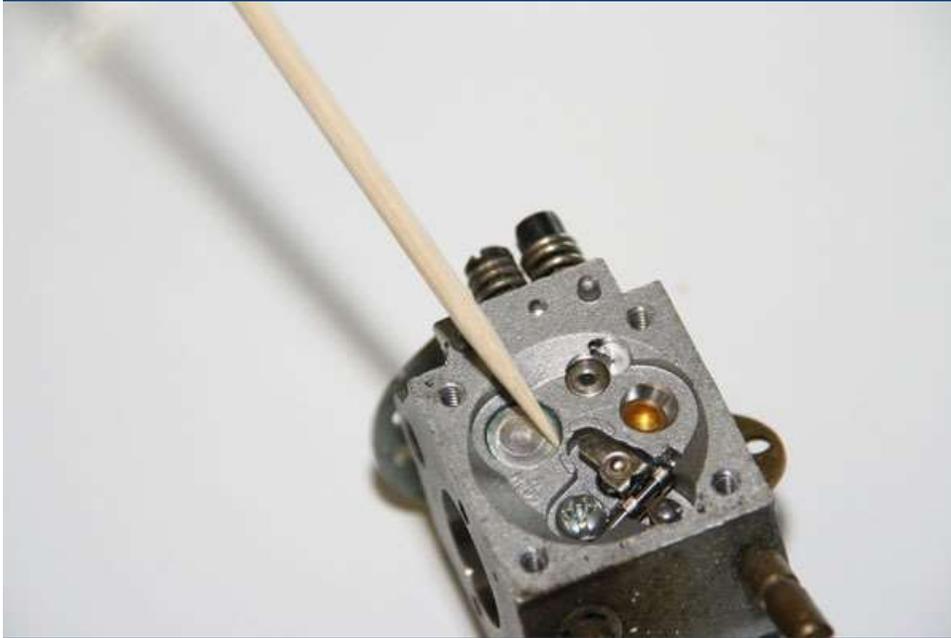
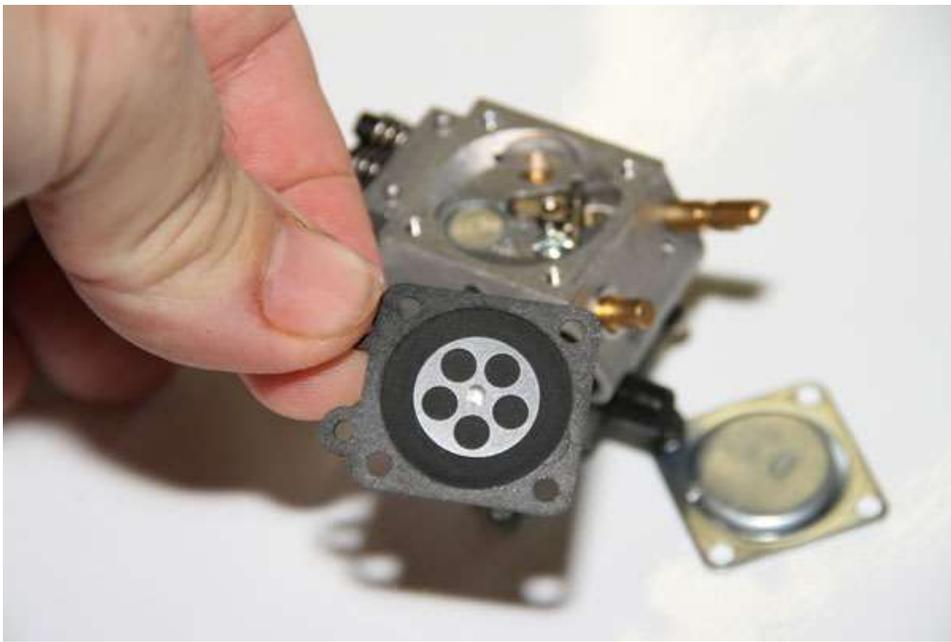


flow is minimal.



6.

In most cases, a good cleaning of the inlet side and possibly the replacement of the gaskets is all that's required to restore proper engine operation. If however that does not help, you can check the fuel metering section by removing the other side cover that's held in place by four corner screws. Again, check for any obvious debris and give a light spray of WD-40.



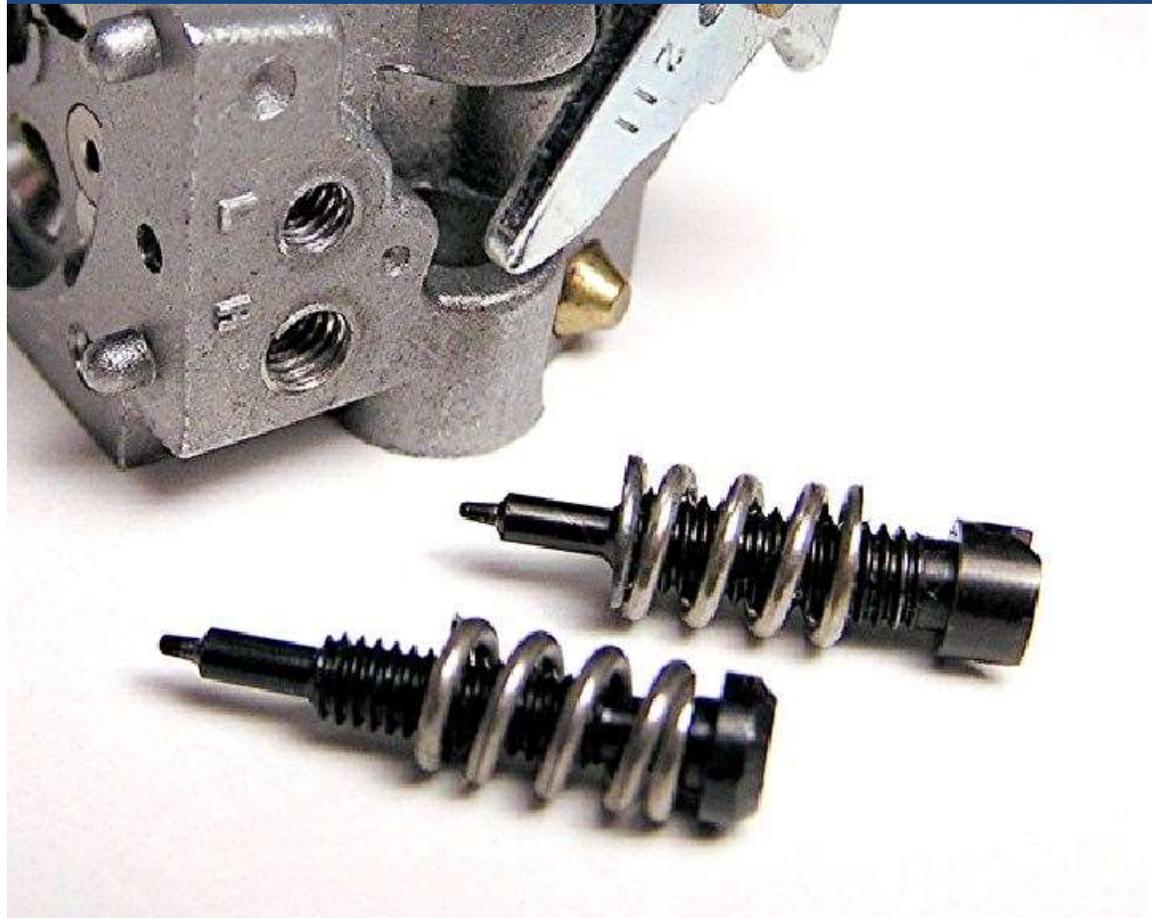
7.

Held in place with a small screw, the inner metering needle, spring and lever arm can wear over an extended period. These parts automatically adjust the fuel flow to maintain proper fuel flow relative to outside atmospheric pressure. If these parts show wear, carefully replace them with the rebuild kit parts. Use care and don't force anything in place.



8.

Again, it important to limit your cleaning only to soft non-metal tools to avoid damage to the carburetor components. Gasket scrapers, razor blades and any other sharp utensil can seriously harm the relatively-soft aluminum the carburetor body and cover plates are made of. Using them can lead to air leaks which are not a good thing!



9.

The last parts to clean are the high- and low-end needle-valves. Give them a good external cleaning before removing them from the threaded mixture ports. Before removing them completely, gently screw them in (clockwise) and count the number of turns it takes before they bottom out. When replacing them, the high-end needle should be screwed in completely then adjusted out  $1\frac{1}{2}$

turns out. The low end needle should be close to 1 1/8 turns out. Make sure the needles and threads are clean, give them a light shot of WD-40 and reinstall.



10.

With your carburetor properly cleaned and flushed of any debris, reinstall the components using either the undamaged original parts, or the needed replacement parts from your rebuild kit. When you reattach the carburetor to the engine, replace the intake gasket between the carburetor and the engine. If the gasket leaks air it will cause the engine to run lean. Check the alignment of the carburetor's pressure holes and make sure they line up properly with the holes in the attachment block. They allow crankcase pressure into the carburetor to activate the fuel pumping diaphragms. If they do not line up, the engine won't start.





### >Conclusion

Being able to remove, inspect, clean and rebuild your Walbro carburetor will ensure a smooth running engine and will save you a few bucks from not having to send your engine in for service. Glitches with Walbro carburetors are far and few in between, but should something come up you're now ready to fix it yourself. Happy flying!

### >Quick Field Tips

- Always filter your gasoline. Use a filter in your fuel pump plumbing and inspect your fuel container to make sure nothing gets in the fuel.
- Add a fuel filter to the fuel inlet line for your model.
- Snug down the carburetor cover screws snugly but do not use thread locker. This can damage the aluminum threads in the carb body.
- If you are going to store your model away for an extended period of time, drain the fuel tank and then run the engine to burn up the fuel left in the fuel lines and inside the carburetor. Use a spritz of WD-40 into the air inlet and flip the prop over a several times to coat and protect the inner fuel passages.

