

SAM SAYS

NEWSLETTER OF THE SALINAS AREA MODELERS

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WWW.SALINASAREAMODELERS.ORG

THE PREZ SEZ

On Wednesday the 25th of January we held our first club meeting of the year which was the last club meeting of 2016. Confusing, yes? Not really, if you remember that the last meeting of the year is held at the Christmas Dinner/Party. Which, was not held because of a few technical glitches (lack of response). So...we conducted last meeting of the year business and moved on from there.

For those of you that may not be aware the Landing Zone Restaurant no longer exists. Well, physically the building is still there it's just that Helen and James (the previous owners) are not. The place is now called "The Flying Artichoke." I know it sounds pretty strange but there is logical reasoning for the name, but that's a different story for another time. It's under new ownership and has just opened even though not all the remodeling has been completed.



We had a pretty good turn out for the meeting. All of the club officers were there plus a couple hands full of members some of which I've not seen for awhile. It must have been because Bob McGregor offered to pay the tab..... :-). The menu was new and I think from the positive comments I heard, the food was liked. I know mine was good.

We formally accepted into the records the installation of the club officers for 2017. Which consists of everybody from last year with the exception of Mike MaCauley replacing Jim St.John on the Board.

Under old business we discussed that the roof coating that was applied to the big container has failed in all the spots where water puddles. The patches that were applied to fix the holes under the coating are holding and the container remains dry inside. Mike McCauley has knowledge of a better compound to be used in place of what was tried. And, that will be dealt with at a later time.

Other old business concerns the main gate. Again, the gate has been found unlocked a couple of times in the recent past. One such failure consisted of the lock being properly latched in the chain, but the chain not going through the gate. Hence, the gate is not locked! Come on guys, it's not

rocket science here. While we're talking about the gate. I've completed building the new bolt style gate latch and will be installing it soon. This latch will consist of a large sliding bolt with provisions to accommodate 4 locks. The opening of any lock will allow the bolt to be withdrawn and the gate to be opened. **There is a tab on the latch body with a big round hole in it.** This is where you will place, close the shackle, and spin the numbers on the lock after unlocking the gate. Written instructions along with pictures will be made available to anyone having trouble

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Walbro Carb Hints and Tips

Contributed By Howard Power

Most of this info comes from the Walbro service manual and from my experience over the years flying giant scale. The first thing you need to know when adjusting these carbs is that you must adjust the low speed needle first. When you do this the high speed needle should be rich (I open it $\frac{1}{4}$ to $\frac{1}{2}$ turn from the factory setting). This is different than what we are use to when we adjust nitro engine carbs. The reason for this is that the low speed needle supplies fuel to an internal reservoir that feeds the high speed fuel supply. If the low speed is too lean the carb cannot pass enough fuel for full throttle operation. New carbs come with the needles set. Be sure to write down these setting for future use. Many Walbro model carbs (and there are thousands) have different settings. Be sure not to tighten the needles hard into the seats when counting turns. Return the low speed needle to the factory setting and the high speed needle richer than factory when you are ready to start the motor.



Hi speed needle valve

Idle needle valve

The motor will start easily, but if it doesn't, check the fuel system and spark. Once running at low power test the throttle acceleration response. It takes very small changes to adjust the low speed. I never change it more than $\frac{1}{16}$ turn at a time until I get what I like. These carbs are very

nonlinear because of the butterfly throttle valve. Small movement of the butterfly at slow speeds result in large changes of RPM. This is why you cannot have any slop in your linkage. I use only ball link connectors and always use servo pull for low throttle. This is the only way to get reliable idle operation. Adjust the low speed needle to get the acceleration characteristics you like. Do this by quickly going to high throttle from idle setting. If the motor stumbles or quits it is too lean. Bring the needle out until it is reliable. I fly mostly scale warbirds so I like a slight hesitation in acceleration which insures that the motor is getting plenty of fuel and will not quit. If you fly 3D you may like a snappier response.

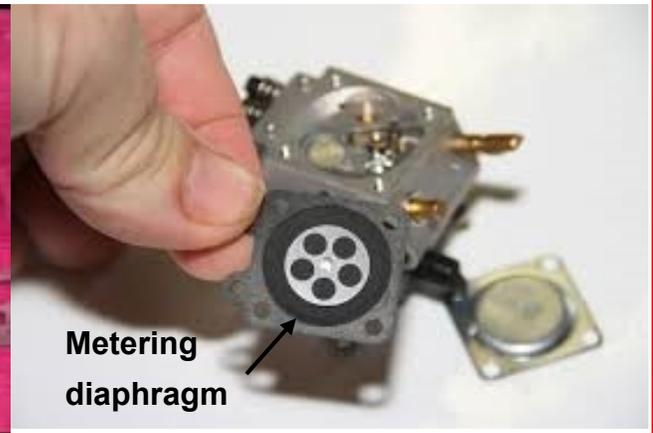
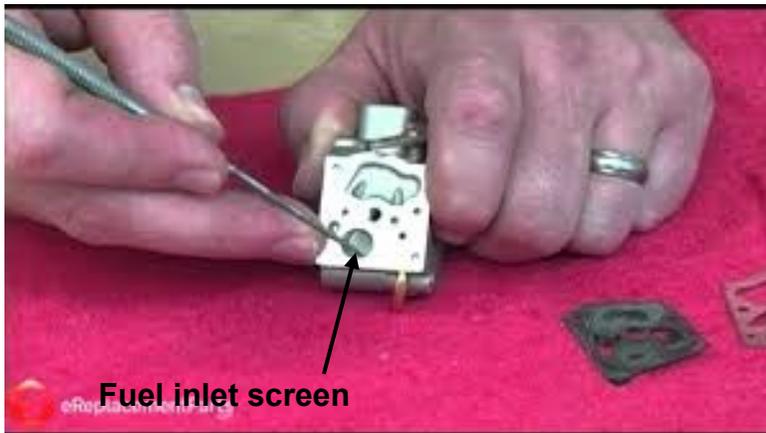
Once the low speed is set you can peak the high speed needle, then richen it until you hear the RPM lower slightly. If you set the needle this way you should never need to touch them again unless you go to an airfield at a very different altitude or if the air temperature changes drastically. These motors are very reliable but if it starts running abnormally in any way 99% of the time it is due to a clogged fuel inlet screen. Do not move the needles. You will find the screen under the carb cover that has a single restraining screw. The screen can be removed carefully by using a Xacto knife being careful not to put a hole in it. My experience with cleaning the screen is not good. I just put in a new one.

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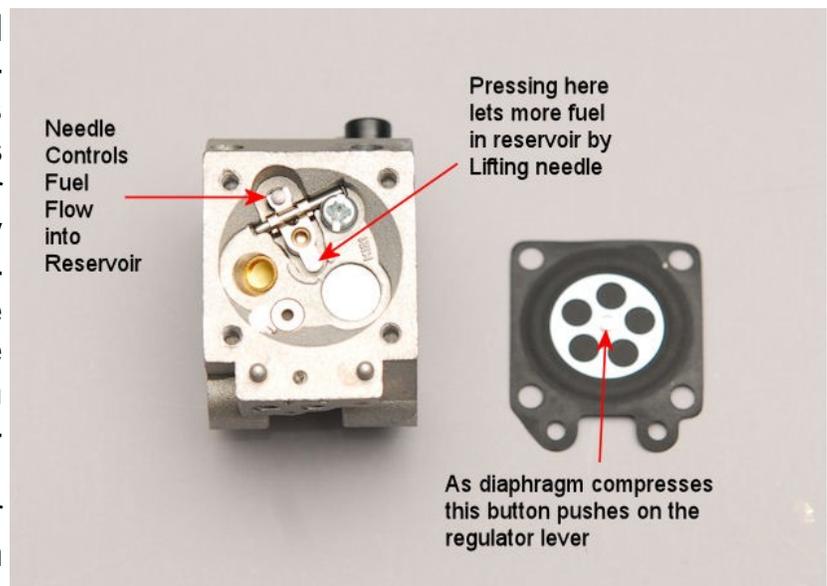
Walbro Carb Hints and Tips

(Continued From Page 2)

I buy them in bulk from Jacks Small Engine .com for about 60 cents. With shipping they cost about a buck. You are looking for Walbro fuel inlet screen part #140708. I use a dowel that fits loosely in the carb hole to push the new screen into place.



If this doesn't fix your problem you should try replacing the fuel metering diaphragm located under the plate that has 4 screws retaining it. These diaphragms do not like the 10% alcohol in our gas here in California. They harden and stop working properly. When you remove this part be sure to note the position of the gasket. The gasket should be on the carb body, then the diaphragm, then the cover plate. You can buy these in bulk for about a buck each. I get them from.....



[ebay.com/itm/like/282049667304?ipid=82&chn=ps&ul_noapp=true](https://www.ebay.com/itm/like/282049667304?ipid=82&chn=ps&ul_noapp=true). They are sold by global1trading2win. You are looking for 20 metering diaphragms to fit Walbro 95-526,WA,WT,WTA,WY, WYP, Wz carbs for about \$15 + shipping.

The last thing to try is to replace the metering needle. If this doesn't solve your problem throw the carb away. I am told by pro technicians that 50% of the carb they rebuild and clean completely don't work afterward so it is a waste of time. I hope this helps

WHY DOUBLE OCCUPANCY DOESN'T WORK

by Bob McGregor

January 14 was a spectacular day - in more than one way. The weather was CAVU (ceiling and visibility unlimited). Wind was minimal and it was a beautiful day for flying. The turnout at the field was good. At one particular moment there were four airplanes in the air - three gassers and an electric. The noise was magnificent! Suddenly there was a noise that did not sound like airplanes flying, but airplanes colliding. It was a real attention getter. A loud attention getter! AS eyes went up to the sky, pieces were raining down out of the sky. Howard Power and I had collided; head-on, no less. The 26 year old Cub exploded. That is the only description I can give. Small pieces covered a 125 to 150 foot span. It is really too bad somebody did not have a video camera trained on the two planes at that instant. A spectacular Youtube video would have been the result of a Cub and a PT19 attempting to occupy the same airspace.

After careful analysis of the components of my Cub (what was left of them), following is my official MMSB (McGregor Model Safety Board) findings.

The two aircraft collided pretty much head on slightly to the right-lower center of the Cub and right upper center of the PT19. As you can see from the pictures attached of the engine cylinder there are marks that definitely indicate metal to metal contact. The spark plug on the Cub engine was broken and pushed aft with such force that the spark plug was partially stripped from the hole. The entire cylinder was distorted. I had to pry the piston loose from the cylinder. There was no contact at the prop hub and the crankshaft does not appear to be damaged. The screws that hold the carburetor adapter to the cylinder were both bent

by the cowling being pushed into the adapter. The adapter itself was cracked but the carburetor didn't appear to be touched. The right landing gear was bent aft, some parts broken, and ultimately was ripped from the aircraft. The cabin area and inner right wing suffered substantial damage.



age. The left wing had virtually no damage except at the attach points were ripped out. Because of the nature of the construction, the entire fuselage was destroyed, but as usual the tail feathers were only slightly damaged. As you can see from the picture Howard's PT19 suffered substantial damage but not as severe as the Cub. Howard says it is re-buildable. The fuselage forward of the trailing edge of the wing will be reconstructed and the wing will require substantial repair. Although he has not yet evaluated it, Howard didn't think his engine sustained much damage.



Above—Howard's P-39 takes to the skies.



Mike McCauley brought his grandson out to watch Grandpa fly. New pilot??



Off goes Dennis' errant rocket. Don't that one made it back to the field!!



The Swoose built by the late Roy Slater flies again.



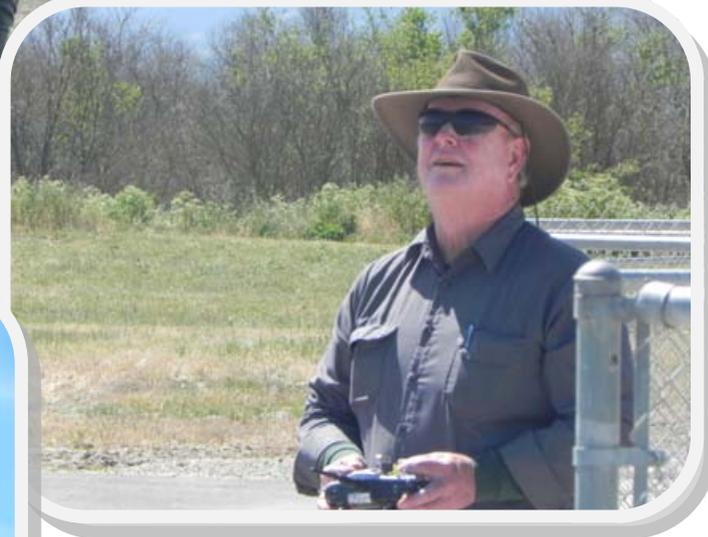
As stated by Robert Shaver, in memory of Bob's Cub and Howard's PT-19.



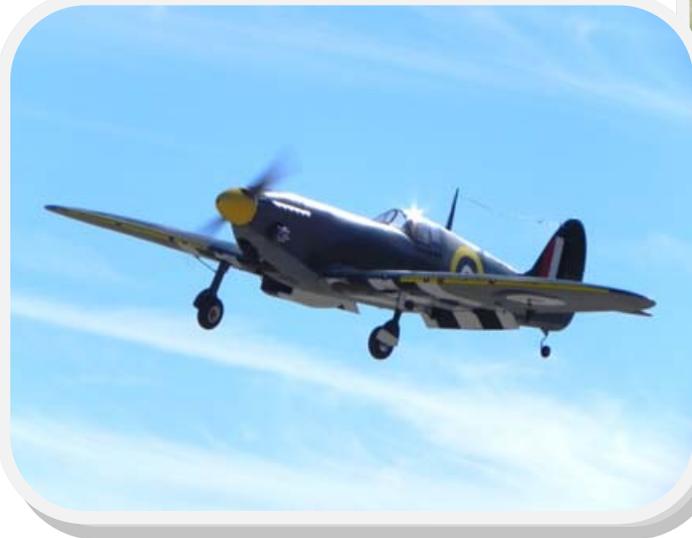


Right - Ed must like what he sees because he is smiling. When that turns to a frown, you know he is in trouble.

Gretta Giving Bob an assisting had getting the carburetor back on the Swoose's G-38. Howard's article in the previous pages of this newsletter was right on. If the engine has a Walbo and won't stay running, CHECK THE FUEL SCREEN!! It was plugged up tight. Don't where the stuff came from or how enough fuel made to the carburetor to even fire. But a new screen courtesy of Howard allowed it to run like a top!



Left - Howard's Spitfire, flaps down nose high, must be on a landing approach. Looks like the pilot winked at the crowd.



PLEASE DON'T FORGET TO RENEW YOUR CLUB MEMBERSHIP. If you have not renewed by the end of February, the March issue of the newsletter is the last on you will receive. Also don't forget your AMA membership. The AMA has changed their renewal time to reflect either one or two years from the month of renewal. In other words if you renew this month your AMA membership would be valid through February 2018 or 2019 depending on whether you took the one or the two year option. If you renew early you DO NOT lose any time. It would still be one (or two) year(s) from the original expiration date.

As most of you know by now the restaurant at the Salinas Airport is now the Flying Artichoke. A gentleman by the name of Jonathan Saguil took over operation from the retiring James and Helen Klimas. After being closed for 17 days for some remodeling and sprucing up, Jonathan opened on the 17th of January, which didn't give him much time to get things in place. As in the Prez says we had our January meeting there with good results and will have our next meeting there on February 22. Come out at 6:00 PM, enjoy dinner and participate in the meeting.

Calendar of Events

February 2017

22 Membership Meeting at the Flying Artichoke

March 2017

18 Slope Soaring—Seaside

22 Membership Meeting at the Flying Artichoke

April 2017

7-9 SAM Float Fly (if there is water)

15 Easter

22-23 IMAC I

24 Board Meeting

29 RudderGate and Membership Meeting

May 2017

6 Glider Contest I

14 Mothers Day

19-21 SAM Float Fly II (If there is water)

25-28 Castle—West Coast Giant Scale

28 RudderGate & Membership Meeting

June 2017

3 Glider Contest I

10 Work Day

24 RudderGate and Membership Meeting

Club Contact Information

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To send any submissions to the newsletter editor:

newsletter@salinasareamodelers.org
Or xpilotwon@gmail.com

This includes pictures. The email above is checked regularly, so any submission will not go unnoticed.

Submissions for the newsletter of any kind (this includes opinions) are welcome and will be used on a space available basis. The newsletter editor retains editorial rights to any submission solely for the purpose of correcting spelling, grammar, etc., but not to alter the intent.

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understanding how it works.

A few items were discussed under new business that are not of a dire nature and therefore not listed here.

The one thing I did want to mention is that the field camera is up and running (well sort of).

For those that frequent the field already know that to view the pictures you need to go to www.salinasareamodelers.org/lib-cam.php and wa-la. Pictures every 10 minutes. Just be advised that because of the cloudy weather the solar system has not been able to generate enough electricity to keep the camera system going. This is being addressed by the installation of a stationary bike generator. Each member visiting the field will be required to ride the bike for 15 minutes to charge the batteries unless you have a note from your mother.

The Prez

For Sale From Dale Oxford

- Balsa USA Eindecker with OS 91 4-Stroke
- Dynaflyte Super Decathlon with OS 120 4-Stroke
- Trainer 40 with OS 70 4-Stroke
- Tower hobbies Cub with Tower 60 2-Stroke
- Balsa USA Fokker D7 with OS 70 4-Stroke
- Goldberg J3 Cub on Floats with OS 70 4-Stroke
- Seamaster 120 (fuse damage) with Super Tigre 2300
- Stampie Biplane with 60 size 2-Stroke
- Balsa USA Bristol 40 size no engine
- Laker 40size float plane 2-Stroke engine
- Spirit Glider
- Hobbico Nexstar Trainer 40 size with OS Engine

Contact: Michael Oxford (408) 398-1420

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