



# Come Fly With Us Buck Remote Control Club

December 2004 Newsletter

## New Website

We have a new website – [www.buckrc.com](http://www.buckrc.com). The new website is currently under construction but should be ready by February. The old website at [groups.yahoo.com/group/radioairplanes](http://groups.yahoo.com/group/radioairplanes) will remain as a 1999-2004 archive.

## New Discussion Forum

We have a new internet discussion forum – [rclist@buckrc.com](mailto:rclist@buckrc.com). Simply send an email to that address with the word *subscribe* in the subject line, and then follow the directions to join in. This is the best way to get up-to-date information about the club.

## New Officers

President – Ron Hayes  
Treasurer – John Robbins  
Safety Officer – John Shoop

Vice President – Price Stevenson  
Secretary – Jim Langley  
Field Marshall – Michael Hayes

## Upcoming Events/Improvements

“Create a Club Logo” Contest  
Improve Driveway  
New Frequency Board  
Monthly Picnics

Control Line Circle  
Add Shed for Lawnmower  
Field Trips To Swap Meets  
October Fun Fly

## Winter aircraft storage hints

### The engine

When you finish flying for the day, you should always get the unburned fuel out of the engine. Do this by pulling off the fuel feed from the carburetor, attaching the glow driver, and flipping the propeller. The engine may run a little or it may just pop. When there are no more pops, all the fuel is gone. Next, make sure all the fuel is out of the tank. Else green, slimy crud grows inside the tank!

After removal from the airplane, the outside of the engine should be cleaned off. Block the carburetor inlet and the exhaust outlet with some wadded up paper towel. Then, get an old toothbrush and some engine cleaner (Formula 409, Fantastic, Windex, Comet, etc.) and scrub the engine. When everything is clean, wipe it down with a rag.

Oiling the inside of the engine comes next. Use Marvel Mystery Oil or plain automatic transmission fluid for this. For two-stroke engines, squirt some oil into the exhaust outlet, then remove the glow plug and squirt some into the combustion chamber. For four-stroke engines, squirt oil into the crankcase vent and for the top end, remove the glow plug and lubricate the valve train.

Turn the engine over for a second or two to distribute the oil throughout the inside of the engine. Put the glow plug back on and wrap your engine in a clean cotton rag. This will allow it to breathe over the winter.

### The airframe

Build some more wing racks if needed and store your wings on them. Don't stack them in a pile or lean them in a corner. You'll end up with warped wings. Hang the fuselage somewhere up out of the way.

### The radio

Once a month, charge your system overnight. Keep a log book to record when you do this. Once every two months, after you finish the overnight charge, use a ESV, battery cycler, or just run the system for 1 ½ to 2 hours. Charge the system overnight again. Don't store the radio in a place where it will get too cold, such as an unheated garage.