

Orange Coast Radio Control Club Newsletter

Editor's notes

As we enter a new year, I am hoping with every fiber in my body that this year we will secure a new flying site. It is tough to keep a club together without a flying site, believe me I have been through this several times. Until a new site comes along try and attend meetings, tell other members where you are flying, and show off the planes you are flying.

For myself, I have taken up float flying at Huckleberry Pond off the 91 Freeway and Lakeview, flying a large Timber outfitted with floats. I also park fly at a large public park near where I live with my good friend Larry Renger. There I fly a small park flyer UMX Timber. I also maintain my membership in O.C.M.A. and get out to Blackstar whenever possible with my larger airplanes.

Finally, I have my Fred Dunn "Astro Hog" ready for first flight. This plane dates to the early 1960's. I was a teenager in high school and dreamed about having one someday, it was flown by the legends of our hobby. Names like Bob Dunham, Howard Bonner and the designer of the Astro Hog Fred Dunn. It wasn't until Ed Kazmirski's Orion came along that the reign of the Astro Hog finally came to an end.

At the December Holiday meeting Mark Silzie handed back the painted Hog, he really did a great job painting it. I have since installed all the electronics, and test run the O.S. LA .65 engine a couple of times; now comes the moment of truth, the first flight. I have been building planes for many decades, but the first flight jitters never seem to get easier. The jitters didn't last long, and the first flight came off well.

Rgds. Andy Borgogna

Presidents Message to the OCRCC Membership

Feb. 1, 2018

Sad to mention the passing of the president of Horizon Hobby. His obituary tells an interesting story of how he got control of Horizon and later the role he played in acquiring Tower Hobbies. Not to mention the type of person he was.

<http://www.news-gazette.com/news/local/2019-01-08/life-remembered-horizon-hobby-ceo-was-hands-with-the-entire-company.html>

On to other matters.

Your board of directors could still use one or two more volunteers to help manage the club. Please speak with any current board member if you are willing to donate 1 Monday night a month to the effort.

Monday Feb. 4th will be our next monthly meeting. Eric Pulchaski of Black Star Builders group will be talking about the trials and tribulations of building wooden models. I'm looking forward to this presentation. We start at 7 pm and finish at 9:00 sharp.

Mile Square Park.

Several members were able to attend the very first public meeting for the re-repatriation of park land which was once a runway, then a runway for our hobby and our club actually, then a golf course and now back on its way to becoming parkland. We hope that they may set aside 10 acres for us to fly on and we were hoping that this would be an open microphone event. The parcel of land is located right in the center of the park, nestled between two 18-hole golf courses. Which means access at this point is a challenge. Some beautiful proposals were presented. Quite impressive actually. Nature preserves, walkways and paths, water ponds, drainage routes, but I didn't see any provisions for runways. Having said that, they estimate at least two years before plans are finalized and ground breaking starts so there may be a chance that we could fly there in the meantime. That is being explored by us and some of the presenters knew of us and our past at the field.

To make your comments known, please go to:

<http://ocparks.com/parks/mile/expansion>

We recommend keeping your comments on the positive and constructive side!! It is important and we believe that it will have an impact for a portion of the land so please take the time to leave your positive suggestions.

Membership dues and how to pay them.

Please bring a check for \$20 or cash to either of the next two monthly meetings or mail them into the address below. We are exploring adding PayPal to the OCRCC website and are inching closer to that capability. Apparently for those that do not have PayPal accounts, clicking on that link also allows you to pay by credit card so while this may be a somewhat moot point without a flying site, your continued support while we search for a new field is greatly appreciated. These fees are interim to help support the club under our current circumstances. When we find a new flying site, the remainder of the normal \$65 fee will be required. Thanks again for your understanding and patience.

Make checks payable to OCRCC and mail to:
OCRCC – Attn: Greg Stone P.O. Box 28303
Anaheim, CA 92809

Your continued financial along with moral support of the club is greatly appreciated.

Checks are also accepted for OCMA membership.
See you at the next meeting!

Tech Tips

I have been asked several times can an old glow engine be made workable again. If the engine is just gummed up and the internal parts are stuck together, then yes it can easily be saved. The method I use is the “Crock Pot” technique. You start by disassembling the engine, you will need tools for removing all the screws and a propane torch to heat parts and melt the oil that is gumming up the engine. I start by chucking up the engine in a vice using one of the engine mounting flanges. Then using the torch heat the engine head until the head screws will tune free, it really doesn’t take a lot of heat. When the head crews are removed the head should come off easily, wear a heavy glove so you don’t burn your hand. Then use the same method to remove the rear cover screws and rear cover. I try to save the gaskets, but if the gasket is damaged, I have had good success using Permatex sealant gasket seal. It comes in a squeeze tube and can be purchased at auto parts stores. When removing the carb don’t worry about the “O” ring gasket, a replacement can be purchased at an hardware store. If the engine has front bearings, they can be removed by heating the crankcase and using a thin screwdriver to gently push them out. I tend to leave the bearings in and after the engine is cleaned, I check them to make sure they work without binding. If they need to be replaced, then remove them and order a new set from [Boca Bearing](#) I have had excellent results with their bearings. On some engines reinstalling the bearings requires the crankcase be heated up in the oven and the bearings chilled down in the freezer the bearings will then slip into the crankcase. On most engines the new bearings will just slip in, once the inner races have been cleaned during the crock potting.

Now for the cleaning. Several years back I bought a small crock pot at Target, it only has one heat setting but it works great and I have cleaned many engines in it. You also need a strainer to pour the clean parts into when you drain the crock pot. Finally, you will need a container of Prestone Anti-Freeze, it come in a yellow container. Place the engine parts into the crock pot, poor in enough Anti-Freeze to just cover the parts. Put the top on the crock pot and let it cook overnight. Keep your head away from the top of the crock pot when you remove the lid, the fumes that are released are very strong. I take just the pot itself to the kitchen sink along with the strainer. With the strainer over the drain I pour the parts into the strainer and rinse them with warm water. Next place the wet parts on a of paper towels and let the air dry.

The last step is to reassemble the engine, remember to use the original gasket or the Permatex gasket sealant when installing the rear cover. Install the carb with the new O ring. Finally, when torqueing down the screws, don't over torque them, firm is all that's needed. Also, when torqueing down the head first lightly torque down all the screws then pick one and add a little more torque then go across the head and torque that screw next and go around the head using this technique of until all the screws are firmly torqued down.

Something to think about, I will on occasion replace the engine screws if they are damaged from repeated remove/replace. Take one of each set you want to replace to the hardware store and match them up with the new replacement parts. I very rarely need to do this but don't panic if one of the screws gets messed up during disassembly. Hope this helps.

Andy







