



NEWS AT THE TOP

April 2022

From the Editor by Anthony Curcuruto

While some of you may have been out flying already this year, it's the dawn of a new flying season. Whether it's a new plane that you have not flown yet or your seasoned flyer, check it over carefully before you fly it for the first time this year. Battery condition is crucial; make sure your TX and RX batteries are in good shape and if your plane is battery powered, make sure the internal resistance is below the maximum range of 20 ohms per cell.

There has been a lot of discussion on meeting changes at the last two meetings. We will be meeting at Reynolds Field this month and we will solidify the schedule for the coming year as well as the future meetings. Be at the meeting and voice your opinion.

Since the meeting is at Reynolds Field, bring a plane to fly weather permitting. If you need to get certified as a pilot, come with a plane and fly and get signed off. I will bring a trainer plane if someone wants to get some stick time in. Hope to see a good many members at this meeting as turnout was light at the past two meetings.

Fly Gas

(partial reprint from Model Airplane News)

Many of us in the club fly electric planes and some glow. Yes, there are a few that also fly gas powered planes.

RC engines that use gasoline are no different in operation as those in chainsaws and leaf blowers. If you treat them properly and set them up correctly, they will run reliably. Gasoline engines come in a variety of displacement sizes, and all of them are easy to start and are user-friendly. One of the more important tasks is to set up the throttle linkage and the throttle servo's endpoints (travel) so that the carburetor opens and closes completely over the entire throttle stick's travel. Avoid setups where the carburetor is fully open when the throttle stick is not at full power. And remember, if your engine begins to act up and run erratically, land immediately or, if still on the ground, don't take off. Make sure that all the screws and bolts for the carburetor and muffler are tight and then check your fuel lines, filters, and carburetor.

Gasoline engines have been around for a long time, and they are viewed by many as the best choice for ease of operation. The best thing about gasoline engines is that they are designed to be run without first having to be broken in like glow engines. Bench running is not so much about breaking in your engine as it is about getting to know your engine and not being rushed at the flying field.

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April 21, 2022 Meeting Minutes

The meeting was called to order at 7:37 pm. All of the club officers were present (mike showed up late). The minutes from the previous meeting were read and approved with one correction. The following was corrected to read: February's opening balance was \$9,481.69. After March's activity, the ending balance is \$12,263.19.

Treasurers Report: March's opening balance is \$12,263.69. Deposits for the month totaled \$420 represented by Dues. There were no expenditures for the month. The ending balance for March is \$12,683.19.

Membership: Anthony mentioned that the club lost a good number of members. He mentioned that next month he will have a detailed report.

Safety: No issues.

Old Business: The new meeting schedule was discussed. A proposal was made. The proposed schedule is May, June, July and August will be at the fields starting with Reynolds Field. There will no meetings in December, February and March. Meetings at the Andover Borough Senior center will be in January, April, September, October and November. No vote was taken due the fact that the meeting was poorly attended. We will vote on it next month. Anthony mentioned that he renewed our club charter and got and sent all the documentation in to the DEP to renew our lease for Reynolds Field.

New Business. Pat brought up the FAA Remote ID requirement that he read about in the AMA magazine and asked me to look into it. My response was that the AMA has not established FAA Recognized ID Areas yet and as soon as they do, I will comply. I also mentioned that the requirement is scheduled to take place in September 2023.

We also talked about the drones. A motion was made to promote Bob Grodeska to a Life Member.

CONTACT THE TOP O' NEW JERSEY

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Tentative Meeting Schedule for 2022

January 21, 2022	Canceled
February 17, 2022	<i>Over</i>
March 17, 2022	<i>Over</i>
April 21, 2022	<i>Over</i>
May 19, 2022	<i>Reynolds Field</i>
June 16, 2022	Hardyston Field
July 21, 2022 Reynolds	Tail Gate Swap Meet
August 18, 2022 Hardyston	Tail Gate Swap Meet
September 15, 2022	<i>Andover Borough Senior Center</i>
October 20, 2022	<i>Andover Borough Senior Center</i>
November 17, 2022	<i>Andover Borough Senior Center</i>
December 2, 2022	No Meeting

Treasurer's Report April 2022

March's opening balance is \$12,263.69. Deposits for the month totaled \$420 represented by Dues. There were no expenditures for the month. The ending balance for March is \$12,683.19.

Reserves are as follows:

Reserved for Operations:	\$4,937
General Reserve:	2,746
Event Reserve:	2,000
Reynolds Field Reserve:	<u>3,000</u>
Total	\$12,683

When it comes to lubrication for gasoline engines, just like with any 2-stroke, you need to mix oil into your gas. The best thing to do is to read the instructions and follow the manufacturer's recommendations. Typical mix ratios are from 25:1 to 50:1, depending on the oil used. Some specialty synthetics can be mixed at 100:1. There are lots of great-performing, high-quality standard 2-stroke engine oils to choose from, and if you can't find something at your local hobby shop, you'll find them in small-engine shops and motorcycle- and marine-equipment outlets.



Regardless of the fuel-to-oil mixture ratio you use, it is important to use good-quality oil. Cheap oil can risk the health of your engine. The 40cc RCGF 40T engine is shown at the lower left.



It is very important to keep your gasoline engine fuel clean and stored in a container that has a filter in the supply line.

“After 24 years of servicing giant-scale gas engines, we strongly recommend Redline Two-Stroke Racing Oil, mixed at 40:1 for all Desert Aircraft engines. It leaves little to no residue in the engine, while lubricating extremely well. Ring grooves stay clean, eliminating stuck ring issues, and bearing life is excellent.” —*Dave Johnson*



Even when using gasoline-grade fuel tank hardware and fuel lines (Sullivan Products shown here), be sure to secure the fuel line inside and out with some clamps or cable ties, as shown here.

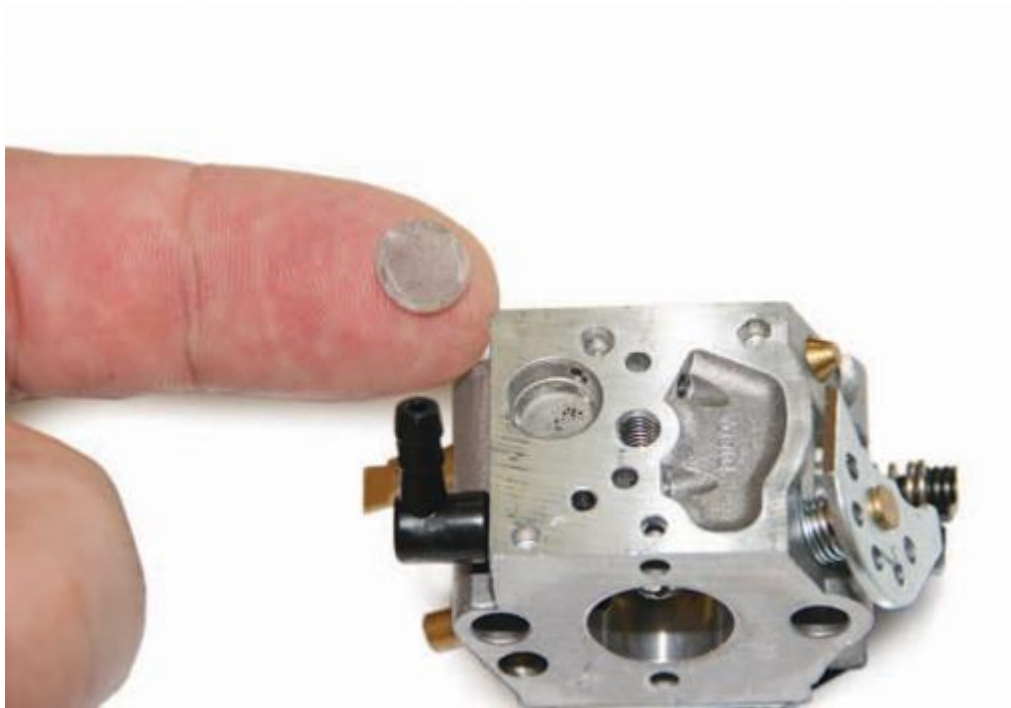
We all know that you don't want to run any engine lean! This overheats your powerplant and can lead to expensive engine damage or, even worse, the loss of your entire airplane. With new engines, it is wise to use a test stand before bolting the engine to an airplane. This way, it's easy to work out linkage setups and fuel-line clearances and to test various propellers using a digital tachometer. Set the top end for maximum rpm without going too lean in the fuel mixture. For the idle adjustment, adjust the idle setscrew for as low and reliable rpm as possible while maintaining a smooth transition to full power.

“Our common 2-stroke gas/oil mixture engines used in giant-scale models are pretty simple to troubleshoot. All they need are air, fuel, and spark to make them come alive. If an engine won't start or even “pop,” you may have a spark issue. There are two types of spark-producing accessories on our engines, Magneto and ignition module, but before you dig any deeper, check out the spark plug. Is there fuel present on the electrodes? Also, what is the condition of the spark plug? There have been times when my engine would not start due to carbon bridging—a carbon deposit between the ground and center electrode. This is a good indication that you are running an oil-rich mixture. Once removed and cleaned, you're back in business.”—*Sal Calvagna*

“Always use only a gasoline-grade fuel tank, fuel lines, and fittings. You might get away with not doing so once or twice, but if you use a silicone ‘glow fuel’ system setup, the gasoline will degrade it. Eventually, the tank stopper and fuel lines will begin leaking, or worse, the goo in the tank will clog your carburetor. Always use Tygon or other fuel line specifically designed for gasoline. Even when using the

correct type of fuel line, remember that, over time, they will become hard and lose flexibility. It is a good practice to change internal fuel tank 'clunk' lines because of this. Don't forget, also, to secure your lines with tie wire or zip-ties."

—Kevin Siemonsen



If your gas engine suddenly becomes harder to start and the carburetor more difficult to adjust, check the internal fuel screen under the side plate. Chances are that it is dirty. So, clean it or, better yet, replace it with a new one.