



# ARCS News



San Antonio, Texas

Alamo Radio Control Society

[www.alamorcs.org](http://www.alamorcs.org)

AMA Charter 603

May 2020

## ARCS OFFICERS

### President

**Bill Ponseigo**

(210) 394-8976(Mob)

president@

alamoradiocontrol.club

### Vice President

**Buck Murray**

(210) 884-8445(Mob)

webmaster@

alamoradiocontrol.club

### Secretary

**Richard Sanders**

832-233-3956

1173 Pebble Beach Road

Lake Hills, TX 78063

secretary@

alamoradiocontrol.club

### Treasurer

**Juan Galvez**

1907 Green Ash

San Antonio, TX, 78227

760) 470-6096)

treasurer@

alamoradiocontrol.club

### Support Staff

#### Newsletter Editor

**Jimmie Neff**

(210) 563-2121

arcseditor@

alamoradiocontrol.club

#### Hats and Nametags

**Eric Amundsen**

hatsandtags@

alamoradiocontrol.club

#### Chief Photographer

**Jim Witthauer**

### Club Meetings

Held the 3<sup>rd</sup> Tuesday of  
each month (except Dec)  
7:00 PM to 9:00 PM at

**Golden Corral Buffet**

**9111 N. Loop 1604 W.**

**San Antonio, TX**

**78249 210-695-2366**

**CLUB FLYING SITE** Is located just west of Macdona at 10025 Shepard Road

**Notice: Due to the Coronavirus, meetings have been cancelled. Future events on a wait-and see basis.**



### **From the editor:**

This will be a pretty short newsletter. With no meetings due to the Covid 19 virus, there are no minutes to report on. However, as club President Bill Ponsiego reported last month, the field is open and in good shape. May has brought some windy, stormy weather, but there have been a few weekends where the sky was blue and the winds were calm, perfect for flying. From Fridays to Sundays, the early

mornings see a gaggle of jets in the pits and in the air. Not only jets, but other electric, nitro and gas planes are often in the air mixing it up with the jet jocks.

One or two Sundays have been exceptionally perfect and the flyers, keeping Covid social distance, flocked to the field. Overheard the comment, "This is amost like a fun-fly." Indeed it was. Fortunately our sport is an outdoor activity and we can practice it without health hazards, as long as we're careful. Masks are typical wear for pilots now. Some reports note that sunshine is a good medicine to prevent the virus and we get plenty of that flying.

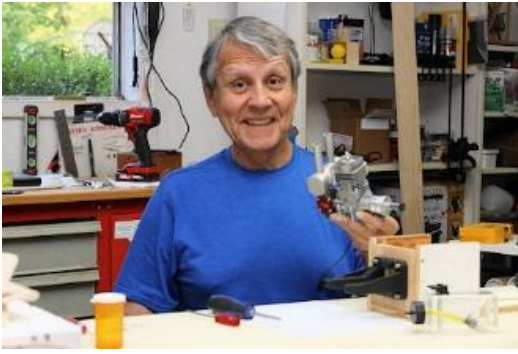
The stay at home rules mean flyers have plenty of time to work on their airplanes. From ARFS to built-up kits, to new jets to makeovers of standard foam planes, members have been busy and creative.

Recently the new, huge, 120mm T-33s Pete and Juan brought to the field have caused a bit of a stir in the gallery. They are spectacular flyers, big and maneuverable and those guys handle them well.

While Ed seldom flies a foam plane he hasn't refinished, Robert and Bill Surratt have redone a couple of foam jet standards. Robert refinished an F-86 Saber jet with a new livery, and some improvements to the power train, nose and has added airbrakes like the original. Bill took an old F-5 he got from Pete and refinished it, detailing it to look like the T-38 Talon he flew as an instructor pilot. It is a beautiful job. The detail includes the cockpit, and even a pilot wearing a helmet painted like the one Bill wore. It took such a long time and effort that Bill says when the plane reached its "expiration date" he won't rebuild it. He also joked that if he makes a bad landing, he'll blame the student pilot in the front seat!

A couple of us, me and Lupe for example, have dipped our toes in to the gas engine challenge. Results have been mixed, but my bet is on Lupe who is very organized and of course, is building a new plane for his gas engine. So far I'm striking out on keeping the Saito FG-11 in the air consistently. I am getting good at dead-stick landings.

So while there haven't been club meetings nor an organized activity like formal a fun-fly, there's been a lot of activity. We don't know how long this lock-down will last, but at least we can fly. One suggestion I've heard is to hold a meeting at the field where we can have adequate "social distancing." That is up to the executive committee. Regardless, have fun flying!



### Valley View RC 16cc 2-stroke gas engine.

Since 1979, I have used several brands of glow-powered engines—Supertigre, K&B, Moki, HB and OS Max. The OS brand has been my chief choice since. As with all glow engines, power-to-weight ratio is great, there's glow fuel residue clean up to do, it smells wonderful, and the price of glow fuel keeps going up. Last gallon of 15% I bought locally was about \$36 a gallon.

For my current airplane build, I was going to use a 15cc OS 91FX. See photo for size comparisons. After a lot of consideration, a gas engine looked like a good candidate for getting into gas power. I did a lot of online forums research on 15cc and 20cc sized engines. Some reviews or posts favored the DLE and RCGF 20cc as favorites, but the weight and the propeller size sizes were greater than what I intended. I followed the RCGF 15cc brand for quite a while until I came across the Valley View RC (VVRC) 16cc. I did entertain the OS GGT 15 and the OS GT15. Both are best described as "manufacturer converted" versions of glow engines. But the price of each was \$160 greater. Due to VVRC's good reputation and price for small RC gas engines, I chose their 16cc engine. I contacted VVRC to answer some basic questions, and the owner replied by close of business. That was a positive checkmark for me.



For \$219, the engine arrived with each item packaged in Ziplock bags. The items included the muffler, RCXL ignition, tiny spark plug, nuts and bolts for mounting, simple instructions, but no engine mount. The engine mount that will work for these rear-carbed engines is the T-styled Beam type. Beam mounts allow clearance for the throttle pushrod location, unobstructed travel of the choke valve, and it locates the engine far enough away from the firewall allowing free flowing air. The negative side is that T-styled beam mounts are hard to find. For break-in purposes, I will use a Great Planes 60-120 adjustable beam mount. With it, I found the negatives I mentioned above. I have on order a suitable T-styled beam mount from RCGF, and it'll become the permanent mount for my new plane.

The exterior quality of the engine looks as good as any engine made. Not as shiny as an OS silver but more like a Supertigre gray. It does look like a well-made piece of hardware. The only specification not mentioned online is the Maximum RPM, but I suppose I will find that in the usual way of adjusting HS needle and backing off a bit.

Maximum Output: 2.5 hp/1.76KW,

Weight: Engine - 23 ounces

Ignition - 6 ounces

Recommended props: 14 x6, 15X8, 15X6

Recommended Airplane: .40 to 1.20 size airplanes

Ignition Battery: NiMH 6V, 6.6V LiFe or 2S LiPo pack

Gasoline/Oil Mix: 40:1 (instruction sheet says start with 32:1 mix for the first two gallons)

Replacement Spark Plug: M8, 1/4-32

Idle Speed: 1800 rpm/min



Breaking-in the engine won't be anytime soon. This is my first gas engine, and I am totally unprepared. I mean, I have no gas can, no 2-cycle oil, no previous 2-cycle knowledge, but for starters, I have made a plywood test stand. Also, I have been viewing YouTube videos on mixing gas and oil, creating gas fuel tanks, ignition info, starting an engine, creating gas cans, and do's and don'ts. For starting the engine, the vendor recommends using an electric engine starter or a thick leather glove. I just hope the engine is no louder than my neighbors' leaf blowers.





This is an exciting venture into the unknown. Surely, it'll become as common as starting glow engines. I don't expect trouble-free operation at first, but with expertise from our members, I will find success. There will be a new awareness in fire hazard safety practice. As I go, I will provide updates on our Facebook page.

See you at the field....someday.

### Super Buccaneer Revisit

The February, 2020 newsletter featured a Member Spotlight article by Pete Shavney where he talked about his Super Buccaneer he built in 1938. It started out as a free-flight, with a misadventure fly-away, and later Pete added radio gear. Here is what Pete said:

*At the age of 10 I constructed a huge flying model of the "Super Buccaneer" airplane which was based on the popular Piper Cub in which I had flying lessons many years later. After relocating to Texas in 1983, I left the plane in the hands of brother #3 (Donald) who passed away a year ago. Don flew it many times from the local flying field in Broomal, PA just east of Philadelphia. After his passing, I agreed with brother #2 (Richard) to get the plane back and ship it to San Antonio. The 90" wing had to be cut into three 30" pieces for shipping.*



*My nine foot long concert grand piano came in handy for a base upon which to rebuild the huge wing. I'm now a member of the local ARCS (Alamo Radio Control Society) with the oldest vintage flyable airplane in the group. I didn't need any more hobbies, but this one is another reason for writing a book to be called "Too Many Hobbies." Imagine being active in model building, piano playing and teaching, amateur radio (I'm now WA3OVH), RROC, AMEE (Alamo Model Railroad Engineers). Problem is working on the book and related articles all at the same time. My mailman says that I have the most interesting mail of anyone on the route.*

At the time we didn't have recent photos of it but thanks to Jim Witthauer we have the original photos from a 2018 fun fly.

### SCENE AT THE FIELD (OR IN San Antonio Skies)









