



Welcome to the Q&A section dedicated to Turbine topics. If you have some ideas or suggestions please submit them to us via E-mail. info@v-eastonline.com

Here are some supplier links that will help you find those field items you will need.

<http://www.jerseymodeler.com/>
super quality stand alone kerosene fueling systems.

<http://www.bvmjets.com/> ceramic heat paint...etc.

<http://www.oil-store.com/> Turbine oil suppliers, they carry Shell 500.

Let's begin with some general rules and practices:

Turbine powered R/C models are different from conventional piston powered models in that they are running on kerosene and the possibility of fire upon crash exists in worse case scenario so the following precautions should be followed.

Field Safety Equipment:

A CO2 or Halon fire extinguisher should be close at hand for every engine start up.

In the event of an accidental hot-start apply the extinguishing agent into the model's inlet for a fully enclosed system, or directly to the engine if it is a fully exposed installation.

Strong winds and dry conditions escalate the possibility of fire. Therefore it is recommended that you do not fly during excessive dry periods or where draught conditions exist. It is simply better to be safe than sorry.

Start Up area:

It is best to start a turbine model with the engine inlet pointed into the wind (if more than 5mph).

The area behind the model should be clear for about 25ft. Spectators should not be in the turbine wheel's plane of rotation for a distance of at least 25ft.

Range check the radio:

A pilot of any model aircraft should be seriously concerned about the proper operation of his/her radio control system.

Thorough and frequent range checks, as recommended by the radio manufacturer, should be performed.

Check the batteries:

Although the manufacturer states that the E.C.U. onboard Nicads can last three flights, we recommend that you fast charge the pack between flights.

Check your transmitter battery usage and state of charge as well as the on-board receiver packs.

Starting gas:

When filling the on-board starting gas tank, do not fill it all of the way. When you notice the liquid flow into the tank start to slow down, stop filling. This will prevent any tendency to "pop" on start up, while still having enough gas for 2 to 3 auto starts.

Plug maintenance:

If you have been having no trouble with starts then all of a sudden start having difficulties starting on the first cycle, then check your glow-plug... it may be time to change it.

Fueling:

Take precautions against over-pressurizing the fuel tanks during the fueling process. This may cause the automatic shut-off valve to leak some fuel into the turbine and cause a hot-start!



Innovation in modeling

A hot-start is when excess fuel is present during the start-up procedure. There are many safe-gaurds in the sytem to prevent this, but a manual shut-off valve downstream of the kerosense auto-valve is recomended as an addtional precaution.

Further questions? contact us at 352-371-3132.