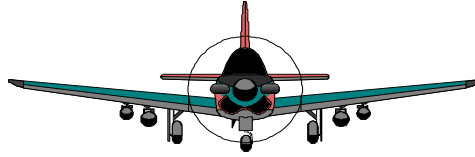


KCAM FLIGHTLINE



A RADIO CONTROL
MODEL AIRPLANE
CLUB



A Charter Member
of AMA Since 1968
Member No. 198



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KENT COUNTY AEROMODELERS NEWSLETTER OCTOBER 2008

NOVEMBER EVENTS

4th General Membership Meeting
at MMC 7:30PM

Nominations and the Election of
Officers.

9th Canned food drive benefits the
Home of The Brave. Please be
generous for this event. Donate
non perishables, i.e., paper goods,
phone cards, toilet articles, canned
food and coffee. Please bring your
donations between 9AM and 3PM.

19th Board of Directors Meeting.
**See below comments for time
and place.**

The board will be starting some-
thing new this month that was sug-
gested by Merritt Brown.

The OFFA fly's every Wednesday.
Since the BOD meets the third
Wednesday of every month it was
suggested the BOD meet for
breakfast at 0800 hrs, before going
to Beautiful Sandtown Flying
Field for OFFA flying.

The first place the BOD will try
for **breakfast is the Mobil Station
in Sandtown at 0800 hrs.** The
19th. See you there.

Glad to report

**Everett Christman is doing
fine after heart surgery.
Best Wishes Everett.**



Highlights of October Meeting

Bruce Tobey, who is retired from
the Air Force and the State of
Delaware joined our club at this
meeting. Welcome Bruce.

Treasurer's Report

(John Opsitnik)

John read the Treasurer's report
from 9/16/08 which is attached to
the minutes. A motion was made,
seconded and voted on for accept-
ing the treasurer's report as read.

Field Report (Nick Nicholson)

Nick said they finally did cut the
grass. There are a few problems
with the mowers; may have to get
a new one next year. Someone put
a trash bag by stairway and peo-
ple are putting trash in it. Club
did away with trash cans because
it fills up and nobody empties it.
Please do not set up trash cans or
bags in the future.

If you have or generate trash
please take it home with you.
Thanks.

New Business (Don Vincent)

John Opsitnik made a motion to
waive the club dues for the club
secretary because of the amount
of work required for this posi-
tion. Club officers can hold the
position for two full years, but
can hold other positions. Reagan
read the duties of the club secre-
tary. This would be for only one
year and would have to be voted
on next year if continued. The
motion was seconded, voted on
and passed.

John announced that there was
an ad for \$20,000 dollars worth
of R/C planes and boats for sale
for \$5000.00. Lots of good stuff
included, 15 to 20 Saito en-
gines .90 or larger in new condi-
tion. Person will not separate.
See John for phone number

Merritt said that Dover Hardware
stocks K2R spot remover which
will soak up the fuel from balsa
wood so the wood can be glued
or recovered for \$4.99 per can.



Merritt Brown made a suggestion to remove two of the orange fence sections in the middle of the new parking area, so members would not have to walk around to the gates. Some discussion followed. Reagan offered to donate two chain link gates to put there instead of just removing the fence. Merritt said he would do the work. Members would be allowed to park in front. A motion was made, seconded, voted on and passed.

Lee read a letter from AMA about an inquiry he made about spinners. It stated that spinners are only required in some AMA sanctioned competitions. This subject has been discussed at length before. It was, at one time, added to our club rules but then it was removed because of this ruling. Lee was just restating AMA's position, because there was an incident at the field involving an airplane with no spinner. More discussion followed and Stu said that it is not required but highly recommended.

Rick Payne was presented his Pilot Wings. Congratulations Rick. Happy landings!

Nominations for 2009 Club Officers were opened by Don. For President, Wayne Nelson and Nick Nicholson were nominated and they accepted. For Vice President, Pat Breslin was nominated and he accepted. For Secretary Ted Petroulis was nominated and he accepted. For Treasurer, John Opsitnik was nominated and he accepted. The nominations were closed, but will be opened again before the election at next month's general meeting on November 4, 2008.

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TRUTHISUMS

- * Always try to keep the number of landings you make equal to the number of takeoffs you've made.
- * There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
- * You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
- * Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
- * Remember, gravity is not just a good idea—it's the law and it's not subject to repeal.
- * It's always a good idea to keep the pointy end going forward as much as possible.
- * In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero, the ground has yet to loose.

From *Space City Crash*
Space City RC Club
Mike Crotts, editor
Houston TX

BAD BEHAVIOR

As a man took his seat on an airplane, he was surprised to find a parrot strapped in next to him.

After taking off, the flight attendant came around to serve the passengers on the airplane.

The man asked the flight attendant for a coffee and the parrot squawked, "And get ME a coke ... NOW!" The flight attendant, flustered by the parrot's attitude, brought back a coke for the parrot; however, she forgot the man's coffee. As the man pointed this out, the parrot drained his glass and screamed, "Get me another coke or I'll really create a scene!"

Quite upset, the attendant came back, shaking, with another coke but still no coffee. Irritated at her forgetfulness, the man decided to try the parrot's approach. "I've asked you twice for a coffee. Go and get it right now, or I'll create a scene that will make his look like a Victorian tea party!"

The next moment, both the man and the parrot were grabbed and thrown out the emergency exit by two burly security guards.

Hurling toward earth, the parrot turned to the man and said, "You're pretty cheeky for a guy who can't fly!"

**from Plane Talk
Aerobatic Aces R/C Club
Bob Van Singel, editor
Three Rivers MI**

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Conversions

- 1 millionth of a mouthwash = 1 microscope
 - Time between slipping on a peel and smacking the pavement = 1 bananosecond
 - Weight an evangelist carries with God = 1 billigram
 - Time it takes to sail 220 yards at 1 nautical mile per hour = 1 Knotfurlong
 - Half of a large intestine = 1 semicolon
 - 1,000,000 aches = 1 megahurtz
 - Basic unit of laryngitis = 1 hoarsepower
 - Ratio of an igloo's circumference to its diameter = Eskimo Pi
 - 2,000 pounds of Chinese soup = Won ton
 - Shortest distance between two jokes = A straight line
 - 453.6 graham crackers = a pound cake
- from the newsletter of the
Indy Sportliners Control Line
Model Airplane Club
Indianapolis IN



Thirty-five seconds ago, I valued your advice.

Give your ARF a second chance ... re-cover it

Are you ready to re-cover your Almost-Ready-to-Fly (ARF)? If the structure is sound, why not? Here's what I did with a bargain from our club auction. It had sticky-backed covering similar to contact paper. Fuel seepage had turned some of the adhesive to goo. The forward fuse was fuel soaked from leakage under the covering and through unsealed holes in the firewall. To treat this, I put two cups of dry plaster powder into the forward fuse. Then I cut foam to push the plaster against the fuel-soaked wood with at least 1/4-inch of plaster touching the wood. To let the magic work, I set it aside for a week or so. On the wing, the covering adhesive gave me problems. When I used the heat gun, the covering blistered and balsa came off with it. Most of the covering came off in bits and pieces. Once the covering was off, I made repairs to some of the wing ribs and removed the adhesive residue with acetone.

Note: Do this outside and wear

rubber gloves.

After filling the holes and low spots with spackle, I sanded it with 200, then 400-grit sandpaper, tack ragged and applied new covering. I didn't use any Balsarite, but I would have if I found any spots where the covering wouldn't stick. After a week, the plaster had pulled the fuel from the fuselage sides. I removed the covering, cleaned, and filled it as I did the wing. Next, I blocked the fuselage level and checked the incidence of the wing to the horizontal stabilizer. I found the stabilizer was tilted slightly. To remove these pieces without breaking them, I put the heat gun on the epoxy, keeping the gun moving so the balsa didn't scorch. In five minutes, I was able to wiggle the parts loose. I scraped the old glue onto a wood scrap. I adjusted the stabilizer slot by sanding and filling it until it was straight. After applying epoxy, I rechecked the incidence before pinning it. I made a small fillet of spackle with my finger along the joint to fill and smooth the gaps. Then, I sanded, tacked, and re-covered the fuselage. I coated the firewall with a thinned layer of epoxy and after refitting the fuel tank, I filled any gaps with household caulk. A couple more hours were spent reinstalling the hardware, radio, and engine,

Then, I sanded, tacked, and re-covered the fuselage.

I coated the firewall with a thinned layer of epoxy and after refitting the fuel tank, I filled any gaps with household caulk. A couple more hours were spent reinstalling the hardware, radio, and engine, and I was ready for the field with my "previously owned" new airplane.

from the Tucson Radio Control Club

via *Propbuster*

Rapid City Propbusters RC Club

Jim Tiller, editor

Rapid City SD

Nylon wing bolts

from Jeffrey Mays, AMA Archives
March 2004

Usually nylon wing bolts come with round, slotted heads. They work, but your screwdriver can slip during installation and damage your wing. Take a 7/16-inch hex nut and run it all the way up under the round head on the screw. Now sand the nylon bolt to match the hex pattern on the nut. When the nut is removed, the nylon wing bolt will be transformed into a hex bolt that can be easily tightened with your four-way glow plug wrench.

That's all for now. See you at beautiful Sandtown Flying Field

