

KCAM FLIGHTLINE



A RADIO CONTROL
MODEL AIRPLANE
CLUB



A Charter Member
of AMA Since 1968
Member No. 198

President: Wayne Nelson 61 Swan Creek Lane Milford DE 19963 Ph 302-424-7629 e-mail wnnelson@comcast.net
Vice Pres: Patrick Breslin 119 Michael Dr Smyrna DE 19977 Ph 302-653-5688
Secretary /Webmaster Reagan Paquette PO Box 88 58 W. Commerce St Kenton, DE 19955 Ph302-653 9412 e-mail weez1024@comcast.net
Treasurer: Lee Messick 3535 Sandy Bend Rd Marydel DE 19964 PH 302-492-0499 e-mail cleemissick@msn.com
Newsletter Editor: Stewart Yeomans 7335 Canterbury Rd Felton DE 19943 Ph 302-284 3680 e-mail stuflyrc@aol.com

KENT COUNTY AEROMODELERS NEWSLETTER FEBRUARY 2010

March Events

2nd General Membership Meeting
at Modern Maturity Center Dover
7:00 PM

17th Board of Directors Meeting at
Modern Maturity Center Dover
7:00 PM.

Flea Market

3/13/10 - Lebanon, PA (E) 30th
Annual Radio Control Flea
Market. Site: Lebanon Fair-
grounds Expo Site. For Info:
Frank Titus PH:717-412-8579.
Time 7am setup, 9am public,
admission \$7 children under 12
free, aisle spaces \$11 wall
spaces \$17 both are 5 ft long.

Tri-County Wingsnappers Swap Meet

3/27/10 - Hamburg, PA (E) Tri
County Wingsnappers Swap
Meet. Site: Hamburg Field
House. For Info: Michael Renzi
PH: 610-779-5818. Visit
www.tcws.org.vendor setup
7am, doors open to public 8am,
admission \$5, table rentals
wall \$12, aisle \$7, food available.
Sponsor: TRI-COUNTY WING
SNAPPERS

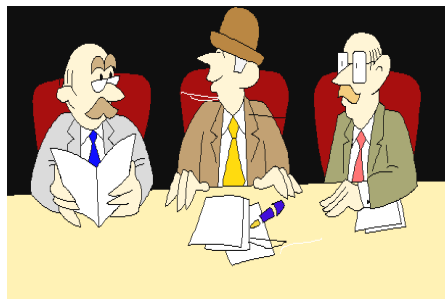


KCAM wishes a Happy
Birthday to our fine February
Flyers.

Bruce Tobey
Bob Bodner
Lee Messick
Pete Watford
Hal Lane
Richard Collins

This Newsletter and lots of other
information about KCAM can be
found on line @WWW.KCAM-
DE.ORG

E-mail KCAM-DE@comcast.net



Highlights
of
February Meeting

Secretary's Report

(Reagan Paquette)
Reagan went over the high lights
of last month's meeting minutes,
which were emailed to all mem-
bers. Al Mills made a motion to
accept minutes; Bill Judd sec-
onded the motion with all present
in favor.

Treasurer's Report

(Lee Messick) Lee read his re-
port. Charlie Sterner made a mo-
tion to accept the report; Bill Judd
seconded the motion with all pre-
sent in favor. Member Renewal
count to date is 45 members.

Safety Report (Don Vincent)

Don reported that the threads on a
pushrod for John's racer were al-
most nonexistent. Clevis did
come detached, but there was no
damage done. Check all connec-
tions on your next project.

Newsletter Report

(Stu Yeomans)
Stu has a copy of Slow Survivor
Combat rules and will send out to
everyone.

Website Report

(Reagan Paquette)
Website updated, any questions or
changes please let Reagan know.

A w a r d s D i n n e r

(Merritt Brown and Reagan Paquette)

Fare and cost will be the same as last year. VCR and TV from MMC would be \$50.00. Don will bring in a DVD player and Reagan will bring in a 32" TV. Reagan sent out the new coupon. This year dinner tickets will be issued as a reminder, proof that you paid, something to pass along if you can't make it and for door prizes. There will be a cash bar this year thanks to Wayne. Sam will do the trophy and plaques again this year. Thanks Sam.

Old Business

Wayne read the builders award rules. Added must "Meet AMA requirements" to the flying class which includes weight and having your name or AMA number in or on the airplane. There was some discussion on the non-flying class, but in the end nothing was changed. Wayne will send the modified rules out to everyone. If anyone has any suggestions or comments, please contact Wayne.

Wayne and Lee have drawn up a budget for 2010 which they will discuss at the next board of directors meeting and then bring it to the next general meeting. Wayne had a draft copy here if anyone wants to review it. Wayne read a letter and agreement that he sent to the president of the local helicopter club that is one mile from our flying field. We have had trouble in the past trying to set up an agreement with this club. AMA is aware of the situation. Club will wait and see what if any response we get from Wayne's letter.



Bill Suter brought in the new raffle plane for this year. It is a Great Planes Revolver Sport Aerobatic ARF with a 59" wingspan, OS AX .55 and a Futaba 2.4 GHz 6EX radio system. It's a beautiful plane and well put together by Bill. The cost from Tower Hobbies was \$530.87 which is only a couple of dollars more than last year's plane. Reagan will make up the tickets and have them available soon. The drawing will be at our Open House on 9/26 or the rain date for the Open House which is 10/3. Doug Cauley made a motion to pay Bill; Merritt Brown seconded the motion with all present in favor except two opposed. Lee paid Bill.

Last call for the 50/50 was made. A ticket was drawn by Reagan and Reagan won. Reagan won with a ticket he traded with Wayne a few seconds before the drawing. Reagan gave Wayne \$1.00 from the prize money for being a good sport. .



SAFETY BULLETIN: **Flight box catches fire**

During a flying session at a British Model Flying Association affiliated club site, a pilot and his helper noticed a flash or arcing inside the flight box. The starter was immediately disconnected, and the 12-volt battery was removed.

After this, the two noticed the bottom of the flight box was bubbling, the cause of which was not immediately apparent. After 15 seconds or so, the pilot and his helper tried to remove the flight box from the pit area, and as helper bent to pick it up, the flight box exploded in his face, throwing him approximately 30 feet and causing burns to his face and scalp, which required specialized hospital treatment. The explosion was caused by the ignition of a half gallon of methanol based fuel, which was stored inside the plastic flight box with a 12-volt battery and associated circuitry. Unfortunately, the flight box was so badly damaged that the inspection did not reveal a detailed cause of ignition. However, it is highly probable that an electrical fault ignited either spilt fuel, fuel vapor, or both, causing the flight box to melt and the fuel container to ignite. Unfortunately, methanol burns with a very pale blue flame that is barely visible in daylight, resulting in the pilot and helper being unaware of the seriousness of the situation. Fortunately, there was a source of water nearby, which was used to cool the burns until medical assistance arrived. Fuel fires of this nature are extremely rare but to mitigate against a recurrence, the following is advised:

1) Fuel containers should be stored externally on flight boxes, away from potential sources of ignition, such as electrical equipment, lighters, and matches.

2) If you do store your fuel within the flight box, it should be within a separate compartment. Drain holes should be incorporated to disperse fuel, and the compartment should be well ventilated to disperse fuel vapors. The design of the box should prevent fuel from migrating to other flight box compartments in the event of a spill.

3) Mop up any spills immediately and dispose of materials in a safe place.

4) Don't smoke near fuel.

5) If you have or suspect you have a fire, warn your colleagues and clear the area immediately. Remember, methanol fires are not obvious in daylight so stay back if you are in doubt.

6) If the fire is small, attempt to extinguish it by using an approved fire extinguisher for fuel fires (foam or powder). If there is any danger of a large fire (i.e. the fuel container itself), do not attempt to extinguish the fire under any circumstances. Always exercise extreme caution.

7) Do not move burning material.

8) Ensure you know first aid treatment for burns and the location of your nearest water supply. The first few minutes in the treatment of burns is critical; the quicker the burn is cooled, the less damage to the underlying skin tissues. Burns can cause severe shock, which also requires treatment.

Remember, avoid putting your fuel container in an enclosed space and never adjacent to potential sources of ignition. Should a fire occur, do not take any risks; your equipment is replaceable, but you are not.

from *The Fly Paper*
South Bend RC Club News
Jack Allinger, editor
South Bend IN

CLEVISES

A note to the unwary

By Pete Young

Last summer I lost elevator control of an Almost-Ready-to-Fly (ARF) trainer. The airplane topped responding normally to elevator commands, and pitch control eventually disappeared entirely. I wasn't able to return the airplane to the flying field, and it ended up in the big swamp where it stayed for several months before anyone found it. The root cause of this mishap was that the elevator's nylon clevis had stripped out and thus, all elevator control was lost. The airplane was on its third flying season, by the way. So, one lesson is replace nylon clevises with metal ones, especially on elevators, which see extremely high air loads. This past week I was flying a new ARF trainer. I had replaced the kit's plastic clevises with metal ones. On its first flight, the airplane started requiring more and more nose-up trim, the reverse of how a gas airplane acts as it burns fuel. An alarm went off in my head, triggered by memories of last summer's incident. I immediately chopped throttle and landed after less than two minutes of flight time. On final approach, the airplane started pitching over more and more, despite my holding full back stick and back trim. Although I thought for a moment the airplane was going to dive straight in, I was able to bring the nose up sufficiently to make a hard landing with minimal damage—a sheared off landing gear plate. I was lucky the aircraft wasn't totaled. The cause of this incident was the DuBro metal clevis had stripped the threads off

a variation of last summer's problem. I recalled that I had forced the DuBro clevis on, but as I had done this in the past with no problems noted, I didn't think anything of it. It turns out that most ARF trainers these days have 2-millimeter threaded rod linkages and matching plastic clevises. If you replace the plastic clevises with DuBro or Sullivan metal clevises, you'll have a mismatch between the metal clevises' 2-56 threads and the kit's 2-millimeter threaded rods. By the way, metal 2-millimeter clevises aren't a common hobby shop item. Common ones are either 2-56 or 4-40. The remedies are easy. You can solder on a 2-56 (or 4-40) threaded rod, using silver solder and solder couplers (not electrical solder!). If you don't like to solder, you can replace the 2-millimeter linkage stock completely. Simply replacing the original plastic clevis with a metal one isn't a good solution.

from CRRC Flight-Log
Charles River Radio Controllers,
Inc.

Michael Cormier, editor
Waltham MA

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