A RADIO CONTROL MODEL AIRPLANE CLUB

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KENT COUNTY AEROMODELERS NEWSLETTER MARCH 2011

APRIL Events
5th KCAM General Membership Meeting. Builders judging award. 7:00 PM, Modern Maturity Center, Dover

9th Mahon Corner Road Cleanup. Please bring dive bombers and gloves. State furnishes Safety Vests. Please report to Field Gate at 10:00 AM.

20th KCAM Breakfast club 8:30 AM, Hall’s Restaurant Wyoming DE. Flying after at Beautiful Sandtown Flying Field.

20th KCAM Board of Directors Meeting 7:00 PM Modern Maturity Center, Dover

HAPPY BIRTHDAY TO THESE FINE MARCH FLYERS
Merritt Brown
Don Johnson
Rudy Kassel
John Opsitnik
William Suter
Matthew Tener

Bill Judd seconded the motion with all present in favor.

Treasurer’s Report (Joe O’Connell):
Joe went over the Treasurer’s Report which was being passed around. Wayne Nelson made a motion to accept the report; Bill Kennedy seconded the motion with all present in favor.

Training Report (Lee Messick):
Lee said that he would like to have a meeting of all instructors at his house Wednesday March 2 at 7:00 pm.

Membership Report (Bill Kennedy):
Bill is just getting up to speed as chair of the committee so Reagan gave the report. The club now has 51 members with 9 students and 6 instructors.

Field Report (Nick Nicholson):
Nick had nothing to report. Al Mills called Merritt Brown and the cable and clamps are in the conex box next to the fuel. Jack would like to get the conex box keys from Merritt. Pat Breslin was ordering the fencing.

Announcements (Jack Jones):
Jack welcomed everyone to the meeting. There were no guests present.

Two members of the KCAM family are experiencing health issues. KCAM extends Get Well Wishes to Rick Boyer, and Doug Cauley’s wife Ann.

Jack read a flyer for the 17 Annual Flea Market and Open House for the Bucks County R/C Club on April 5, in Doylestown, PA.

Secretary’s Report (Reagan Paquette):
Reagan went over the high lights of last month’s meeting minutes which were emailed to all members. Don Vincent made a motion to accept the minutes;
March Membership Meeting
Continued.

Old Business (Jack Jones):
Jack said we need a head count for the Awards Dinner to the MMC by March 15. Reagan will send out an email asking for a preliminary head count, update the dinner form, send it out in an email and post it on the web. There was at least a 20 count of just the members at the meeting. We will ask all members to pay by April’s general meeting. MMC needs the money by April 28. Money will be sent to the KCAM PO Box.

Jack again asked for volunteers to serve on the different committees in the club. Stacey Vrem volunteered to head up the club picnic this year. If you don’t want to head up a committee, volunteer to help on a committee. Like Stacey will need lots of help with the picnic.

There was no other old business to discuss.

New Business (Jack Jones):
Jack said that the board discussed having a group of cub scouts out to the field for a day of fun and flying. Reagan was approached by a coworker about doing this with her den which has 7 boys ages 8 and 9. It would be on May 14 staring at 9:00am and going to whenever we get finished. We would need at least two instructors for buddy box flying and other volunteers to do ground school and make foam plate airplanes with the boys. So far Jack has volunteered as an instructor and Stacey, Stu and Nick are on-board for other activities. If you are interested in helping please contact Reagan.

Steve Dodson asked for a clarification on the buddy box rule. Reagan read rule number 10 which states that “All buddy box operation will be performed with a club instructor only”. Steve wanted to know because he wanted Charles, his son, to show him some things on the 3D airplanes. In doing this they would be in violation of rule 10 because neither one is a club instructor.

Stacey Vrem asked for the floor to bring up some new business. Stacey presented proposed changes to the club by-laws. He passed out several copies for members to follow along as he read his proposal. The changes Stacey proposed define the Club Officers and then removes any power from one single member. Jerry Lisiecki made a motion to accept the proposed changes as presented; Bill Judd seconded the motion. Bill Kennedy made the comments that as a new member he almost did not re-join because of these politics. We are all adults let’s start acting like it and have fun flying. It is everybody’s club not just the board’s. Paul George also pointed out that in our Constitution Article II it states we are a “Fly for Fun” club. There was some more discussion on the changes and then Jack asked for a vote. There were 19 out of the 26 members present and one absentee ballot who voted to accept the proposed changes as read. Reagan will make the changes and send the new by-laws to all members.

Paul George also wanted to change the rules allowing any AMA guest to fly at our field up to 10 times without having to join our club. There was more discussion on this and about the so called “fly only three times” rule that no one can find in any document. Paul, Bill Kennedy and Don Vincent will do the research, write a proposal and bring it to the next general meeting. Don will also see if he can find anything on the three time rule. Arnold Taylor commented that is all this worth it for a few guests we have. Bob Myers asked what happens if a stranger shows up and wants to fly. Jack said introduce yourself, ask if they are AMA, ask how experienced they are and ask to inspect their plane. After that you should have a feeling as to whether they can fly or not.

Wayne Nelson asked Jack if he has been in contact with the Junior ROTC in Smyrna and Jack had not. Wayne and Rudy Kassel will head this up and get in contact with the ROTC.

Stacey Vrem created a club Facebook account and Bill Kennedy asked if he could post some of Steve’s photos out on the Facebook page. There were no objections to this.

No other new business to discuss.

Last call for the 50/50 was made. The winning ticket was drawn by Bill Kennedy with Bill Judd coming out the winner.
Excerpts from an e-mail by Bill Judd to KCAM  
March 11 2011

Bob Myers and I were out flying today.
After our flying a gentleman drove in and introduced himself to us. He is the present Super of the Landfill. We talked maybe 10 minutes. He likes the way we keep our Field. He mentioned we should be able to keep our field for at lest 30 more years. The present landfill we see through the trees will grow an additional 200 feet. Imagine that! Some times he gets up on top of the landfill for inspection and he sees our planes flying. He said the farmer plants and harvest’s crops and money is paid to the landfill.

His name is Jason Munyan (Facility Manager) I placed his business card on the enclosed bulletin board.

More from Bill the 13th of March,
I also invited Jason Munyan to our Club Picnic and showed him the KCAM calendar of events. He said he will be in Jersey that weekend for his birthday with extended family gathering. Jason does live in Dover.

Thanks Bill for the information

Kevlar is a fabric-like cloth and is available in several forms. One is fishing line sold under the Stern brand name in either 70 or 110 pound test. I bought the 70 lbs. test at Wal-Mart in a 100 yard spool for about eight dollars. This will do a lot of planes. Another form is in woven strips and cloth. This is available in most hobby shops for about five to twenty dollars depending on the quantity packaged. I used the fishing line to reinforce the leading and trailing edges of my Sidewinder. I cut a groove along the leading edge, around the tip and down the trailing edge. Then I dusted the wood and Kevlar line with baking soda (makes great accelerator but creates strong fumes), laid the line in the groove and fastened it with a bead of CA. This was then covered with light weight spackling compound and sanded smooth. You could not even tell it was there. For wings with thin trailing edges, don’t cut a groove: just lay the line around the edge and CA it into place. It adds quite a bit of strength and if you happen to bank it on a door frame it will not dent as easily. Strips of Kevlar cloth do wonders for fuselage strength if you run them the length of the surface on the inside. The cloth can be held in place with 30 minute epoxy thinned with alcohol so it will soak through the cloth and attach to the surface. Try it! It will only cost a couple of bucks per airplane, adds very little weight and significantly increases strength.

Courtesy of Eagle Eye News, Austin, TX

This Newsletter and lots of other information can be found on line @www.kcam-de.org
GLO PLUGS By Jeff Wallgora

When I started back yonder in R/C, it baffled my simple mind as to why the engine continued to run after removing the starter battery. The following is what I have learned and feel necessary to understand about the glow plug.

The glow plug as we know it today was originally designed and perfected by an engine designer and engineer named Ray Arden back in 1946. The glow plug is based on a simple principle of chemistry and physics. The principal is called catalytic action. Platinum, when introduced to methyl alcohol, will spontaneously heat up and glow.

Platinum is not only one of the most expensive metals known, but also one of the heaviest. This, along with its ability to be alloyed with other metals makes platinum an ideal substance for this application. The glow plug element (the part that glows when a power source is connected) is an alloy of platinum, steel and tungsten for durability. When we connect the power source, the current flow causes the element to heat and glow. This lets us start our engines. After the engine has started, the heat of combustion along with the catalytic action of the methyl alcohol atmosphere to the platinum element, keeps the element hot and glowing.

Discounting some special purpose type glow plus, there are generally four types of plugs made today. They are 1) Cold, 2) Medium, 3) Hot for two cycle use, and 4) A four cycle plug. The Hot two cycle plugs are usually used with FA1 fuels (Alcohol and oil – no nitro) because the plug will stay hot without the aid of fuel additives such as nitro.

Now we move down to Medium heat two cycle plugs. With this comes the introduction of nitro methane. In the chemical makeup, nitro methane has extra oxygen molecules. When this is added to the alcohol oil mix, a hotter burn is obtained due to the addition of more oxygen.

This, in turn, reduces the requirement for the glow plug element to self sustain the glow. In fact, too much glow could cause pre-ignition of the air fuel mixture.

When racing and using a fuel with a nitro content of 40-60 percent you would use a cold plug. Anything else would not last more than a few seconds, at best.

As with most things nowadays, glow plugs are not cheap. In 1968, they were about $1.25 each. Today, they cost around $8.00 apiece. But if treated right, each last a season or more of flying. The main cause of glow plug failure (assuming you are using the right fuel-glow plug combination) is impurities. If you see particles of exhaust oil, you can be certain that these impurities are on the glow plug element also. These cause hot spots on the element and will eventually cause it to break.

When talking about Four cycle plugs, some people think they are more expensive because they have a four cycle stamped on them. Not true! If you think about the four cycle process, it takes two camshaft revolutions to make a complete combustion cycle. This means the glow plug must remain hot and glowing on its own much longer. This is accomplished by additional platinum in the element. In fact, a four-cycle plug has about 60% more platinum than a two cycle plug, hence the additional cost.

As a final note, it is quite possible to start a glow engine without an external power source if all the right conditions are present. If the right air-fuel mixture, compression ratio, and temperature are present, there is a real chance the engine will start. So, please be careful when handling these gems. I have never personally experienced this phenomenon, but have read many incidents of this type.

This is all for now. Remember keep the oily side down and the wind at your back. See y’all at beautiful Sandtown Field.