

KCAM FLIGHTLINE



A RADIO CONTROL
MODEL AIRPLANE
CLUB



AMA charter member
since 1968
Member No. 198

Kent County Aeromodelers Newsletter

<http://www.kcam-de.org/>

February, 2013

KCAM OFFICERS

President - Stacey Vrem
Vice President - Bill Kennedy
Secretary - Reagan Paquette
Treasurer - Joe O'Connell
Membership - Curtis Merriman
Training Coord - Don Vincent
Safety Officer - Doug Cauley
Field Manager - Jerry Lisiecki

Upcoming Club Events

February 16 (Saturday)
KCAM Breakfast, 8:30pm
 at Hall's Restaurant,
 Wyoming, DE

March 5, (Tuesday) 7:00pm
 - KCAM General Meeting at
 the MMC

March 9 (Saturday) 8:30am
 thru 3:00pm - 33rd Annual
 Radio Control Flea Market,
 Lebanon Fairgrounds,
 Lebanon, PA

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First Flyer of 2013!



Reagan Paquette earns bragging rights for First Flyer of the Year

By Steve Dodson: First of all I would like to wish everyone a happy New Year. I hope everyone has a great flying season in 2013! We had a fairly good morning for our annual first flier of the year event. It was not frigid cold and the wind was light and straight down the runway. Bill Kennedy counted us down and when the moment came starters were spinning. Reagan and Steve started first and taxied to the runway with Reagan getting the jump and once again won the bragging rights for the first flier of 2013. Steve was second, then Stacey and Chris Helwig. Four other participants were: Kevin Cloyd, Bill Judd, Brian LaRoche and Curtis Merriman. I do

not know what order they flew in but all made a successful flight. Congratulations Reagan. Jerry Buckley also made a flight to capture the first electric powered flier of 2013. There were a lot of spectators this year making this one of the best attended New Years day event since I started in 2007. Thanks to all who got up early to enjoy our hobby! Reagan had a great idea with his "bread truck". He turned on the heater and propped up his plane in front of it to warm the engine, (I shot a picture of it through the back window). It paid off!! Next year the shed will look like a hanger with all our planes huddled around the heater or as I

heard someone say, we could lock his doors. HA,HA. I think everyone had fun and NO CRASHES so that prestigious award is still up for grabs! Curtis brought out his new KAOS. It looks great and flies pretty good too with an OS 65AX up front it will certainly burn some holes in the sky. I guess Curtis has the first new plane of 2013, and the first maiden flight! A fly over by some geese left a little prize on the canopy of the new Kaos, but Curtis quickly wiped it off after I got the picture! See you all on the next good flying day or next week at the meeting.



February General Meeting Minutes

Stacey Vrem, President, called the monthly meeting of KCAM to order at the MMC in Dover at 7:00 p.m. There were 28 members present at this meeting including all board members and committee chairs except field chair Jerry Lisiecki. Stacey led the Pledge of Allegiance.

Announcements (Stacey Vrem): Stacey welcomed everyone to the meeting. There were no guests present and no illness reported.

50/50 tickets on sale for \$1.00 see Bill Kennedy. Fuel is still for sale at \$12 per gallon if you provide the jug, \$13 if you need a jug. See Jerry, Reagan, Wayne or Stacey while at the field for fuel. Club also has patches for sale for \$3.00 each and club hats for sale for \$10.00 each. See Reagan or Joe for hats, and Reagan for patches.

Upcoming events (Stacey Vrem):

- KCAM breakfast on February 16 at 8:30am at Hall's restaurant, all members welcome
- KCAM General/BOD Meeting on March 5 at 7:00pm at the MMC
- Lebanon Swap Meet/Flea Market on March 9 in Lebanon, PA

Secretary's Report (Reagan Paquette): Reagan went over the highlights of last month's meeting minutes, which were emailed to all members. Wayne Nelson made a motion to accept the minutes; Don Vincent seconded the motion with all present in favor.

Treasurer's Report (Joe O'Connell): Joe passed around copies of the treasurer's report. The club balance is \$xx,xxx.xx with expenses for this month being \$xx.xx and income being \$xxxx.xx. Don

Vincent made a motion to accept the report; Curtis Merriman seconded the motion with all present in favor.

Safety Report (Doug Cauley): Doug had nothing to report.

Training Report (Don Vincent): Don had nothing to report.

Membership Report (Curtis Merriman): Curtis said we still have 37 members, 2 students and 7 instructors. Of course that will increase with more members paying tonight. At the end of the night there were 51 members in the club.

Field Report (Jerry Lisiecki): Jerry was not present but Stacey said there was nothing to report.

Newsletter Report (Brian La-Rochelle): Brian said the Newsletter should be out this week.

Web Master Report (Curtis Merriman): Curtis had nothing to report.

Old Business (Stacey Vrem): First Stacey talked about the solar power at the field. Stacey again talked to the person at Seaford, who is an electrical engineer, about putting it at our field. He said he would be glad to help and that Stacey is now heading up the project. He said our best bet is four 6 volt batteries with an 8 gauge run, 12 gauge drops with 20 amp thermal resets at each drop.

There was more discussion about the details with Rudy and others. Most members feel this should provide each stall with enough power. Brian said another solar panel could be added easily if the batteries need more charging.

Reagan said that he will use the solar power but he would not rely on it 100%.

Stacey asked Paul George for a weather station update. Paul said he talked to Davis and they do have a new station but are still in bed with T-Mobile who has not coverage at our field. He also called AMA who was not helpful.

Curtis is working on a sponsor for a weather station and will be letting the club know how it is going in the future.

Doug looked at widening the walker holders and said it should be no problem and will take care of it.

Next, Brian said he has finished the inventory of the suitcase of plans. Most of them are RCM or AMA plans with some older plans thrown in, but he said nothing of significance.

Stacey reported that the Jerry, Reagan and himself opened the next drum of fuel and emptied it into clean jugs.

Stacey reported that Reagan has added an Electric day to the calendar on June 2 and a Gasser day on July 21.

Stacey asked Rudy if he talked with MMC about their bus trips, Rudy said he did talk to someone and that they use a lot of different bus companies for their trips but Rudy is still checking some more. Curtis checked with 15 passenger van rentals and it would be \$150.00 per day plus gas, unlimited mileage. Of course if it is a weekend event the van would have to be rented for two days which would be \$300.00.

February General Meeting Minutes **Cont'd**

Stacey next passed around the letter and picture that AMA sent for the \$100.00 donation for the club brick. He will get another letter once they set the brick in the sidewalk. Brick looks good.

Stacey asked about the club contact next and Reagan said the club contact would change to Curtis once he sends in the AMA Club Charter for 2013.

There was no other old business to discuss.

New Business (Stacey Vrem):

Stacey talked about the new pit stall expansion. What was suggested is that the transmitter impound will be moved to the center stall where the bulletin board is and two stalls on each end would be added. Stacey did an estimate and said from Lowes it would be \$720.00, but it was mentioned to go to Wyoming Mill to get another price which he said he would be doing. Reagan made a motion to allocate up to \$800.00 to expand the pit stalls as was suggested; Buddy Scott seconded the motion. Bill Bigelow asked about only doing one project at a time and Sta-

cey said we are but it makes sense to do the pits first before the solar power. There was no more discussion and all members voted in favor of the motion.

Stacey will keep the club informed about when the project will get started so members can provide help. It was also mentioned about naming stalls after people who have donated money and other items to the club. The board will look into this.

Stacey said that the corporate tax has been paid for this year and the Gold Leader club form has been sent to the AMA.

Don Vincent mentioned that the Hobby Town in Easton has reopened under new management. Reagan said that the club has received the AMA Club Charter for 2013 and will be sending it in tomorrow.

Kevin Cloyd asked if the Fun Flies are really dead or can they be brought back. Reagan said that if someone wants to chair the fun flies they could be put back on the calendar. Kevin volunteered to

head them up. Reagan said to come up with a plan of what he has in mind like how many and when and he will put them back on the calendar.

Bill Bigelow asked why we give out prize money for the fun flies. Others said we should charge to participate and have the prize money come from the entry fees. We can't get enough members to attend for free much less paying to fly in the fun fly. The money could remain the same as in previous years or be changed. Kevin will report back to the club soon. No other new business to discuss.

Wrap Up (Stacey Vrem):

Stacey again went over the up and coming events listed above. Last call for the 50/50 was made. The winning ticket was drawn by Don Vincent with Wayne Nelson coming out the winner of \$13.00.

Adjournment (Stacey Vrem):

Stacey asked for a motion to adjourn the meeting. A motion to adjourn was made by Wayne Nelson; seconded by Buddy Scott. The meeting was adjourned at 7:42PM.

From the Field - Steve Dodson Sunday, January 06, 2013

It was a very nice day for January at the KCAM flying field and several members were out to enjoy it. We did suffer a loss today when Curtis Merriman's new KAOS hit the field full bore. This was only the second flight on this new plane and the first time Curtis had opened up the throttle! We are not sure what happened but suspect that there was a brief second of flutter and then the plane quickly dove down. I guess this earns Curtis the coveted FIRST

CRASH OF 2013 award! On a good note, Curtis sent me a note that the engine is OK. We had another thrill today watching Arnold flying his Avistar "3D" style. Arnold scared us and himself a few times but gathered it up and made a great landing. We all thought the wings were going to snap but they held on to the end. After landing, Doug Cauly looked at Arnolds plane and said he could lift the wing up off of the fuselage with no effort. There was only six rubber bands holding it on! Very lucky! Bill Judd and Reagan did a

little tandem touch-and-goes which is very difficult to get a picture of with both planes in it, but after about 20 shots I managed to get a few.



Product Review — Zenoah 20cc Electronic Ignition Gas Engine by Zenoah (ZENE20EI)

By: Brian LaRochelle

I wanted to do an engine review for the newsletter. Many of our club members are making the switch to electric power and once I learn a little more about electric, I will likely weigh in on some of those. But for now, I want to share information about an awesome gasser that I found — the Zenoah ZENE20EI. I was thinking about converting to gasoline for a number of reasons; cost of fuel, ease of operation and mostly to not have to wipe the slime off my airplane after every flight!

Although this engine is not a new release, it really appealed to me. I found this engine when looking for an alternative to the standard two-stroke .60 size nitro motor.

The Zenoah G20ei isn't just the first Zenoah™ engine with electronic ignition, it's also the first gas engine from any manufacturer purpose-built for smaller planes that, until now, had no choice other than glow power.

It's dimensions are especially well-suited for round cowl models like classic Hangar 9® .60-size warbirds. The electronic ignition G20ei also gives you the cleaner, low-cost operation of gas, plus rock-solid Zenoah reliability in a package that's small enough and light enough to power any .90- to 1.20-size sport airplanes.

Much of this incredible versatility can be attributed to its light-weight magnesium-aluminum alloy crankcase that gives it an impressive thrust-to-weight ratio that rivals many glow engines.



It also features mounting holes on the back plate — allowing you to bolt the engine directly to the firewall without the need for an engine mount.

Although more expensive than most two or four-stroke nitro engines, the savings on glow fuel will likely pay off quickly. Not to mention the ability to use standard paint and covering materials without having to worry about fuel-proofing your model.

I don't profess to have an lot of experience with small gasoline engines — at least not the kind used on model aircraft, however, this engine has received five-star reviews from those who do! I thought it would be interesting to give you their perspectives. This will likely be my next engine purchase. If any of you reading this have a great experience with a particular engine, I'd be glad to hear from you!

Reviews:

Great value for my money — Posted January 14, 2011

My overall opinion of this product is excellent and desired by many other modelers of RC airplanes. My only concern is that the carburetor could be located in a different location. Example: in the rear of the engine or even up in front. This would make it easier for those who build scale models with engine cowls. As it is, it is sometimes very hard to enclose Zenoah engines in cowls. Other than this, I wouldn't change a thing. Further, I think that the power-to-weight ratio is great.

elmernik

Zenoah G20EI, best 20cc on the market — Posted October 25, 2010


Have you ever watched a guy at your flying field fiddle with their gas engine instead of flying? After buying the G20 to go on the front of an H9 T-craft, I broke it in, adjusted the needles once and it starts on the 4th flip when cold and 2nd when warm. No adjusting, no tuning, nothing but flying. Buy the cheapo

brands and get what you pay for.

RUNS LIKE A CHAMPION — Posted August 22, 2010

Great motor for the \$money\$, seems to have plenty of power for my helicopter. No mess like glow engines and not to mention cost of fuel. I have had mine 4 months now - runs great. Carburetor can be a little tricky to adjust but other than that, great little engine.

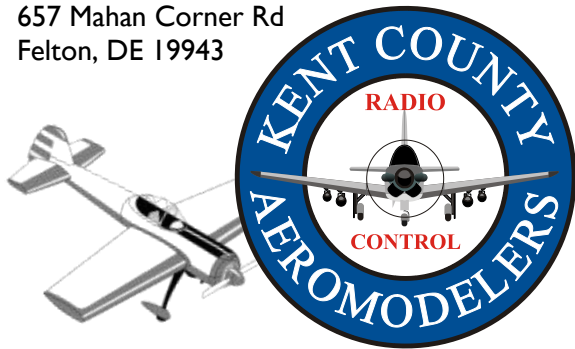
Big bang for little bucks — Posted April 10, 2010

In both ways; price to acquire and cost of operation! This little engine might not fit in most "60" size planes but since it matches some 1.20 four stroke engines is the perfect solution for flying on a budget! Got one for about 3 years now and still runs as if new...or better! On synthetic oil the mess is minimum or actually none...and this alone is a good reason why to skip the glow mess of large four cycle engines. Down sides?...yep there are a few; carb and muffler to the sides makes it non-contestant to fit in smaller planes... Very light weight; I just happen to dislike "dead-weight"! This engine is so light that you might not skip having to add some extra weight; if you do it would be preferable that the weight got a purpose; i.e. spinner-weights, larger batts, heavier wheels, etc. But as long as your dead-weight is properly secured and the prop is balanced; your are good-to-go! 



KENT COUNTY AEROMODELERS

657 Mahan Corner Rd
Felton, DE 19943



About our organization...

The Kent County Aeromodelers, Inc., is a club formed for the purpose of "Fly for Fun". It is a non-profit organization, chartered by the Academy of Model Aeronautics (AMA). The primary objective of the club is to foster and promote the design, construction and flying of radio controlled model aircraft. It is also the objective of the club to promote flying improvement by each member.

Where we can be found...

Our field is located near the Delaware Solid Waste Recovery site about 1 mile north of Sandtown, Delaware at 657 Mahan Corner Road. The entrance is via a locked gate (keys are given to club members). If the gate is open, then you may enter as a guest, however, flying is only permitted as a guest of a member who must be present. Flying is available during daylight hours. Noise restrictions are always in effect, AMA rules apply. Local field rules are posted. Transmitter frequency control is in use during high usage times.

For more information, check us out on Facebook and Flickr!



Bob "O" finally gets his new Edge 540 in the air



Stacey brings out the Yak 54 that wants to fly and fly and ...



Bob Meyer's Cessna seriously out of lateral trim!

