

Issue # 7

Belleville RC Flyer's Newsletter

July 2010

CLUB OFFICERS

Dave Fannin President
Jerry Nevenner Vice President
Robert Craft Jr. Secretary
Ted Ellicott Treasurer
Larry Dawson Safety

July Meeting Minutes

The meeting was called to order on July 1st at 7:05 pm by Vice President Jerry Nevenner. A motion was made to accept last month's minutes. It was seconded and passed by the 24 members in attendance.

Club Operation Reports

TREASURER: The Treasurer's report was given by Ted Ellicott. A motion was made to accept the report. The report was passed as read.

CORRESPONDENCE: None received for the month.

FIELD MAINTENANCE: John Burnworth reported that there was no scheduled maintenance to report other than we will be having some rock put down on the parking area in the near future. He mentioned that we should spruce up the field for the 4th of July and since Jeff Wehrle was going to be doing a full cut on the field on the 2nd, it would be nice if volunteers would come out and help in the trimming of the field.

SAFETY: Something from a safety point of view...one should probably never fly alone at the RC flight field...reason being that if there was an accident there would be no one around to assist the person in distress. There have been prop accidents especially with electric aircraft where arteries have been severed and the individual suffering the cut would have bled to death had someone not been there to call medics and to do emergency treatment. It would be good to honor the buddy system and to be sure and have a cell phone handy.

TRAINING: Currently there is no one formally enrolled in our club's training program. Remember club members...it's not your job to train people how to fly no matter how good your qualifications. That is the job of our five instructors that are approved by the AMA to train.



DAN ARENS 444-8063
LARRY DAWSON 233-5484
DAVE FANNIN 401-2450
MARCUS ROBINSON 310-4088
RAY TELICZAN 476-1131

WEB PAGE: Our web master Bill Eischeid reported that the SLRCFA (St Louis Radio Control Flying Association) located near Eureka, MO, is having a Jet Fly-in on the 16-18 July weekend. There is a link on the Club's Web Page Calendar, if anyone is interested in directions.

OLD BUSINESS: The Club's revised Constitution and By Laws have been approved by the members and is now current and in operation. You can review the Constitution and make a copy from our Web Page. One of the major changes to the Constitution is a change in the Club's date for payment of dues. Our new fiscal year begins on 1 July 2011. This means that since we are all paid up through December 2010, to remain members in good standing we will have to pay our treasury \$18.00 by 1 January which will cover our membership through June 30th, 2011. By the 1st of July 2011, we will owe the Club's treasury \$36.00 which will cover our dues through June 30th, 2012. Remember, AMA's dues are paid each January.

NEW BUSINESS: None.

NEW MEMBERS: The Club was pleased to welcome Richard Stout

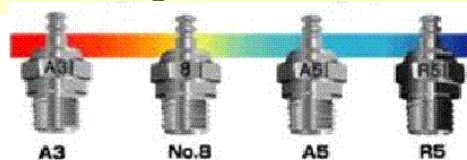
ATTENDANCE PRIZE: The attendance prize was won by Jay Lewis.

NEXT MEETING: The next Club meeting will be held at the flying field on the 5th of August at 7 pm.

Meeting Adjourned at 7:16 pm.

The Transmitter is the monthly newsletter of the Belleville RC Flyers. It is published to keep the club members informed of club activities. Materials for publication should be submitted to the editorial staff. Club meetings are held the first Thursday of each month. In Summer, May through September, the meetings are held at the flying field. From October through April the meetings are held at Eckert's Restaurant. The standard meeting time is 7 pm. The flying field is located on Rentchler Road 1/2 mile South of Rte's 177 and 158, half way between Belleville and Mascoutah. Visitors and spectators are always welcome and Club membership is open to all. Yearly dues are \$36.00 and there is an initiation fee of \$15.00. Academy of Model Aeronautics membership is also required. For info or submissions to the Newsletter contact Curt Morris at cmorris401@aol.com

HOT vs COLD



Ray Teliczan our club instructor and model engine specialist provided me with some wonderful "GLO PLUG" wisdom. As a matter of fact, did you know that it is the "CATALYTIC" reaction between the platinum coil in the plug and the methanol (alcohol) in the fuel that keeps a glo plug burning after you remove the external power? I always thought it was just the heat generated from internal combustion... but it is actually the presence of methyl alcohol vapor touching platinum that makes the Plug glow, which it will do without any external power being added.

So, it takes methanol...not Nitro, not Oil, only Mehtyl Alcohol! As the methanol is reduced such as when the engine idles, the glow is diminished. To combat this, you need a thicker platinum wire in the the plug to provide more surface available for the reduced methanol vapor that reaches the plug. You've heard of "Hot Plugs" and "Cold Plugs." Well, a cold plug is manufactured with a thicker wire for greater surface area to give a greater catalytic reaction where less methanol is present in the fuel mixture. So, if you prefer to have more nitro and oil in your fuel mix, you will end-up with less methanol. In other words, if you buy a gallon of 10% nitro with 20% oil, you're left with 70% methanol. So, a guy who thinks he's got a really hot fuel with 25% nitro and 20% oil, actually has a fuel that contains only 55% methanol. This is not a "hot" fuel from the glo plug's point of view...it is a very, very "cold" fuel and requires a plug with a very large platinum coil so as to function with the diminished methanol content. The question then is...if methanol is what makes the plug glow, why add nitro? Nitro methane keeps the castor oil in the fuel mixture from settling but its main purpose is to give off oxygen and make the alcohol burn faster allowing more alcohol in the combustion mixture.

Considering how important methanol is in a fuel mixture...then how do we rate glo plugs vs glo fuels?

A fuel with 80% methanol and above...use a hot plug

70% to 75% needs a medium plug

60% to 70% methanol requires a cold plug

60% or less, use a very cold plug

High nitro fuel requires a colder plug; low nitro fuels, hotter plugs. Four strokes using fuel with a high methanol content require a hot plug. Remember: a hot plug contains less platinum while a cold plug provides more platinum to react to the methanol in the fuel. Thanks again to Ray for providing us with this information. R. Miller