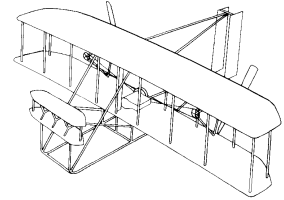




The Wright Flyer

WEBSITE: WWW.JOELD.NET/WFRC



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APRIL 2006

NEWSLETTER OF THE WRIGHT FLYERS R/C CLUB

Meeting Highlights

On Tuesday, March 14th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School. This was the fifth monthly meeting of the winter season at the school.

The business meeting was called to order at 7:14 PM by President Scott Leiferman. There were 13 members present including four club officers. The secretary presented the minutes of the February meeting and they were accepted as read.

There was a question from the floor if the club web site (www.joeld.net/wfrc/) could have a feature to post items to allow members to sell or swap their RC equipment. Joel Dirnberger suggested there might be a way to link to the RC Universe web site and have a section there to post items for sale or swap. He will look into it and try to set up something for the WFRC members.

Garth Landefeld brought a guest to the meeting, Fred Jude, the president of the Maple Lake chapter of EAA. The WFRC club has in the past joined with the Maple Lake EAA chapter in their annual fly in dinner at the Maple Lake airport providing a static display of model aircraft. Fred was interested in finding out more about our club. A discussion ensued where our club members were amiable to becoming more involved in the Maple Lake annual fly-in both helping the EAA chapter with the work that is necessary to put on the dinner and provide the fly-in with some actual model aircraft flying demos. There was also a willingness to include a raffle for a model aircraft during the fly-in dinner. Fred and Garth will take this back to their EAA chapter membership and see what the WFRC club can do to join in some cooperative events this year.

Rich Johnson said he will be starting on some signage for the flying field. He asked for input for

The next meeting is scheduled for **7:00 PM** on Tuesday, April 11th, 2006. It will be held in room 30 of the Monticello Middle School.

the wording on signs to designate the usage of the field as a runway and will make two 16"x24" signs at the perimeter of the field to advise that it needs to be kept clear of people and animals if model aircraft are operating from it. Rich will also put signs on the entrance road and the shelter to direct and inform people that there is a model aircraft field located in the Montissippi Park.

Rich Johnson asked if the club would be interested in two 3' high 4'x8' tables he could get for free to use in the pit area. This would add to the 4'x8' tables we already have that are in need of repair. The attendees all were in favor of Rich getting these tables. Garth Landefeld reiterated his pledge to repair the existing two tables.

Mark Verbrugge remarked that the spectator bleachers at the field are deteriorating and may need to be repaired, replaced or just demolished to ensure someone does not get hurt using them. It was noted that the two picnic tables need some repair and refinishing as well. This discussion lead to planning and scheduling the annual field cleanup next month. The date proposed was the Saturday following the regular monthly meeting which would be Saturday, April 15th.

Leo Davids announced that the club has received

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an invitation from the City of Monticello to participate in their annual Walk-n-Roll event. The event will be held on Saturday June 10th, along the walking pathway between the MBL Community Hospital and Pioneer Park. If interested, we have to register the club to participate by March 31st. Meeting attendees agreed our club should participate and get a location that might support doing some flying demos.

Rich Johnson got a request from the DoJo Karate School in Buffalo to have their younger students get an opportunity to try some RC aircraft flying. This would be similar to what the club did for the cub scouts and youth from Monticello's Women of Today event last year. Rich was given the go ahead to negotiate an evening or weekend date for the DoJo students.

The meeting was adjourned at 8:15 PM.

Show and Tell

Rich Johnson brought in his rebuilt Goldberg Piper Cub that Jeff Pederson just finished covering with yellow Ultracote for Rich as part on a swap deal where likely there will be some future draft choice to be named later. Rich has a new 60 sized glow engine on the Cub so it will be agile on floats.

Joel Dirnberger brought in his newest electric aircraft that he built from a Molt Models kit for a Tyro. Its powered by a CD outrunner motor Joel built which looked capable of drawing at least 100 watts. Joel built in a set of lights including wings and tail markers along with a forward landing light which is keyed off the throttle channel. The plane is laser cut interlocking balsa covered with clear Doculam plastic covering. The Tyro has a 36" wingspan weighing about 14 ounces with aileron, rudder and elevator control surfaces. Joel has ambitions to use this plane for aerial photography.

John Kossieck brought in one of his progressions to ever more powerful home built CD outrunner motors. This latest incarnation is a triple stator which when powered from a 3s Li-Poly swinging about a 12x8 prop is drawing 220 watts. It is certainly capable of hauling around a 2-3 pound aircraft very forcefully. John usually likes to opt for speed

versus weight in his aircraft selection, so keep your hardhats handy.

Mark Verbrugge brought in another in his line of large scale Great Planes ARF's. This is the newest of the GP line, the much admired Curtiss P-6E Hawk. Mark is powering it with a very capable Saito 1.5 C.I. 4-stroke engine. The quality of the aircraft was very good except for what has become the Great Planes trademark wrinkled Monokote covering of their ARF's. Mark was able to iron out most of the wrinkles and just needs to finish the radio installation. This was a purchase from the Tower Hobbies scratch and dent sale but was only missing the turtle deck which Mark intends to make.



Rich Johnson's Cub



Above and Right:
Mark Verbrugge's
P-6E Hawk
Below: Joel
Dirnberger's Tyro
airplane





Upcoming Events



WFRC Club field cleanup day - The annual spring fix-up of our field is scheduled for **Saturday, April 15th**. Able-bodied volunteers are asked to report to the field starting at 9:00 AM to complete the following projects: install a new wind sock and new signs., level gopher mounds and fill ruts, trim brush at west approach to the runway, repair and stain picnic tables, demolish or repair bleachers, and roll the field. Volunteers can bring some hand tools, rakes and shovels to help accomplish these tasks.

TCRC Annual Spring Float Fly - The Twin Cities RC club is holding their annual float fly on **Saturday, May 13th** at the Bush Lake Park in Bloomington. Flying will start at 11 AM. AMA is required and there will be a retrieval boat on hand. Typically, there is no charge to fly but there is a fee to the city for the parking lot. The CD for the event is Jim Cook.

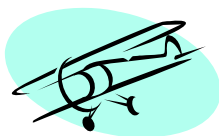


Membership Report



As of the first of April, we now show 27 members who have paid dues for 2006. Of the currently paid members, 23 are renewals from last year. We have picked up four new members so far this year, Mike Ferretti of Anoka, Jon Knok of Ramsey, Jeff Munsterteiger of Howard Lake, and Ken Storie of Ramsey.

There are still 10 of last year's members who have not renewed. None of these have indicated they are not intending to renew. Amundson, Boyd, Insixiengmay, Johnson, Leigh, Munoz, Nims, Plante, Schuette, and Verburgge need to get their 2006 dues to the club to remain eligible to fly at our field. In addition, expired WFRC members Boyd, Leigh, Munoz, Nims, and Plante had expired AMA memberships as of the January report from AMA for club charter renewal. Member Schutte has not submitted an AMA number to the club.





Foil a Flaming Flight Box



During a flying session at a BMFA (UK governing body) affiliated club site, a pilot and his helper noticed a flash or arcing inside the flight box. The starter was immediately disconnected and the 12V battery removed. After this it was noticed that the bottom of the plastic 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 the pilot's helper bent over to pick it up, the flight box exploded in his face, throwing him some 30 feet and causing burns to his face and scalp which required hospital treatment.

The explosion was caused by the ignition of half a gallon of methanol based fuel which was stored inside the plastic flight box together with the 12V battery and associated circuitry.

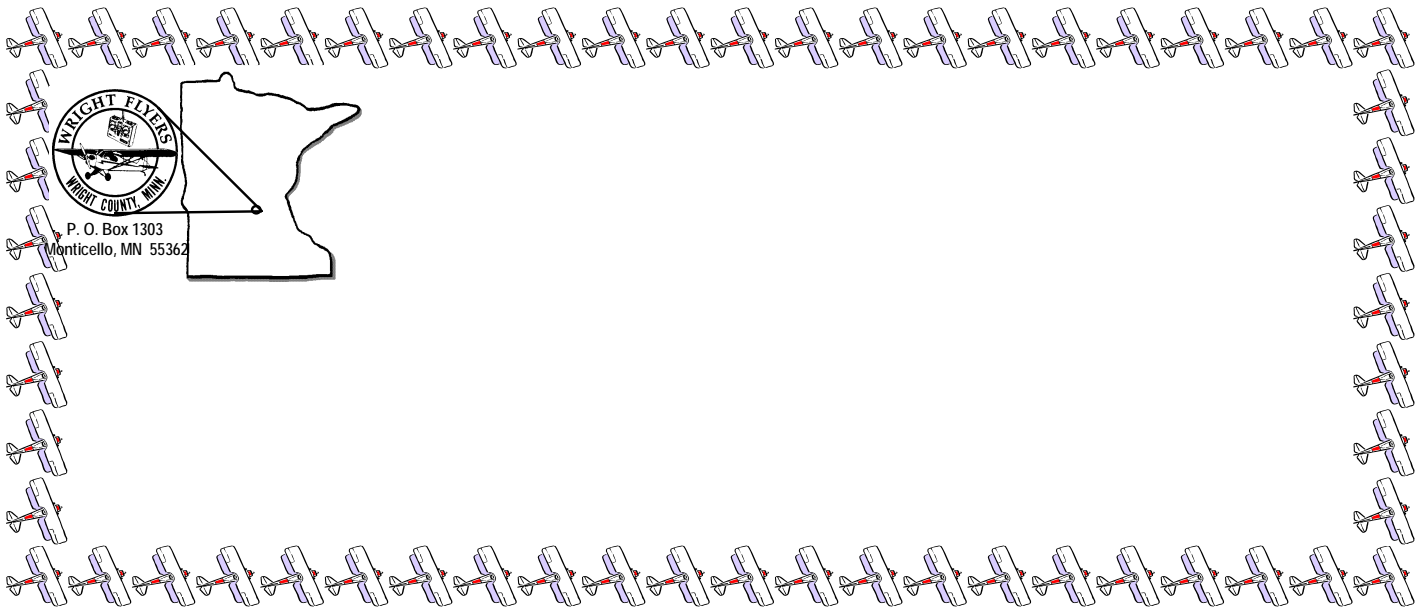
Unfortunately, the flight box was so badly damaged that inspection did not reveal the detailed cause of the ignition. However, it is highly probable that an electrical fault ignited either spilt fuel, fuel vapor, or probably both causing the plastic flight box to melt and the fuel container to ignite. Unfortunately, methanol burns with a very pale blue flame which is barely discernible 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 while waiting medical assistance.

Fuel fires of this nature are extremely rare but to mitigate against a re-occurrence we advise the following:

1. Fuel containers are 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 within the flight box. Drain holes should be incorporated to disperse spilt fuel and the compartment should be well ventilated to disperse fuel vapor.

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- The design of the box should prevent fuel migrating to other compartments within the flight box in the event of a spillage.
3. Mop up any spillage immediately and dispose of the mopping up materials in a safe place.
 4. Do not smoke in the vicinity of fuel.
 5. If you have or suspect that you have a fire, warn your colleagues and clear the area immediately. Remember, methanol fires are not obvious in daylight so stay well back if in doubt.
 6. If the fire is small, attempt to extinguish the fire by using an approved 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 and if in any doubt stay well back and contact the emergency services for assistance.
 7. Do not attempt to move any burning material.
 8. Ensure you know the first aid treatment for burns and where your nearest water supply is.

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Café Express

Want club logo apparel & other items? Shop here:
<http://www.cafepress.com/wrightflyersrc>.

The first few minutes in the treatment of burns is critical if the injuries are to be minimized; the quicker the burn is cooled the less the damage to the underlying skin tissues. Burns can cause severe shock which will also require treatment.

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

Editors Note: No credits available for who wrote the article. It was sent to a member via an email with no credits included.