



# The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

May 2009

## Fantasmic Float Fly!

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### 2009

### Contest and Events

Agate lake Float-Fly—17, 18, 19 April

IMAC—01&02 May

BBQ Fun-Fly with Keno Club (our field)--30 May

Warbirds—06 & 07 June

Fun-Fly at Keno—27 June

4th of July Parade

IMAA—17, 18 & 19 July

Kids' Day (?)

Wal-Mart Day—15 August

Air Show—22 & 23 August

Swap Meet—26 Sept.



## Board Meeting Minutes - April 28<sup>th</sup> 2009

### Opening:

The club President, Bill Grove, opened the meeting at 7.00 p.m. at the Central Point Senior Center. There were four-teen members present.

### Meeting Minutes: -

The Secretary read the minutes of the April 14th General meeting. There was no comment or dissent, so a motion was moved, seconded and approved to accept the minutes as read.

### Old Business:

#### Keno Agate BBQ scheduled for May 30<sup>th</sup>.

Bill read out the letter that he has received from Al Burnham from the Keno Model club about the event scheduled for May 30<sup>th</sup>. The V.P.'s son is getting married so most of their club members will be attending the wedding therefore will not be able to come to Agate field as previously scheduled. He asked if it is possible to reschedule. There was some discussion, but as our schedule is currently so busy we don't see a way to reschedule. A motion was moved, seconded and approved to cancel the May 30<sup>th</sup> event. The June 27<sup>th</sup> event scheduled for Keno is still in place.

#### Home School Group -- Aviation interest group.

Bill has received several communications from Mrs. Karen Miller, a Teacher in a Home School Group in Medford. They have started up an Aviation Interest Group and are very interested in liaising with our club and attending some of our events. They have determined to attend the IMAC contest this coming weekend. Bill stated that on Thursday May 14<sup>th</sup> he would like some club members to visit Karen's home for the purpose of giving a static demonstration / presentation with a few different types of aircraft for the class. Some volunteers stepped forward to work with Bill on this.

#### Lake Selmac Float Fly:-

Bill has heard again from the Rogue Valley Flyers concerning a joint float fly next year.

There was a short discussion on the camping arrangements etc. and the kinds of things that need to be arranged with the RVF club. Bill plans to arrange a meeting of Board members from both clubs to discuss plans.

#### Northwest model Aircraft expo.

Bill read out an invitation that he received for interested parties to attend the event, which is being held on August 1<sup>st</sup> and 2<sup>nd</sup>. at the "Yardbirds Events Center" in Chehalis Washington.

The cost for Vendors is \$25 for the weekend, or \$15 for one day. Early birds registered by July 3<sup>rd</sup> pay only \$20. This is an indoor and outdoor event.

#### Dawn Patrol 2009.

This is held August 14<sup>th</sup> through 16<sup>th</sup>. in Kellog / Oakland Oregon. (This is the Yards ranch, the same place that "Elkton" is held each year.) This event is for WW I type of aircraft only.

### New business:

Gary Neal took the floor and showed a sketch of the field with some ideas that he has for making further improvements to the field. Firstly was a section of the field, south-west of the Toilets that could be set up for Electric "Park Flyer" models that could be flown concurrently with the normal field operations. Many clubs are currently doing this with the AMA's approval

Next was the Helicopter pad and flying area. There was some general discussion about helicopter flying operations. **Members are reminded that the H pad was set up exclusively so that helicopters could be set up adjusted and hovered over this pad. It should not be used for general parking of fixed wing models between flights.**

Thirdly was the possible "Control Line" circles. The potential location of these circles is fully in compliance with AMA practices and equally as safe as circles in operation at other clubs.

There was a general discussion about these expressed wishes for the field, including the possibility of having grass planted and a second "taxiway". Of course we would need substantial "grant money" to be available to be able to accomplish some of the ideas.

Further discussions and ideas are to be developed before anything is ready to be brought to the general members as an actual proposal.

#### Frequency pins:-

Joe Kilbourn brought the new frequency pins that he made for all to see. They are of excellent quality. Joe will install them at the field in the next few days. Bill will use the old pins for a board that he uses for the Float Fly events.

#### Raffle Flying King.

Larry Myers talked about the model for the raffle plane and what it takes to complete it as a complete "ready to fly" model that the raffle winner can fly immediately if they wish to do so. What is needed is a decision on what radio equipment can be installed.

Bill stated that he can acquire a brand new 2.4GHz. system incl. servos for approx \$130-00.

There was some discussion about the radio, then a motion was moved seconded and approved for Bill to expend up to \$130-00 for the radio system to install in the raffle plane.



### Agate Float Fly

Bill stated that the event was a resounding success. There were multiple RV's parked, filling the lot to capacity, 45 registered pilots and well over 100 planes. Bill passed on \$450-00 income to the treasurer as a result.

### Media publicity.

Calvin Emigh passed around for review the Flyer that he is sending out to the media entities for the IMAC event this weekend

### Safety Start up bench.

Sam Arrigo showed his documentation for a new wooden safety start up bench and can construct one bench for the cost of \$42. If the bench meets approval, we can install more at the field. A motion was moved seconded and approved for Sam to spend up to \$42-00 to construct one bench.

The meeting was officially adjourned at 8:45 p.m.

The next General meeting is at 7.00 p.m. on Tuesday 12<sup>th</sup> May, at the usual venue.

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## Tips and Tricks

### Lite Ply Replacement

My favorite material is "doorskins" to use in place of Lite Ply. You can purchase these at your local building supply company for around 5 bucks. The sheets are 36-inches wide by 80-inches high and about 1/8-inch thick. I have used this in place of Lite Ply in fuselage sides, hatches, landing gear mounts, servo mounts, etc., and have never had a failure.

### Plywood on the cheap

Also along those lines, cabinet makers have birch- and oak-faced ply pieces in different sizes 1/4-inches thick, that they will sell to you for a responsible price. I use these for firewalls, gear mounts in bigger airplanes, and you can double them up to make firewalls for gas engines.

### Hardwood

For spars, I use 1/4 x 8 feet poplar or maple. One board can be carefully cut in a table saw with a fine blade (be safe when you use power tools). You can cut these in 1/4 x 3/8, 1/4 x 1/2, etc. and make enough sticks to last for years!

—all from the *First State R/C Club, Wilmington, Delaware*

## News Briefs:

### Lake Selmac Float Fly:-

Bill stated that he has been in touch with the Rogue Valley Flyers club in Grants Pass and with the Parks Dept. that administers the events at Selmac. Firstly the RVF club is enthusiastic about holding a joint event with the two clubs. However, Bill went on to enumerate several reasons why it is a too late now to organize an event this year. There are issues over the lake water level, camping reservations etc. Contact will be maintained with the RVF Club to attempt to hold a properly planned event next year.

### Plat I Float Fly in Sutherlin:-

In response to a question from the floor, Bill stated that the event is definitely taking place. There had been some doubt about this expressed earlier, but it is definitely scheduled for June 17<sup>th</sup> through June 20<sup>th</sup>. (Note that this overlaps with the Klamath Glen Fun Fly, which is scheduled for June 19<sup>th</sup> through 21<sup>st</sup>.)

### New "level two" member:-

Bill announced that Mel Harder has just qualified for his "level two" badge. Bob K. reported that he was very VERY excited about it. He was not present at the meeting, so we will have to provide Mel his badge when possible in the future.

### Show and Tell:-

Roger Hebner presented his Byron T6 giant scale model kit. This plane is often one that is used for racing. Roger started the build but then had to shelve it for overriding reasons. He is offering to sell this kit and accessories at absolute bargain prices. Anyone interested should contact Roger.

## Fred's New Airplane!



**It's a beauty Fred!**

## Electric Motors for Gas and Glow People

Electric motors provide a clean and reliable power source for models. Selecting an electric motor is not much different than selecting a gas or glow engine when you look at the fundamental flying performance requirements. The basic principles that make aircraft fly should be used when selecting an electric motor for the flight performance desired. Power to weight ratio (power loading) make up the model's performance. Considering power loading and propeller size, choosing an electric motor doesn't have to be a challenge.

Power loading is the first parameter to consider. Power to weight ratio for an electric models is quoted in WATTS PER POUND (W/lb). This is the "electronic" performance gauge for a model's performance. More power (Watts) per pound results in higher aircraft flight performance. Power loading holds true for models all the way up to full scale. Some full scale examples are listed below. (1 Horsepower (HP) = 746 Watts (W). The first line on the chart below is calculated as follows: (65 HP) (746 Watts/Horsepower)/1220 pounds = 40 Watts/pound.

<u>Aircraft</u>	<u>Engine Horsepower</u>	<u>Total Flying Weight</u>	<u>Watts per Pound</u>
Piper Cub	65 HP	1,220 lb	40 W/lb
B-17	4,800 HP	65,000 lb	55 W/lb
Pitts Special	260 HP	1,626 lb	120 W/lb
Spitfire IV	1,440 HP	5,000 lb	215 W/lb

The above chart shows that high performance requires a higher power loading (Watts per Pound). The Piper Cub flies sedately at 40 W/Lb and so will a model with this power loading. Use the following power loading (Watts per Pound) chart for selecting an electric motor for model aircraft.

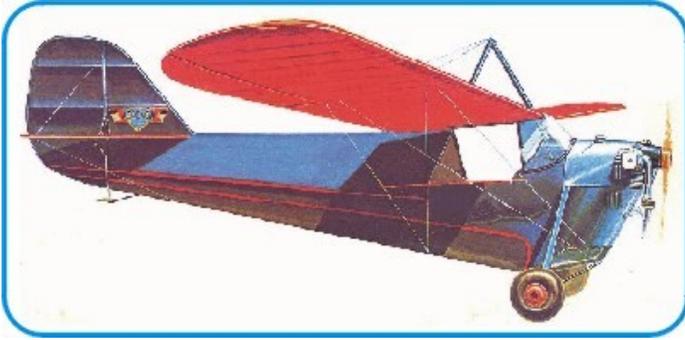
Mild and Trainer Flying	50 W/lb
Basic Aerobatics	75 W/lb
Aggressive Aerobatics	100 W/lb
3D or High Speed	125 – 150 W/lb
Competition	300 + W/lb

Once the required power is selected (Watts per Pound), we can look at the motor, battery, and ESC to accomplish the power loading. Look at the motor specifications for maximum power rating in Watts. Divide the maximum watts of the motor by the weight of the model to come up with the power loading (Watts per Pound). Every electric motor is specified with maximum Watts and a stated propeller range. Remember, power is a product of RPM and torque. For a given amount of power one can have a lot of torque and low RPM, or high RPM and low torque. Getting a lot of both requires more power. RPM and torque are related to the flight speed of the model.

Choose a motor that uses a prop size suitable (fits) the model. Assume that the smaller props work best with models designed to fly fast. On your initial test flights, it is best to try several props (in the recommended prop range for the motor) which draw current within the maximum Amp capabilities of the ESC and battery. With electric motors, a difference of an inch in diameter or a couple inches in pitch in the propeller can drastically change the way a model flies or doesn't fly. If prop size doesn't narrow the selection to one motor, consider gearboxes or the simplicity of an outrunner motor direct drive. Also consider the Amps required to see what capability of battery is needed. The battery must be able to handle the Amp draw of the motor with the final prop selection. Check the Amp rating of the battery to make sure it will not be over worked (C rating times mA<sub>H</sub> = maximum Amp draw the battery will handle without being over-worked). The ESC (electronic speed control) must also be sized to handle the maximum Amp draw (this is printed on the ESC in maximum Amps capability). Keep in mind that using the computer program MOTOCALC will highly simplify the selection process for the motor, ESC and battery.

Melvin S. Harder  
Level 2 Electric Pilot

## Name that Plane for May:



### AERONCA C-3

Wing Span.....36 ft.  
 Range.....200 miles  
 Wing Area.....142.2 sq. ft.  
 T/O Dist.....150 ft.  
 Length.....20 ft. in.  
 Ceiling.....12,000 ft.  
 Empty Weight.....569 lbs.  
 Top Speed.....93 mph  
 Max Gr. Wt.....1,006 lbs.  
 Cruising.....85 mph  
 Fuel Capacity.....8 gal.  
 Landing.....25 mph  
 Engine.....E-113B 40hp  
 Glide Ratio .....10 to 1

The Aeronca C-3 was introduced in 1931, featuring room for a passenger seated next to the pilot. Powered by a new 36-horsepower (27-kilowatt) Aeronca E-113 engine, the seating configuration made flight training much easier and many Aeronca owners often took to the skies with only five hours of instruction—largely because of the C-3's predictable flying characteristics. Both the C-2 and C-3 are often described as “powered gliders” because of their gliding ability and gentle landing speeds—it was almost impossible to make a hard landing with an Aeronca because the pilot could easily see his wheels approach the runway.

## Name that Plane for June:



2009

## OFFICERS AND BOARD MEMBERS



### Elective

**President\***—Bill Grove.....660-6581  
 Email: floyd955@charter.net

**Vice Pres\***—Gary Croucher.....664-1133

**Secretary\***—Alan Littlewood.....362-3731  
 Email: [alan\\_littlewood@charter.net](mailto:alan_littlewood@charter.net)

**Treasurer\***—Werner Bruckner.....664-2549  
 Email: wkbruck@charter.net

### Board Members-At-Large:

Gary Neal\*.....476-6159  
 Email: cruisin60s@aol.com

John James\*.....301-7400  
 Email: [jake74@embarqmail.com](mailto:jake74@embarqmail.com)

Danny Stanton\*.....301-4396  
 Email: Danny541@charter.net

### Appointive:

**Safety Coordinator**—Doug McKee .....779-6422  
 Email: kdmckee@charter.net

**Events Coordinator\***—John James.....301-7400  
 Email: jake74@embarqmail.com

**Newsletter Editor\***—Ben Musolf.....608-7240  
 Email: flight431@msn.com

**Public Relations\***— Calvin Emigh.....951-5055  
 Email: calvinemigh@charter.net

**Webmaster** — John James.....826-4119  
 Email: jake74@embarqmail.com

**Instructors** — Richard Schwegerl.....773-5479  
 Bill Grove.....955-0634  
 Gary Lindsey.....776-5832

( \* = Voting Board Members )

## Next Club Meeting: May 12th, 2009

*Our Thanks and Appreciation to the following businesses:*

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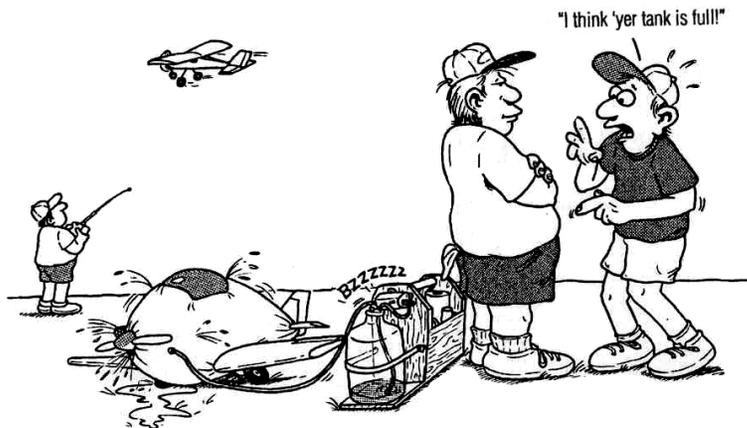
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309 N.W. E Street  
Grants Pass, OR 97526

541-471-8780  
rmildtowild@peoplepc.com

Barney's modified fuel pump needed to be monitored closely...



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