



Deadstick Landings

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AMA CHARTER # 3942

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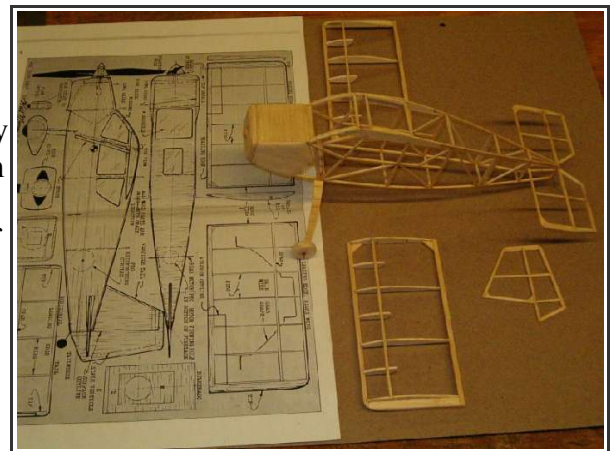
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Indoor Flying

An event I neglected to mention in the last newsletter is the twice monthly indoor flying at the Garrett/Schenk school in Anson. Vern has arranged for us to use the school gym on the first and third Tuesday of each month at 6:00 to 9:00pm during the school year. This is not only for those of us that fly rubber powered models as a number of participants are flying small electric helicopters and fixed wing planes. Flying rubber powered models is a real blast and can teach you a lot about aerodynamics. There are no "trim" adjustments once it takes off! Come join us and give it a try.

Art's latest "rubber" project.



"In the past few days I have been working on a peanut scale model of the 'Ole Ironsides' from Mooney plans which appeared every month in the now-defunct Model Builder magazine. Sending along a shot of it. It will be ready to test fly at the next indoor session." Monsieur A

What's Inside

Received the following from Ken Fenner. "Suggestions? How about "an Idiots guide to electric conversions" (Might make Art shiver a little:)) the amount of motors their complex numbers V/Kv etc batteries and their numbers. I have asked at model stores and they are no help except if you want a package deal " See page 4

This months newsletter is somewhat shorter than last month. Not a lot going on and no meetings. As always, your comments and contributions are always appreciated. I have changed the issue number and month to coincide more closely with the actual date of issue. Sorry for any confusion ~Joe

Next Meetings

Sunday Feb 25 at 6:00 pm
Sunday March 25 at 6:00 pm

Both will be held at the Garrett/Schenk School in Anson

**FCAM 2007
Event Schedule**

Feb 25 Meeting - Anson

March 25 Meeting - Anson

April 29 Meeting - Anson

May 5 Meeting – Madison High

May 12 Fun Fly – Whispering Pines

May 26 Fun Fly / Meeting -
Sugarloaf Airport

June 9 Float Fly – Lily Pond

June 23 Fun Fly / Meeting –
Whispering Pines

July 14 Fun Fly - Pease Field

July 28 Fun Fly / Meeting –
Whispering Pines

August xx RC Display & Demo
Norridgewock Airport

Aug 4 Float Fly – Lily Pond

Aug 18 Fun Fly / Meeting –
Whispering Pines

Sept 1 Fun Fly – Sugarloaf Airport

Sept 8 Fun Fly & Picnic –
Whispering Pines

Sept 15 Fun Fly – Pease Field

Sept 29 Fun Fly / Meeting –
Whispering Pines

Oct 6 Fun Fly – Pease Field

Oct 13 Float Fly – Lily Pond

Oct 27 Fun Fly – Whispering Pines

Nov 10 Fun Fly – Whispering Pines

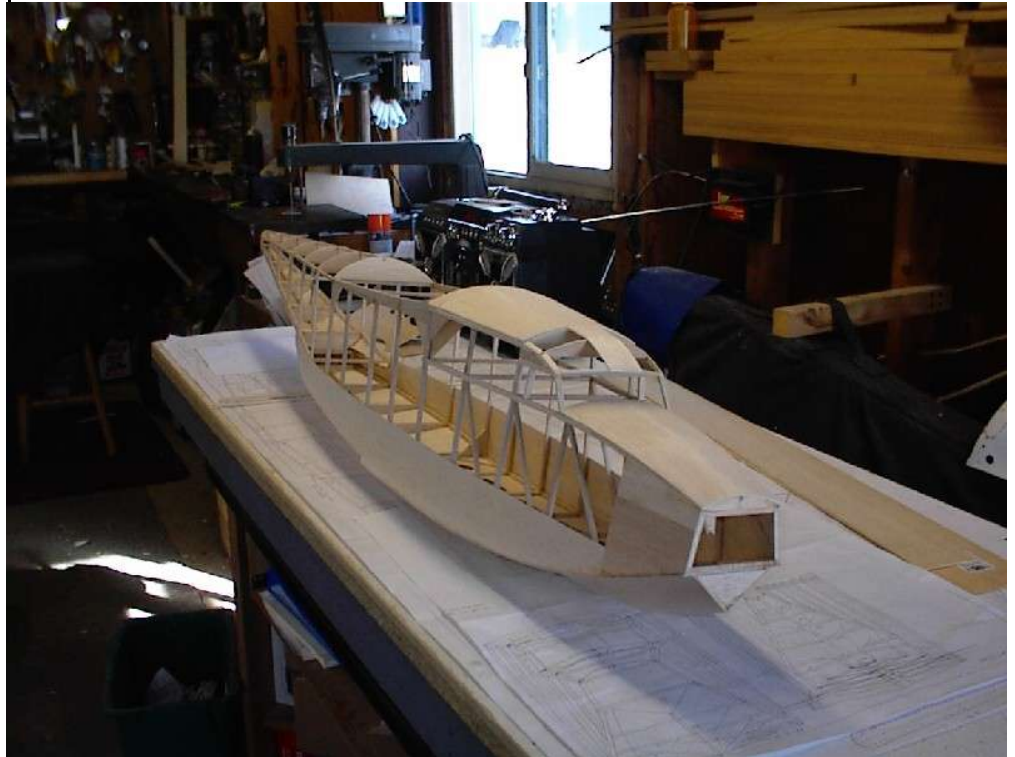
Nov 25 Meeting & Election - Anson

Dec 8 Snow Fly – Whispering Pines

What are members building.....

As noted in the last newsletter, Wayne managed to break his leg and had to keep it raised so he reports he just recently got back out in the shop. He did send along a photo of his Albatross and he says:

“...Albatross's fuse. It's coming slow but steady now. Lots of sheeting and planking work to do. Makes me appreciate the ARFs that I've had.”



Frank send along several photos of his completed Sig Hog Bipe and reports the plane is powered by an OS 90 FS and flies very well. (cont on next page)

Nice job,
Frank!

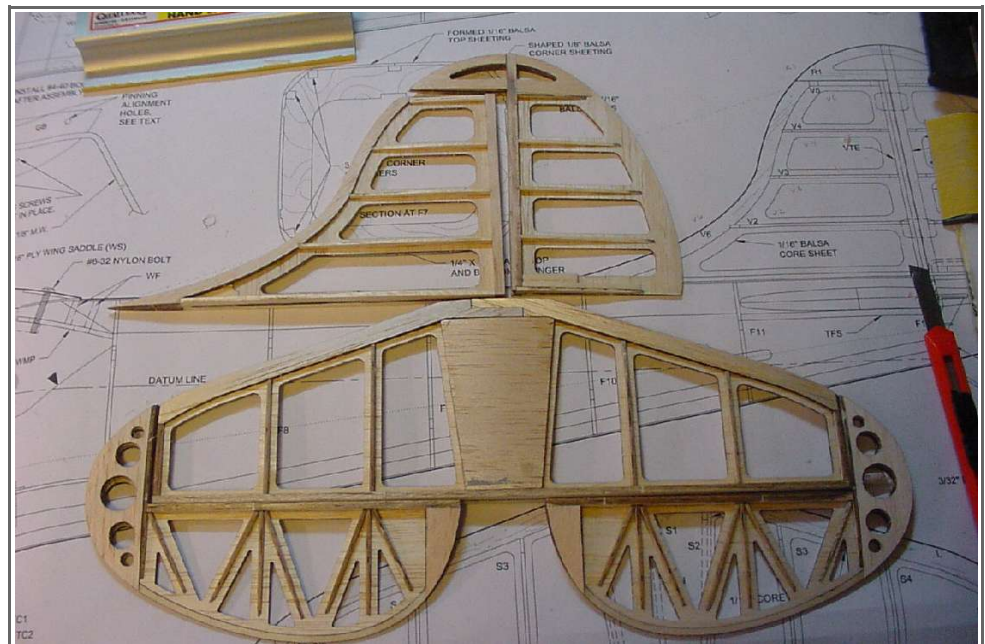


Frank's Sig Hog Bipe



Cessna
195

Joe's Cessna 195



Finally got this project started after finishing up some other commitments this year. To date, I have built only the tail group and done the rough forming of these parts. Still a lot of sanding to do on them to get the final shape but it is nice to finally be working on it.

If I counted correctly, it looks like a total of 110 parts in this tail group. As Wayne said, you can appreciate the work that went into an ARF.

However, after scratch building a Drake II last spring, there is a tremendous reward to build and fly your own creation.

(Laser cut kit designed by John Valentine at TopNotchKits.Com)

“ An Idiots guide to electric conversions – any such thing?” by Joe Gilbert

As Ken notes, it is difficult to get good information regarding electric motor power. It is not as simple as “put a 40 on it!” Of course, the simple answer can be “buy the package” and this is not necessarily a bad idea if you are not knowledgeable on electric power. In the past, many of the package “deals” included a cheap brushed motor and the flying qualities left something to be desired. Today, with “brushless” motors and Lithium based batteries, it is possible to fly any size plane on electric power and these planes can perform as well as any glow/gas powered model but at a cost premium.

My suggestions are if you want to keep things as simple as possible, do buy a package deal from a reputable source that specializes in such aircraft. They will help you select the correct motor, propeller, motor controller (ESC), batteries, and chargers. Each of these items is critical to successful electric flight.

E-Flight has now released a line of brushless electric motors that carry designations such as Power 10, 25, 46, etc. These motors are closely equivalent to their comparably sized glow motors and they are very good quality. There are many brands of quality electric motors available today. Some of the ones I use are Model Motors AXI, HiMax, Cermack, and E-Flight. Costs of these items and all other components are coming down daily.

Each item in an electric conversion is important and affects the other parts. A particular motor and propeller combination will draw a certain amount of current from particular sized batteries, assuming the batteries are capable of supplying that level of power. Caution must be used to ensure you don't overheat any component because of excessive current draw. You can't just “throw on a bigger prop” and hope for the best! Batteries are particularly critical because if they are undersized, you can seriously overheat them and damage them to the point of causing a fire in the case of Lithium based cells. Never seen that myself but I have damaged some cells!

Tools I use in my practice of this hobby are as follows:

1. A good Watt Meter such as the Model 101 Whatt Meter from Astro Flight.
2. A computer program – Motocalc from Capable Computing. (MotoCalc.Com)
3. Eagle Tree Systems MicroPower E-Logger.
4. High quality Lithium chargers and cell balancers.

The Whatt meter is placed between the ESC and battery and displays voltage, current, and watts generated. This lets you know if you are getting the power levels (watts) you need while not stressing the batteries or other components by excessive current levels. An absolute necessity for electric flight static testing.

The Motocalc program allows the user to try different combinations of motors, propellers, and batteries on a simulated plane. It gives you a very good idea of how a particular combination of motor, battery, ESC, and propeller will power your aircraft and how it will perform. You can download data on just about any electric flight component you want to test. I always try out different combinations to see if they will be successful before I run out and buy anything. A great tool. You can download and try it for thirty days before you buy it!

The E-Logger can do everything the Whatt meter can and then some! This device can record the characteristics of an actual flight and display all of this information on your PC. You can track Amps, Watts, Voltage, Temperature, and propeller RPM with ease and determine if everything is performing as you expect. Tremendous tool!

I use a number of chargers such as the Electrify Triton and Hobbico Accu-Cycle Elite along with Thunder Power and Electrify Equinox cell balancers for Lithium charging and maintenance.

As you can see from this article, not really any easy answers except “buy the package” but I hope this gives you some idea of how I build and fly electric powered aircraft successfully. This article describes the methods I use for electric flight and I am always ready to help members if they decide to give it a try. A number of model plane magazines now include articles dedicated to this subject and are far more knowledgeable than I.

I asked Matt Dyer of KVMA to review this article before sending it on. Matt has been flying electric models much longer than I and I thought we could all benefit from his experience. He started out, as many do, with glow powered models a number of years ago but switched to all electric before I became involved with the hobby three years ago. Below is his response and I certainly would agree with him.

“My advice is read, read, read. It is much more complicated than glow power, and nothing substitutes from gaining knowledge. Now that the magazines are predominantly electric, getting the knowledge is not a big problem.

You will see Great Planes, Sig and others recommending power packages for their models. That helps a lot. E-flite has some very good designs and motors to match them. You might mention that in your article. Otherwise, I have nothing to add.” Matt Dyer

I hope this has in some small way helped those that wish to get started in electric powered modeling. ~Joe

Frank sent along a message for everyone.....

I hope all of you had a great holiday season. This is a good time to make repairs and build some new planes for the coming season. Also check our old equipment making sure it is in good shape for the coming year We don't need any crashes due to failed equipment

For those of you flying on snow have a good safe time and happy landings.

Frank Bedard

Swap Meet

Sunday, April 29 11:00 to 2:00 pm

Put this date on your calendar. Ray & Robins Parking Lot, Falmouth Me. Rain or shine!

Bring your own tables and “R/C stuff” you would like to dispose of.

The store will be open. Call 207-797-5196 for more info.