

# TAILSPINNERS

Volume 52 Issue 3

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Editor: Anthony Puca



## November MEETING

**PLEASE NOTE!!** The January meeting will be held at Ridge View Academy on January 9<sup>th</sup>, 2007 at 7:00pm.

If the gate is closed, drive to the right of the small building and press the button on the speaker box and when prompted state your name and state that you are with Mile Hi RC and are coming in for the club meeting. When you get to the main building, you will have to sign in, turn in your car keys, and get a visitors badge. They will then direct you to the meeting room. Come a little early to get through the security routine.

RIDGE VIEW ACADEMY IS A NO SMOKING FACILITY. SMOKING IS NOT ALLOWED ANYWHERE ON THE PROPERTY.

## FLIGHT LOG FOR THE NOVEMBER MILE HI RC CLUB MEETING

## GENERAL MEETING MINUTES

### *December 5, 2006 Agenda*

Puca, Neuimier, Johnston, Jerry

- 1) Meeting Called to Order
- 2) Introduction of Board Members and Guests
- 3) Quorum (Must have 14-15 members present, which represents 10% of voting members). Quorum met
- 4) Read & Approve previous meetings minutes – Anthony Puca, Secretary
- 5) **Treasurers Report** – John Ballman, Treasurer
- 6) **Membership Report** – Mark Johnston, Vice President
- 7) **Contest/Events Committee Report**
  - a) Polar Fly January 1<sup>st</sup>, 2007 – Larry Ellis
    - i) 9AM
    - ii) Coffee & Donuts
  - b) Wings over the Rockies February 10<sup>th</sup>, 2007
    - i) Celestial Catering is catering the event
    - ii) Bring planes and get free admission
    - iii) Full scale aircraft on display with open cockpits
- 8) **Field Maintenance Report** – Gary Brady
  - a) 2 snow shovels in container for snow removal
  - b) Gary to hand out key for container
  - c) Aluminum cans returned to Wise on Chambers North of Colfax for .54/lb.

- d) Locks are being welded to container
- e) Generator TBD as we approach Spring

**9) Safety Report – Chuck Brant, Safety Officer**

- a) Communicate to people not taking off from midfield. Takeoff run should initiate from middle of runway length. Only exception is if nobody is in cages.
- b) Reading glasses being procured for pilots to read takeoff signs ☺.
- c) Frequency hits on channels. Be aware of your channels activity.

**10) Field Acquisition Report – George Kerr /John Neumeier**

- a) ACF has arranged a location for us that is close to the buildings.
- b) Runway is going to be a single runway initially 100' X 800'
- c) Access is to be similar to now, combo lock on gate.
- d) Meetings will be held at ACF Conference Room.
- e) John & George are starting to talk to lawyers about the contract with ACF.
- f) March 2007 meeting is being scheduled at ACF Conference Room.
- g) Email from current landlord – Special meeting State of CO at History Museum this Friday (12/8/06). Meeting to discuss options of the 26,000 acres of former Lowery Range.

**11) Unfinished Business**

- a) Club Guest Policy – Chuck Brant
  - i) We have to make sure all guests are AMA licensed – Insurance implications.

**12) New Business**

- a) George covered what is required for AMA Gold Leader Status.
  - i) 14 goals must be accomplished each year.
- b) Bruno Mary spoke about his new RC Hobbies store on:  
700 S. Buckley Rd.  
Unit K  
Bristol Village Center  
Aurora, CO 80017  
Mon-Sat hours: 10AM-7PM  
Sun hours: 11-5

**13) Announcements**

- a) Board Meeting – **January 4, 2007**, Rocco Mariani's home
- b) Next Club Meeting – **January 9, 2007**, Ridge View Library
- c) Futaba has told a member that old receivers need to be upgraded as they are prone to interference

**14) Drawings (Gift Certificates/Fuel)**

- a) Air Scharnell – Dan Reed
- b) Colpar – Larry Ellis
- c) Rocky Mountain R/C - Roman
- d) Fuel Drawing - Devon

**15) Program**

- a) **“Operation Red Flag” IMAX video** – Chuck Brant and Robert Plant
- b) Roman Fyler presented the new Spectrum 7 channel radio and the new receiver technology

**16) Meeting Adjournment**

=== END OF MINUTES FOR THE DECEMBER CLUB MEETING ===

FLIGHT LOG FOR THE DECEMBER MILE HI RC BOARD MEETING

*Rocco Mariani's home*  
**Agenda for January 4, 2007**

*Rocco, John, George, Mark, Larry, Puca*

- 1) **Approve Minutes** - December, *board meeting*
  - Reviewed due to holidays
- 2) **Treasurers Report** - John Ballman, Treasurer
  - 11/28/06 - \$xx,xxx
  - 12/30/06 - \$xx,xxx
- 3) **Investment Report** - Jerry Warrington, Investment Officer
- 4) **Membership Report** - Mark Johnston, Vice President
  - 130 as of 1/4/07
- 5) **Contest/Events Committee Report**
  - Recap *Polar Fly, January 1, 2007-Larry Ellis*
    - Made -\$200
  - February 10<sup>th</sup> Aeromodelers Expo at Wings over the Rockies
- 6) **Field Maintenance Issues**
  - *Locks on Containers - Done*
- 7) **Safety Report** - Chuck Brant, Vice President & Safety Officer
- 8) **Field Acquisition Report** - George Kerr, Chairman of the Board
  - John & George will review the lease for ACF
- 9) **Unfinished Business**
  - Anonymous member made life member
- 10) **New Business**
  - *Complete forms for lease*
  - Send Reminder for Board members to fill out position descriptions
  - Board decided to convert John Corliss to Sponsorship Membership and refunded the 2007 membership.
- 11) **Announcements**
  - *Next Club Meeting - January 9, 2007*
  - *Next Board Meeting - January 29<sup>th</sup>, John Neumeier's home*
  - *Need drawing certificates and fuel for meeting.*
- 12) **January Program** - "Covering Tips" Jan Scharnell
- 13) **Meeting Adjournment**

**=== END OF MINUTES FOR THE DECEMBER MILE HI RC CLUB MEETING ===**

**NEWS**

Polar Fly was a huge success!!! Pictures coming soon.

# Basics of Electric Flight – Notes from the August Program - Roman Fyler and Electrics Basics...

OK, here's how it all shakes out. The basic power required to fly an electric model is as follows:

Direct Drive Systems 60 watts/pound

Gear Drive Systems 50 watts/pound

Mild aerobatic performance 70-80 watts/pound

For all-out aerobatics 100-110 watts/pound

3-D performance 150 watts/pound or more

The above numbers are based on models with wing loadings from 8-16 oz/square foot. As with gas models, higher wing loadings require more power since they must fly faster to support the added weight. By the same token, a lightly-loaded model with a wing loading in the 3-5 oz/square foot range will fly very well at 25 -30 watts/pound.

What's a 'watt'; and where can I get some?

Wattage is the term used in electric flight to relate the level of power that an electric drive system will produce. To relate it to terms we're familiar with, 746 watts = 1 horsepower. To calculate the wattage delivered by a given system looks like this: amps x volts = watts. So where do these numbers come from and how do I know how many volts and amps are needed to fly a given model?

Okay, let's say you want a mildly aerobatic sport model with a 14 oz/square foot wing loading that will weigh in at 2 pounds. We already know that the power requirement for a model like this is about 70 watts/pound, so we're going to need to generate about 140 watts. Let's assume that you are going to use an eight-cell Ni-Cd battery. At 1.2 volts per cell, eight cells will deliver 9.6 volts. To arrive at the necessary current draw to achieve 140 watts, simply divide 140 (watts) by 9.6 (volts) and you arrive at 14.58 amps.

Now, let's assume that you have a three-cell Li-Poly battery for the model, which is rated at 11.1 volts. The formula is the same; 140 (watts) divided by 11.1 (volts) = 12.6 amps. As you can see, as the available voltage increases, the lower the current draw needs to be to deliver the necessary wattage.

Now here's something to consider when selecting your system: the higher the current draw, the shorter the flight duration on any given battery. Therefore, the ideal setup would be to use a higher-voltage battery with lower current draw for maximum duration. On the downside, when using Ni-Cd and NiMH batteries, as the cell count goes up, the weight will increase significantly as well. It works that way with Lithium too, but Lithium batteries are dramatically lighter than the old "round" cells.

Okay, let's say we're going to use an 11.1 volt Li-Poly battery. All we need to do now is select a motor that will swing enough propeller at 12.6 amps to fly the model at a top speed of around 40-45 mph and we're in business. Now that you know the parameters, visit your local hobby shop and select a motor that fits that description.

Gear Drive vs. Direct Drive: Why is one better than the other?

Well, it all depends on the kind of performance you're looking for. If you're looking to go fast, go with direct drive. Going fast requires a high-pitch propeller turning high rpm. The formula to calculate propeller pitch speed is an easy one; it looks like this: rpm x pitch (in inches)/1056 = mph.

Let's say that you are turning a 7-6 propeller at 14,000 rpm.  $14,000 \times 6 = 84,000/1056 = 79.55$  mph

Now, let's assume you are setting up a slow, relaxing park flyer with about a 5 oz/square foot wing loading. If we swing a 9-7 propeller at about 3,500 rpm, we'd be looking at a top speed of roughly 23 mph. To swing that much propeller with a small, light drive system, we would use a gear drive unit at a very low current draw and a small, light battery.

Again, to make a known comparison, we can relate all this to riding a 10-speed bicycle. A gear drive swinging a big propeller is like riding your bike in low gear. You pedal like mad with little effort, you don't go very fast, but you can climb steep hills with ease. The direct drive system could be compared to riding the bike in high gear. It'll really go fast, and even though you're pedaling slower, it requires considerably more effort.

What all this boils down to is "propeller disc loading." We all know what wing loading is: it's the amount of the model's weight that each square foot of wing must carry. Prop disc-loading works the same way. A large propeller will be more lightly loaded, thus delivering more torque than a smaller propeller turning high rpm. The tradeoff, of course, will be speed.

One more thing to cover and we'll give you a rest. Batteries are rated in "voltage" and "amperage." Voltage dictates the amount of power the battery will deliver. The amperage rating dictates for how long the battery will deliver that power. To relate that to glow fuel, consider the voltage as nitro content. High voltage (nitro) means more power. The amperage is related to the quantity of fuel, or simply the "size of the tank."

To figure the size of battery needed, let's go back to our 140-watt sport airplane. If we're pulling 14 amps from a 1400 mAh (1.4 amp hour) battery, we will have full power duration of five to six minutes. In the real world, with proper throttle management, you'll see flight times of approximately eight minutes. These are common flight times, even with liquid-fueled models.

To arrive at that number, divide the battery amp rating by the current draw:  $1.4 \text{ (amp hours)}/14 \text{ (amps)} = 0.1$ . Then take  $60 \text{ (minutes per amp hour)} \times 0.1 = 6 \text{ minutes}$ . Now, to double the duration, you must either cut the current draw in half (to 7 amps), or double the battery size (to 2800 mAh or 2.8 amp hours)—again we see tradeoffs. To reduce the current draw, we can use a larger, higher-pitch propeller turning slower with very little weight penalty. If we double the size of the battery capacity, the weight penalty is quite high unless we go over to the new Lithium batteries in which we will discover we have benefited from a tremendous weight reduction, but at a higher price than conventional batteries.

To get started, work with a known good design, and use the recommended equipment that has been proven to work. Talk to the people who are successful and copy what they're doing. The one thing I do know about modelers is that they are always willing to share their knowledge with those interested in what they are doing.

## CLASSIFIED

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### Mile Hi R/C Official Wear - Winter Jackets

Prices are as follows: S-XL \$60.00; 2XL \$61.50; 3XL \$63.00; 4X\$64.50; 5XL \$66.00 Prices do not include tax.

Winter jackets have your first name and AMA number on the front and the club logo on the back. The jackets appear to run on the small size so we recommend ordering one size larger than you normally wear.

Do you have other embroidery needs, Contact Phil, He can take care of all of your customized embroidery needs.

**Contact Phillip Kenney**

**(303)369-7044**

**[fargophil@comcast.net](mailto:fargophil@comcast.net)**

### Mile Hi R/C Official Wear

- ✚ Hats: Summer Edition (Mesh on top for venting) Blue, Club Logo up front \$12.00 Winter Edition (full twill) Blue with Club Logo up front \$12.00
- ✚ 3" Patches \$5.00
- ✚ All Items sold at Club Meeting!!

### Editor's note

My email address for any submissions is [Puca\\_Anthony@emc.com](mailto:Puca_Anthony@emc.com). If you have a new plane picture, a building tip, an item to sell, or anything else that might be of interest to your fellow club members, please let me know! Also, if you have sold any of the items or want to update any of the items currently shown in the classifieds, please let me know so I can make the appropriate changes.

*These local businesses support our club through donations and discounts on material for the club. Please show your appreciation of by giving them your business.*

 The logo for Air Scharnell features the name in a stylized, blue, cursive font. To the left of the text is a graphic of a propeller and a wing.	<p><b><i>Air Scharnell</i></b> 6276 East Pine Lane Parker, CO 80134 <b>(303) 617-9777</b></p>
 The logo for Colpar Hobbies shows a black and white line drawing of a model airplane in flight, positioned in front of a stylized mountain range.	<p><b><i>Colpar Hobbies</i></b> 804 S. Havana Aurora, CO 80012 <b>(303) 341-0414</b></p>
 The logo for Rocky Mountain R/C Hobbies has a blue background. It includes the text 'Rocky Mountain R/C HOBBIES' in white and red, with a small red car icon. Below the main text is the website 'mrchobbies.com'.	<p><b><i>Rocky Mountain R/C Hobbies</i></b> 700 South Buckley Rd. Aurora, CO 80017 <b>(303) 671-5300</b></p>