

EAGLE TALES

Academy of Model Aeronautics Charter #2951

CLUB OFFICERS

President – Bob Parker (260)571-1288 Vice President – Jerry Yentes (765)689-7723 Treasurer – Mike King (765)948-3425
Secretary/News Letter Ed. – Rafael Molina-(765)689-8369 Officer @ large – Buford Wilkes (765)674-4596
Web Address – www.converseeagles.org

MEETING MINUTES 04/07/09

by Rafael Molina

The first regular meeting of this year of The Converse Eagles R/C was called to order at 5:55 PM April 7th 2009. Thirteen members and 4 officers were present at the Converse Town Hall to participate and support our club. Officers present were: Bob Parker, club president, Mike King (Treasurer), Russ Walden (Officer @ large) and Rafael Molina (Secretary)

Bob introduced Rex Grissmore of Bunker Hill to be voted in as a new member. Rex introduced himself as an experienced modeler that is returning to the R/C fold after a long hiatus. Bob also nominated Carl Moon, Larry Blanton, and Charlie Vermillion to be voted since these candidates were not present. All new prospective members were accepted by unanimous voice vote.

Congratulations to all our new members and welcome to our club.

Old Business

A motion to accept last meeting minutes was proposed by Bill Timberman and second by Harry Worl. The motion was unanimously accepted by voice vote.

There was no other pending business.

TREASURERS REPORT

by Mike King

So far this year the club expenses have been to cover the following:

1. Weed killer for the spring application
2. AMA Charter Fees and Insurance
3. Website charges for 3 months

4. Rolling of the flying field.

Mike highlighted the fact that Ferris Petty, the gentleman that rolls our field, is only charging the club \$45. And he added this has been his price since many years ago. The membership is very appreciative of Mr. Petty consideration towards the club..

DRAWING

This month the club increased the Kidsville Gift Certificate, from the amount of \$10 to \$15. This is as an incentive to attract more of members to attend the meetings. So to all the members out there that does not regularly attend our meeting.....you may be missing a nice door price.

The lucky recipient of this month price was no other than Jerry Garber. Congratulations Jerry.

NEW BUSINESS

Bob informed the participants that the Converse Board of Aviation has leased an additional 30 ft of land on the west end of our runway to the local farmer. They are also providing the farmer an extra 10 ft all along the north boundary.

For that reason it was decided to start mowing an additional 30 ft on the east end of the field. Mike mentioned that the rolling of the field included that space and it may be necessary to reseed this new area to improve the turf conditions. He volunteered to purchase the seed and take care of this chore this spring.

Bob mentioned that this year club schedule is published in our web site. The events with blue colored font are the ones sponsored by Missisenewa and the ones in red are Converse events.

If anyone requires a copy of the schedule and don't have any means to print them in color from the web, please mail me a note, or call my home phone and I will make sure to mail you a color copy.

There is going to be a date conflict on one of the Combat events. Because in May 24th and then during August 29th the Aviation Board is leasing the airport to a Drifter Car Club and we will not be able to use the field on those dates.

Mike and Bob will try to work out with the Skyhawks to use their field on those dates.

Tom Seres suggested that the club should sponsor a Mall Show type of event for next year. He feels a good date will be on the month of February. He understand there is a lot of work and preparation involved in such an event and none the less he is willing to volunteer in this task.. He suggested we may be able to combine all of the area clubs to participate together in this event.

Tom's main concern in producing an event of this magnitude is to promote the R/C hobby to the younger crowd and encourage in them the desire to join a club of their choice. Taking in consideration the average age of today's club members, if we don't attract a younger membership there is not going to much of club left one or two decades from now.

Howard Martz volunteered to work together with Tom on this endeavor and to provide him with some of the vast experienced and contacts he has collected during many years as our Event Coordinator.

There was some discussion as to the intrinsic worth of such an event taking in consideration the poor response, in the past, from the younger crowd and the lack of financial resources and support from their parents. There were several suggestions of different incentives and public venues where we could promote our club.

Bob suggested that at the next month meeting we should expand on this issue and come up with some firm plans to be voted by the membership.

SAFETY REPORT

Safety is no accident-think about it!

There was not a safety report for this meeting.

A motion to adjourn was made by Bill Timberman. Donnie Dale second the motion. Meeting was adjourned at 7:00 PM.

SHOW-N-TELL

Kaleb Worl showed us his new Hangar 9 40 size P-51 Mustang PTS ARF. PTS stands for Progressive Trainer System, this new technology allows pilots to progress from learning to fly to performing sport aerobatics without having to upgrade or buy a new airplane. Clear plastic NACA droops attach to the outer edges of the wing, providing beginners with extra stability during training and manipulating the stock airfoil to produce added lift. The fixed landing gear features a special speed brake system that keeps the flying speed down, making the Mustang easy to handle.

Once the pilot has mastered the basics of RC flight, he can quickly and easily remove the droops and speed brakes, instantly transforming the ready-to-fly trainer into a smooth-flying sport plane able to fly a variety of aerobatics such as loops, spins and snap rolls.

Kaleb with the help of his grandfather Harry did a fantastic job in putting together this kit.

Tom Seres showed us his Seagull Models 1/4 scale Laser ARF in two different configuration. He had a photo of his Laser ABF (after Bob Flying) and then he showed us his new and improved version, ATR (After Tom Repairs). Surely the ATR version looks much more airworthy than the ABF one.

It seems that something got lost in between the Chinese and English version of the instruction manual and the C.G. location probably fall off somewhere in the middle of the Pacific ocean. No doubt about it, Tom is a very fine craftsman and his repairs on the Laser are perfect.

Humor aside, and on that topic. I just found out how complicated some of this instruction manual can be to interpret. One has to be very careful when reading some of the instruction for what reference points they are using.

For example, as we are all familiar recommended C.G. positions on most models are measured *from the leading edge of the wing* either at the root of the wing or at the wing tip. I recently ran into a completely different condition. While working with Don Byrum on the assembly of a Hangar 9 Super Stick 40 the very poorly translated directions stated that the C.G. should be located 5 3/4" *"from the rear edge of the ailerons, at the wing tip"*. If we would have measured from the leading edge the model would have ended in a severe nose heavy condition.

In this case Don and I decided to measure the distance from the rear of the aileron at the tip, and then "translate" that distance to the wing root. The distance came out to be 3 1/8" from the leading edge and it falls within 1/4" inch of the main spar.

Once a very experienced modeler and engineer told me that when in doubt of the C.G. location calculate the Mean Aerodynamic Chord

$$MAC = \frac{2}{S} \int_0^{\frac{b}{2}} c^2(y) dy$$

2

Where $\frac{2}{S}$ stands for the wing area divided by the Span also known as the *Standard Mean Chord (SMC)*, where y is the coordinate along the wing span and $c(y)$ is the chord at the coordinate y .

Quite a complicated formula, which as far as modeling is concerned, is only practical as a topic of conversation (mostly for the engineering nerds). My friend suggested that in conventional wing platforms (those wing without radical swept back) and in rectangular (Piper Cub Hershey Bar wing types) the C.G. is always very close to the center of the main spar. Usually by dividing the wing chord at any coordinate along the wing span by 3.33 will yield a very acceptable C.G. location.

Bufford Wilkes demonstrated the ease of flight handling and control of the E-Flite Blade CX2 RTF Electric Coaxial Helicopter. A nice size helo with coaxial mains, (no tail rotor) and built in gyro. A very inexpensive (\$179 *ready to fly*) with included 2.4 transmitter, battery ESCs, mixer and gyro) introductory/training helicopter with ultra stable flying characteristics..

Finally for our Show-N-Tell Ronnie Dale demonstrated several of the new Micro size "Toy" planes and helicopters available in today's market. The Parkzone Vapor is a micro-light on steroids, easily flying indoors the Town Hall room whit room to spare and even hangs in a Hover with little effort. The DSM2 transmitter, charger and batteries are all included inside the box. \$129.99 at Hobby Works and also available as a Bind-N-Fly version.

The Blade CP+ RTF Electric Micro Helicopter is a collective pitch micro which is the perfect "next step" for anyone who's mastered the basics of heli flight with a coaxial heli like the Blade CX or Blade CX2, and is ready for a model capable of more advanced maneuvers. It's also an excellent choice for experienced pilots looking for the best in ready-to-fly micro helicopter performance and value. \$179.99 at Hobby Zone.

**KIDSVILLE
TOY AND HOBBY SHOP
1022 N. CASS ST. (HIGHWAY 15 NORTH)
WABASH, IN. 260-563-0202**

Remember, Absolutely No Flying While the Grass Is Being Mowed.

Converse Flying Eagles RC Club Inc.
P.O. Box 214
Converse, Ind. 46919