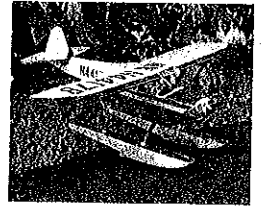




BARNSTORMERS NEWS

JULY 2009



Barnstormers News is a publication of the Vermont Modelers Club Inc. providing ideas, information and news about models, model building and Club activities. ©6/28/09
President-Robert Doyon; Vice President-Michael Hickory; Treasurer-Alan Zaur; Safety Coordinator-Paul Gauthier Jr.; Secretary/Newsletter Editor-Dennis Benjamin
To learn more about the VMC, see pictures of Club activities and find maps to our flying sites, visit www.vtmodelers.com

MONTHLY MEETING NOTES

The 2009 Annual Meeting of the Vermont Modelers Club was held on Wednesday June 10th at the VMC Flying Field on Airport Road in Barre Town. President Richard Cairra called the meeting to order at approximately 7PM with 11 members and 1 guest in attendance. A reading of minutes and a Treasurers report were waived.

Old Business: Rich reported that the St Monicas School rocket club launch went well. Tex LaRosa and Rich supervised the event ensuring that the launching and recovery activities were properly conducted. Tex and Rich advised that non of the rockets flown were so powerful as to fly 'too high' and that the kids did a very good job recovering their rockets and any loose parts that fell in the field. A brief discussion followed regarding recovery of model parts and debris. The general consensus is that we are doing a good job picking up crash debris and everyone should continue to be as diligent as possible. It was observed that the Clubs mower and the back door of the shed were not completely secured on a couple of occasions recently. The Club members are extremely grateful for all the volunteers who do mowing but we all need to keep the Club's security in mind and lock security chains and doors and secure gates whenever leaving the field unattended. Volunteers to do mowing and/or fetch fuel are encouraged to continue communicating with Rich so as to keep the field in good condition as well as avoid unnecessary trips. Rich advised the members that he will continue to post field condition reports as well as event reminders all season long, based upon information he gets by email from volunteers and members. Rich advised that Mike Pecue might take up the email info. service at some point. It was also repeated that if members provide internet addresses to the Club Secretary then info can be made available to members via emails and/or the Club Website on an 'up-to-the-minute' basis.

New Business: Rich advised the members that he has paid our Club website host for another year of service. A motion was made and passed to record Rich's dues as paid in compensation for the website payment. Paul Gauthier Jr. volunteered to relieve Sylvia Martin and serve as Webmaster for the Club. Rich expressed the member's appreciation for the excellent work that Sylvia has done for us over the past several years. Paul also advised that his current family and work schedules are very busy and that he wishes to step down as Safety Officer and Lead Trainer. Paul would greatly appreciate a volunteer or volunteers to serve in his place. The AMA requires all clubs to have a Safety Officer. If any member is willing to serve as Safety Officer or Lead Trainer please contact any of the other Club officers as soon as possible. Paul also advised that he has the Club trainer plane and equipment and will be returning them to the shed as soon as possible. It was also mentioned that Cedric Royea has the Clubs electric trainer plane if anyone has interest in using it. Rich advised the members that volunteers have stepped forward for each of the positions due for election at the Annual Meeting. Bob Doyon has volunteered to serve as President; Dennis Benjamin has volunteered to serve another term as Secretary; and Charlie Sjobeck has volunteered to serve another term as Director. Rich asked if there were any other nominations for office and there being none proposed, a motion was made and unanimously passed, to elect the candidates named. The officers for the 2009-2010 fiscal year are: **Bob Doyon, President; Michael Hickory, Vice President; Alan Zaur, Treasurer; Dennis Benjamin, Secretary; and Directors Bruce Marshall, David Kelley and Charlie Sjobeck.** Bob Doyon was not able to attend the meeting but Rich informed the members that Bob expressed his intention is to "promote greater fellowship and increased activity for all members of the Club". No further business being proposed, the meeting adjourned at about 8PM.

***** DUES REMINDER *****

Dues for the 2009-2010 Club year were due as of June 30th. If you have not yet paid your dues please fill out the membership renewal form that was mailed to you with the June Newsletter and send it and your dues to the Club Secretary as soon as possible.

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ELECTRIC POWER DIY

More electric powered models are appearing on the market every day and members are asking for advice on selecting motors, speed controls and props to fly specific airplanes. There are many sources of information out there including magazines, the internet and hobby suppliers. Here is some old info (see May & June 2006 newsletters) and some new info that you might find useful for deciding how to outfit your electric powered model. ~ The same power to weight ratios and flight parameters used by full size aircraft designers should be used to select a power plant for your model. The power to weight ratio is a basic performance gauge. In full size aircraft this ratio is expressed in terms of horsepower per pound. Since electric motors define power in terms of Watts you need to know that 1 Horsepower (HP) is equal to 746 Watts (W). Here are some full size aircraft examples:

Airplane	Power (HP)	Weight (Lb)	Loading (W/Lb)
Piper Cub	65	1220	40
B-17	4800	65000	55
Pitts Special	260	1626	120
Spitfire IV	1440	5000	215

The chart shows that higher performance requires a higher power to weight ratio. In our hobby the terms: Scale, Aerobatic, 3D and Competition are often used to describe model performance. Here is a generic power chart based on those terms:

Performance	Loading (W/Lb)
Scale (or low speed)	50
Mild Aerobatics	75
Aggressive Aerobatics	100
3D Aerobatics	125-150
Competition (or high speed)	150-300

Most medium-large models have recommendations for glow engines. Approximate wattage equivalents for glow engines can be calculated based on engine displacement.

Conservative estimates of the power of glow engines, in terms of Watts per cubic inch (W/ci) are as follows:

Engine Type	Power Output (W/ci)
Sport (bush bearing) 2 or 4 Cycle	1250
Ball Bearing 2 Cycle	1500
High Performance 2 or 4Cycle	1750
Racing or Ducted Fan	3000+

Example: A .40 size Sport engine should produce about 500W of power (.40X1250). If you put a .40 size engine in a trainer plane weighing about 6Lb, the power loading works out to 83W/Lb (500/6). Based on the performance chart that means the airplane should fly fine. If you put the same engine in a 4½ pound Extra 300 the power loading would be about 111W/Lb (500/4.5) and it should be capable of aggressive aerobatics. So, if you have a 2.5lb When you have determined the power requirement for your model you can look for an electric motor that will

meet the need. Most motor manufacturers provide wattage ratings for their motors in their marketing information. Check out the electric motor descriptions at: www.maxxprod.com ; www.hobby-lobby.com ; www.bphobbies.com and www.horizonhobby.com . You will find useful info about power output and suggested models/weights the motors can handle; and possibly prop and battery pack recommendations and maximum safe amperage; which will help you pick an electronic speed control (ESC) to handle the power needs. For example: say you choose a 46" span Eflite Taylorcraft from Horizon Hobby. The model weighs 26 oz w/out motor and battery. Eflite recommends a 450 motor (2.5oz), a 11.1v-2100mAh LiPo battery (6.6oz) and a 30Amp ESC (1oz); add a compact receiver and servos (3oz) and you have a total of 39oz. If you want Mild Aerobatic performance you need 183watts of power (39oz÷16oz =2.44lb x75w=183w). You will see that the 450 motor will deliver 14Amps continuous and 18A max. So using the formula ampsXvolts=watts that means that you can expect a performance range from 155w (14Ax11.1v) to 200w (18Ax11.1v); More than adequate for your 183 watt need. Prints of some useful info will be posted in the shed at the flying field. Feel free to ask for advice at any time. *Dennis B.*

FREE STUFF

Wendell Lowe has a couple planes needing a new home. A 95" Senior Telemaster with radio and Fox .61 engine, and a 50" highwing/trainer type with a .30 engine and floats, also a large field box with wheels. If interested call Wendell at 244-7298.

CALENDAR OF ACTIVITIES

The **July Meeting** of the VMC will be held on **Wednesday the 8th** at the Flying Field on Airport Road in Barre Town commencing at 7PM.

A **Fun Fly** is scheduled for Saturday **July 11th** at the Flying Field on Airport Road in Barre Town commencing at 8AM.

A **Float Fly** is scheduled for Saturday **July 25th** at Wrightsville Dam on VT Rte 12 in Middlesex commencing at 8AM.

A **Fun Fly** is scheduled for Saturday **August 8th** at the Flying Field on Airport Road in Barre Town commencing at 8AM.

The **August Meeting** of the VMC will be held on **Wednesday the 12th** at the Flying Field on Airport Road in Barre Town commencing at 7PM.

The **Annual Cookout Fun Fly** will be held on **Saturday August 22nd** at the Flying Field on Airport Road in Barre Town commencing at 8AM.

The **VMC Dawn Patrol** assembles every Thursday morning at the Flying Field on Airport Road in Barre Town.