

RIVER DISTRICT R/C

Eagles

A 12 YEAR GOLD LEADER CLUB
CHARTER MEMBER No. 1185 SINCE 1975
ACADEMY OF MODEL AERONAUTICS
OUR THIRTEITH YEAR

<http://notgrownupyet.com/eagles/>

EAGLES' NEST December, 25 2005



Another Great Year of R/C Flying

Ed Olszewski

As the year winds down, take a little time to reflect on what a good year it was for the River District R/C Eagles. Ron Frantz

took on the leadership roll as President of the club. We had come a long way from the Davis rd. field but still had a long way to go. Right from the beginning there was a problem with occupying our new field at a time



critical to the development of the new flying area. We had no choice but to work with and stay with our temporary field. We simply made the best of what we have. We worked the temporary field to make it the



best it can be, and by any standards, we achieved our goal. The field may be a little rough, but the sky feels exactly the right. The same opportunity will come next spring as last, with the weather and

growing season for grass on the new field. I am sure we will use it to our best advantage. We heard the Flying Wolverines, had lost their field, so we opened our field to them while they were looking for a new home. In the process we met a lot of people and made all of new friends. Hopefully our clubs have built a relationship that will last a long time.



With the field conditions at the time, as a club, we held the Eddy Elementary flight demonstration at the Propbuster field and delighted over a hundred school kids, and gave them their first introduction to remote control aviation.



This is something they will always remember.

Throughout the summer we had Pylon races, Combat events, Fun Fly's, and even hosted an Inter Club Fun Fly. A summer loaded with activity!

We planned our first "Pot-Luck" dinner on the hill. Of course mother nature raised some objections threatening some severe weather. We just changed it to the next day, and location to the park near the hill and had a great time anyways. I am looking forward to next year's!



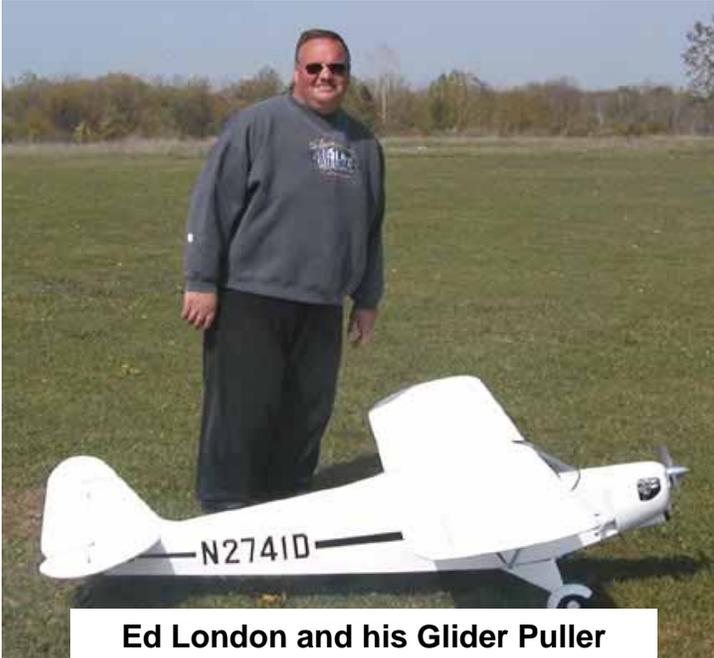
As a club we contributed to the relief aid of those stricken with misfortune from this summer's hurricane, and donated to the Adopt a Family, trying to do our part to help those in need. Something to be very proud of, I guess this club is not just about flying only.

As is inevitable, we as a club made many good decisions, and probably a few bad ones. The sky did not fall, satellites did not plummet to the earth, and the grass is still as it always seems to be, greener on the other side. As they say, you can not please all the people all the time, and of course we did not, only a fool would think he could. But as a club, we did pretty darn good job of doing the best we could with what we had to work with, to make the club the best it could be.

It is important to remember what we really have: A patch of green to take our models off from, and land on, with a lot of blue in between, and a whole lot of real good people.... What more could we ask for?

Stuff

Jack DeLisle



Ed London and his Glider Puller



Funny how stuff works. Last year I mentioned in front of Mark Steenland that Eagle Mountain would make a nice slope soaring site when/ if we get permis-

sion to go below the slope to retrieve our planes. Mark said that he had a 2 meter soaring plane that was just setting at his place collecting dust and he has no plans on using it and I was welcome to it. I took Mark up on his offer on the if come and I have had it since then.

A month or so ago Ed London told me he was thinking of getting a foam glider and using his 1/4 scale Cub to haul it into the wild blue yonder and wondered if I knew anything about it? I told him that I didn't but a couple of guys in Florida I knew were into just that and I would check there.

I e-mailed Larry Olsen of the Sundancers and

he answered back and pointed me to a page on the web that filled the bill on towing soaring machines.

Well Ed did get his foam soaring machine and after looking that over and after I downloaded the information pages and printed them out and seeing how easy it would be to set up my 2 meter plane for tow-



ing I have done just that.

Pictured above is the nose of the glider. I used an eye hook screwed into the very nose and a piece of Nyrod® and cable. The cable is filled with solder on both ends to stiffen it with the front piece over the opening and acting as a release wire.

In practice a loop in the tow line is passed through the eye and the tow release extended to capture the tow line and when the "wire" is retracted the tow line is released. I used a separate servo to do that as you can see but Ed is planning on using full up on his elevator servo to do the same thing.

On the tow plane end a harness is made and is attached to the plane by the same two bolts that secure the trailing edge of the wing to the Cub. The instructions also suggested using monofilament fishing line about 50 feet long and a length of Bungee Cord for a shock absorber between the harness and the line.

So , God willing and the creek don't rise, next spring should see Ed and I learning how to fly towing machines and soaring machines.

I still think the Eagle Mountain would make a great slope soaring site but now we will be able to soar without a wind blowing out of the south, Hopefully.

So thanks to Eagle Mountain, Mark Steenland and Ed London that's how stuff works.

Electric Power Systems

Bob Hoffman

The area of electric power systems can be a bit of a "Black Art". The motor numbering systems can cause the majority of the confusion. Some of the suppliers tried to match the motors to the internal combustion engines (05, 10 and 15 motors). Others tried to develop their own rating system (S280, S300, S400 S600 and S700). Brushless motors even spec out the motors with a code that represents the number of wraps and wire size within the motor (12/15, 16/14 and 32/4). Those are allot of numbers that are very confusing. This is what caused the development of the WPP (watts per pound) "Rule of Thumb" we will be talking about at the end of this article.

Everyone has an opinion on what will work when it comes to electrical power systems. Through the years I have found that all those opinions are based on something. Something the person has read, something they have experienced personally, maybe something they picked up during extensive research and some are, not many I hope, based on good old fashioned mythical embellishment. I will try to stay within the first two realms while trying to give some "Rules of Thumb" to help you identify the third style of opinion.

When I first started to experiment with electrical power systems for RC aircraft NiMh where starting to be able to handle the amperage draw required and Lipo's (Lithium Polymer) were at the level that fuel cells are currently at now. With that in mind, some of the following information may be a little outdated when it comes to Lipo's. I will give an example of a comparable Lipo pack and it's affect on the power system to help with that.

First some formula's to help you in your calculations:

Amps x Volts = Watts

A motor that pulls 25 amps when being powered at 100% with a 9.6 volt battery pack will generate 240 watts. Watts generated is approximate due the varying efficiencies of different models of motors. I usually figure 10%- 15% loss of power due to efficiencies. The power system above at 10% eff. will generate 216 watts.

1 hp = 746 watts (745.69987158227022 to be exact)

The previously mentioned motor and battery pack that generates 216 watts is actually generating just over 1/4 hp (216 watts/746 watts = .28 hp). This may be the best way to get a comparison to an IC Engine. Be careful though. When adding a gear box thrust generated can increase while watts generated can stay the same or even drop.

A gearbox is used to decrease the load on the motor and reduce the RPM of the prop. Combining the gear box with the use of a larger prop will allow the system to draw the approximately same amount of amps and generate a lower amount of watts while increasing the torque at the prop. This increases the amount of thrust generated by the power system. Here is one example from the Hobby Lobby Catalog (based on bench tests):

Direct Drive S400 6v Motor

65 watts of power

8.4 volts (7 cell pack)

10 amps

5x4 prop

10 oz. of thrust

Same S400 6v Motor with 4:1 Gear Box

70 watts of power

12 volts (10 cell pack)

9 amps

10X7 Prop

18 oz. of thrust

I applied both of these power systems in two different models during the same time period. I used the direct drive system in a 30" WS Pylon plane that weighed 17 oz. It was a very hot little plane. I used the geared system on my 48" WS SIG Rascal which weighed 26 oz. That was a very se-date flying model.

Both systems pulled close to same amps with different amounts of voltage being supplied by the battery while ending up with close to same amount of watts. Confusing based on the previously mentioned formulas. But, this is what happens when you incorporate a gear box.

My understanding is that this happens is due to a basic habit of electrical current. It always flows to point of the most resistance. By adding the gear box you improve the efficiency of the motor thus allowing the application of more volts ending up with approximately the same amp draw. With the decrease in RPM you can increase prop diameter and pitch increasing the thrust. What you end up with is that for speed you use a direct drive set-up for slower flight speed with more power you use a geared set-up.

One more example:

Direct Drive S600 8.4v Motor

193 watts of power

8.4 volts (7 cell pack)

18 amps

8x4.5 prop

17 oz. of thrust

Same S600 8.4v Motor with 2:1 Gear Box

294 watts of power

12 volts (10 cell pack)

17 amps

10X7 Prop

23 oz. of thrust

Last Example:

Direct Drive S700 9.6v Motor

390 watts of power

12 volts (10 cell pack)

31 amps

10x6 prop

30 oz. of thrust

Same S700 9.6v Motor with 2:1 Gear Box

402 watts of power

14.4 volts (12 cell pack)

27 amps

12X7 Prop

40 oz. of thrust

So how do I get through all this "Mumbo-Jumbo"? I start with a basic WPP calculation using the information available in on-line catalogs. Hobby Lobby is a great site for this info. From there I do some bench testing. Keep in mind every

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motor has a maximum amp draw. If you exceed this you cook the motor. I start with the catalogs recommended gear ratio and prop. I hook up a fresh battery pack to the power system through my "Whatt Meter" and test the system. As I apply the throttle, while watching the meter, if the amp draw gets to the maximum before full throttle I stop. Then I put on a prop with less pitch or diameter and try again. The goal is to get to the target amp draw. Sometimes it takes some experimentation with props as well as gear ratios. Once I have a set-up I like, I use it in a lot of places. Probably allot like having a favorite IC Engine System. Once you are accustomed to it, you use it often. Same situation as a friend having a power system he has had luck with and he shares his information and helps you set-up a model with the same power system.

What's a "Whatt-Meter"? It is a meter sold by Astro Flight and Hobby Lobby that measure volts at the source, amps and watts at the load (See picture). This meter



will handle voltage to 60V, amperage to 100 A, wattage up to 5,000W, and NiCad Amp-hour Capacity up to 9 Ah . This is my most important piece of equipment. It is the only way to know for sure what kind of power your system is really generating.

Sure there is software available to pre-calculate these numbers. But I prefer a gage that I can apply to the model and get real life, real time measurement. You just spent a good part of the winter building that model. Do you want to toss it in the air without knowing 100% for sure what kind of power you have in the nose? Not me!

So what is the WPP Rule (watts per pound rule)? This was the first rule I was taught when I started into electric RC flight. The rule states that for a gentle flying model like my SIG Rascal you should have 50 WPP minimum. For simple aerobatic maneuvers you require over 75 WPP. I have only applied this rule to models of 50" WS or less. The requirements do start to change as you get into larger models. But, they can be used to get you started. I use this assuming the model will have a WL (wing load) of 17 oz per square foot or less. I think the originator of this rule is Keith Shaw.

Here some example of models I own and fly regularly.

Sportwin (NiCad)

2X S400 6v Direct Drive Motors pulling 10 amps each with 4.75 x 4.75 props 8xCP1300scr pack @ 9.6 volts

AUW or 26 oz.

1.5 SF Wing Area

WL of 17 1/3 oz PSF

192 watts of power at 100%

118 WPP

Good Flight performance, inverted flight, good loops, rolls,



fast and easy to hand launch.

Sportwin (Lipo's)

2X S400 6v Direct Drive Motors pulling 10 amps each with 4.75 x 4.75 props

2 cell 2100mah Lipo pack @ 7.4 volts

AUW or 19 oz.

1.5 SF Wing Area

WL of 12 2/3 oz PSF

148 watts of power at 100%

128 WPP

Very good flight performance, inverted flight, good loops, rolls, faster. Good improvement over the NiCad packs. Very easy to hand launch.

Sopwith Triphound (NiCad)

1X S600 8.4v Motor, 3.5:1 Master Airscrew

Gear Box pulling 24 amps with a 12x6 prop

8xCP2400scr pack @ 9.6 volts

AUW or 64 oz.

4 3/4 SF Wing Area

WL of 13 1/2 oz PSF

230 watts of power at 100%

58 WPP



Twin Jet (NiCad)

2X S400 Mega Brushless Direct Drive Motors, pulling 45 amps

with a 5.5x4.5 props 8xCP2400scr pack @ 9.6 volts

AUW or 58oz.

3 SF Wing Area

WL of 19 1/3 oz PSF

432 watts of power at 100%

120 WPP



Very fast performance, inverted flight, loops with authority, rolls, I needed to stay 1-2 moves ahead of this model to keep it under control. The basic design was for a twin S400 6V set-up. It was just pushed as far as I could power wise. Does glide well but, at a semi-fast speed. It had near unlimited vertical performance. I never tried a Lipo pack on this model. There have not been any Lipo's that could handle this kind of amp draw up until now. Would have been insane to fly at 150 WPP or better.

That's enough for now. Keep in mind that a good power system for an electric model is a good balance of model, motor, gearbox (if needed), prop and battery pack. There are some models out there that just are not good considerations for electric power. Be careful when choosing a subject and power system. You can spend allot of money and have a very poor performing model if careless. If the balance is achieved, a great performing electric powered model is attainable.

Later, Bob

THOUGHTS



Radio Shack Noise meter

Jack DeLisle

The Eagles voted to buy the meter shown above at the October, 2005 meeting because a question / complaint about our airplanes was registered with the county sheriffs office and a deputy met with Ron Frantz and told him of the complaint.

I had the opportunity to run some tests before the weather went sour so the report is not very large. The criteria I used is this: the meter is set on the "A" weighted scale and slow response. These duplicate the AMA recommended settings. As the picture almost shows, the readings were taken at ten feet from the engines and ,when possible, from the muffler side of the engine. The AMA recommends three meters but my tape rule makes it easier to use the ten foot

mark. Three meters is nine feet and nine inches so that is close and as long as we use a standard distance our measurements will work for us. The plane (s) were setting on the ground and the meter was held about waist high and off to one side so the sound wouldn't reflect from my body.

My planes: Astro-Hog with a 92 4cy registered 94 DB, the Wimpy II with a 52 4cy was 93 DB, Sea Master with a Como [Super Tiger] 51 2cy was 94 DB.

Archie Kammer's Edge 540 with a YS110 4cy registered 94 DB

Bill Welser's Tiger 40 with an OS LA40 2 cycle registered 89 DB

Gordon McCurdy's Bi-plane with an OS 46FX and a Pitts style muffler..... 98 DB

Our tractor at about 10 feet? 84 DB

Combat with two Vipers in the air at about 200 ft..... 76 DB

Jerry Lelacheur and his Super Sport with an OS FX46.....94 DB and hi Super Sport with his Saito 72 4cy.....84 DB

Pete Carchio's Big Stick with a 160 2cy engine.....98 DB

Bob Branch's Edge with a Magnum 91 4cy.....92 DB

Robert brown and his Twist with a Magnum 2cy.....89 DB

My lawn Mower with a Briggs and Stratton 5 HP gas engine.....84 DB

Not that big of a sample because we haven't done some of our big gas planes with their gas engines but enough to get some thoughts.

Gordon's "small" 46 with the Pitts style muffler was just as loud as Pete's with the big Methanol burning 160 2 cycle and the engines standard muffler with both coming in at 98 DB so you have to think that the muffler is the deciding factor in making big DB numbers? Or not!!

New Transmitter

Ed Olszewski

An R/C airplane taxis, then rises about four feet in the air, it begins to roll, slow at first, then very quickly rolls over and crashes into the ground. The damage is almost always severe. This unfortunate maneuver is often caused by a computer radio inadvertently set to the wrong model program, one that had the ailerons operating reversed. Common sense says a good pre-flight would just eliminate the problem, but sooner or later someone forgets. Computer radios are great, allowing pilots to have several models with different mixes and servo throws while only have to bring one transmitter to the field. The only flaw I see in the system is that the pilot must always remember to switch the transmitter to the correct model program, or there is a real good chance that a plane is going to go home in a bag. I have seen it more times than I care to say, and for that reason have long resisted owning a computer radio. The system just does not seem "idiot proof" enough for me not to mess it up.

After several years of resisting, I finally gave into a computer radio for the extra functions and features. I felt I could keep the models straight, and remember to switch back and fourth. I was wrong. Finally one day with two models at the field, I hand launched an electric and ended up with crumpled foam. Fortunately I trashed an inexpensive foam plane that day, the mistake could have been with the balsa plane I had spent the winter building and covering. A lesson learned. At the end of the day, I prefer to clean up my plane with a spray bottle and a rag, rather than a rake and a bag.

The very next day an order was placed for a Polk's Hobby- Tracker 3 transmitter. I had seen it advertised in several magazines. It comes in either six or eight channels and has all the usual features and functions that you would expect to find in a medium priced transmitter. But, this radio has one added feature; it does not have a designated channel. Or rather, the radio can be set to any channel you want for each model you have. Now, this was the answer I was looking for. There are other radios on the market with switchable channels, but they use a removable modulator on the back, that must be taken out, switched with a small screwdriver, then plugged back in every time you want to change channels. This



is not what I had in mind. With the Tracker, the switching is all done automatically and electronically when you switch model programs. And I like automatic.

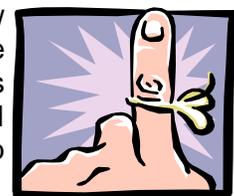
At a glance this sounds scary. But, when the Tracker 3 is turned on, it first scans your frequency to make sure that channel is not in use, and will not allow the radio to be turned on unless that frequency is clear also, an alarm will sound. There is absolutely no way that the radio can be turned on while another transmitter is using that frequency. This is a nice little feature that keeps you from accidentally shooting down the guy at the other end of the field, then buying the remains of what is then an otherwise useless pile of balsa.



I made up channel identification clothes pins to attach to the tail of each plane, to be removed before flight and clipped to the transmitter antenna. Most of my planes were on different channels anyways, so I purchased a couple of receiver crystals to get all of them on different channels. The reason for this is simple; if the transmitter is inadvertently set to the wrong model program at the field, it will also be on the wrong channel. At that point there will be absolutely no response from the plane during a radio check. In short, I will not be lulled in to a false sense of security by a quick wiggle of the ailerons when I am not paying close enough attention. Even if I were to completely forget to do a radio check, I would not be able to throttle up to takeoff. As they say, it is all or nothing, and nothing is real easy to recognize. Don't get me wrong, this is not intended to replace a preflight check, but to help identify a certain problem. If a problem is very obvious, it is more likely to get identified and corrected. A problem like no response from the radio during a preflight check is far more likely to get noticed than reversed ailerons, for example.

The retro esthetics aside, the transmitter is an excellent value. The 6 channel version of the Tracker 3 has a 10 model memory and the 8 channel has a whopping 99 model memory, probably enough to satisfy even my compulsive need to add planes to my hangar. The programming is simple, straight forward and intuitive.

Unfortunately, Polk's Hobby was out of stock all summer, and I did not get the radio until November. I have had it out at the field snow flying, and indoor flying at the dome. It works great. One less thing to worry about. Maybe now I can reserve crashes for my dumb thumbs and not for forgetfulness.



MY WINTER PROJECT

Maynard LaParl

For a while now I was thinking of what to do for a winter building project. Now, as some of you may know, I really don't care to build much. Kits are out for me. Even ARF's are too boring because, well, because they're boring. Besides, I don't have much patients any more. And the old hands aren't like they use to be. I have a Sig Kadet Senior still in the box. I've had that for a year and a half sitting on the shelf in my work shop. A simple ARF to build but I have already crashed three other Seniors. If someone wants too, I'll pay someone to put it together. Seriously. Come to think of it, why am I even writing this column ?



under \$350. Everything is already installed. Pretty good deal hey ? The wingspan is 71 inches. It does have rubber bands to hold the wing on but I can put up with that. Although, I might replace the rubber bands with screws.



One thing I do like to do is read. I have three r/c mag's to read every month. Not to mention the internet. I do keep up on the latest equipment, gadgets, and the latest in aircraft. I was reading the December issue of Model Aviation when I came across a full page add on the Hobbico® HOBBISTAR 60 SELECT RTF trainer that really caught my eye. I do like to fly gentle planes. Now the Sig Kadet Senior is about the most gentle plane I have ever flown. This trainer will be just a little more of a sport flyer. Anyway, after thinking all of an hour, I logged on to Tower Hobbies for a price. Since I'm a Tower Hobbies club member, and along with their promo discounts, I just could not pass up this deal. I got, along with the trainer, a Futaba® 6YG six channel radio system w/ ball bearing servos, and an OS® .65 LA engine. All for



The promo add says after taking it out of the box, you are just 20 minutes from your first flight. Sure..... Now, I am extremely slow when I build things. But let me tell you, I had it ready to fly in 1 hour. The assembly manual is only 16 pages but most of it is warnings and check list instructions. As for the quality, it is unsurpassed. So much for my winter project hey?

Happy flying.

Maynard LaParl

Off Season Flying ?

Ed Olszewski

Stuck in the North with the rest of us? There are options for some stick time out there, just maybe some you are not used to.

Once I realized that the snow was only on the ground, I wondered why I was not flying in the air. Yes, it is cold, but on the other hand sweat is not pouring down your brow. And although a sunny winter day is not a day in the tropics, it is probably the best you have to work with. With a good pair of boots and long johns, it is not really all that bad. The snow and skis do not have any noticeable effect on the plane, and once in the air, you will not even notice the weather-really!



Get your electrics ready, Indoor flying will be starting back up in January at the Blue Water Sports Dome, behind the Birchwood mall in Fort Gratiot. The dates on the schedule are **Jan.6th**, **Jan.20th**, **Feb10th** and **Feb24th**. Further dates will be posted on the Dome's website and in the Eagles newsletter as they become available. Time: 9PM to Midnight- Cost \$15.00 per pilot. As I mentioned before, the dome management would like to see about a dozen paid pilots. Spectators are free, and are encouraged to come out and watch and bring a friend. For more info contact Steve Drake at the Blue Water Sports Dome 810-385-3663 or visit their website: <http://www.bwsportsdome.com/>



Santa's P-51

Submitted by Jack DeLisle

**Twas the night before Christmas all over the place
when we were confronted by an old flying ace.
There was icing reported and turbulent air,
file me a flight plan, I gotta get there.**

**Outside sat his aircraft all ready to run
and the old man walked up to his P-51.
Bad weather's no problem he quietly mumbled
The prop came to life as the big Allison rumbled.**

**He eased in the throttle, the roar shook the ground,
he taxied on out and turned it around.
He went through the run up and seemed satisfied
as he said to himself. "I'm in for a ride."**

**So he lined it up straight as he poured on the coal
the tail wheel came up as he started to roll.
Up off the runway, he sucked up his gear
and that mighty V-12 was all you could hear.**

**He screamed overhead with a deafening crack,
blue flames were shooting from each hot stack.
He pulled up the nose and started to climb.
No ice on this plane, it didn't have time.**

**On top of the weather with levers all set
he looked up above and saw a Lear jet.
With jet fuel and turbines there just ain't no class.
Give me pistons and props and a lot of Av. gas.**

**Now he was approaching where he wanted to go
But the weather had covered the runway with snow.
How will he land, we will just have to guess
cause the only way in was a full I.L.S.**

**Then over the marker he started his run.
The ceiling was zero, visibility none.
Still Going 300, he felt the need
for an overhead brake to diminish his speed.**

**Over the markers he flew like a flash,
pulled in his brake and just knew he would crash.
Oh why do they do it on these kind of nights ?
Then over the threshold he saw the landing lights**

**He's making the final with three in the green
he can see enough lights to land the machine.
Then he tied down that Mustang and they all heard
him say,
"Next year I'm sticking to my reindeer and sleigh!#!"**



Ed-itor's Corner

Ed Olszewski

No one buys cooler gifts for a young lad than an older brother, and one of my brothers had evidently been out shopping. I am from a large family with several brothers much older than myself, and it was a couple weeks before Christmas. I spied a new bundle of wrapped gifts under the tree, and one with my name on it. No one was home, I picked up the package for closer examination. Care must be taken not to cross that fine line of "gift unwrapping", gifts were often what one might today term as tamper evident or perhaps even booby trapped. I reasoned careful fondling was permissible -if no one was at home. It was immediately evident this was a multi-part gift, one with several distinct components. Giving the package a slight shake I could feel a fluid filled glass bottle. Lightly pressing on the wrapper, there was a tube shaped object inside that narrowed to one flat end, and a cap on the other. There was also a box that seemed to have several loose objects inside that rattled when shook. This was puzzling, for once I did not even have a clue what bounty lay just the other side of the wrapper. I tried to look down the seam, but it wrapped around the inside giving no clue to the wonders inside. I had long considered myself an aficionado of gift guessing, and could normally nail at least a couple of good guesses. In fact, with careful deduction I could normally figure out the contents of any package with reasonable accuracy, but this one eluded even a wild speculation.

When all else failed, it was time to employ some extra special, secret tactics. Some careful eavesdropping was always a good resource. Biting my time I kept a low profile and waited for my brother and mother to engage in conversation. In the next room, a drinking glass pressed on the wall was the ticket, I had seen it in numerous spy movies. I overheard my mother arguing with my brother about weather I was old enough for the gift he had bought. My brother reasoned that he was the same age when dad had gotten the same for him. In fact he had talked it over with my father and they agreed that it was time.

They never said it out loud, but I broke the code, this was one of those "right of passage" things! It was easy now to put the clues together. It seemed clear, he got me tooth paste, mouth wash and a box combs! What kind of sick, demented person would do such a thing to his younger brother? How could he not understand that no eleven year old would want such things for Christmas! As much as any kid wants to be consid-



ered older, and maybe even have such things, certainly no one would waist a perfectly good Christmas wish on such gifts. I felt betrayed.

I lamented for the remaining week, but I could not let on that I had figured out the surprise. Each day when no one was home, I would stare across the living room at the gift, it only seemed to glare back at me. I was tormented with my new found knowledge, I wished I had never thought about it in the first place. When no one was home I pushed the package to the rear of the tree. Maybe it would go unnoticed.

Finally the big morning arrived. My younger brother and sister bubbled with excitement, they blissfully unwrapping their new toys without a care, each one as if it were new and exciting adventure. My baby sister seemed content to grab for glass decorations, just out of her reach, to smash together. Oh, how I envied their childish innocence. But for me, a dark cloud loomed behind the tree. I slowly opened the other gifts, all the while knowing full well one was going to be a dud.



Before the gift I had pushed to the back of the tree was discovered, I hurriedly announced my thanks and tried to leave the room. But my sister had found it and made sure everyone knew it was there. Perhaps I will save that one to savor for later, I offered, Let's go have breakfast!. Nonsense! My father announced, I know what that one is, and I am looking forward to seeing you open it. It seemed the conspiracy had come full circle. Struggling to conceal my anguish, with trembling hands I began to unwrap what had become my nemesis. My eyes were closed, as I shuffled to discard the paper and unload the gift without showing my distress. I could hear my father in seeming mock excitement exclaim what a nice gift I had received, and was I really old enough for such a thing.

Still not looking at the items in my hands, I stumbled while trying to quickly hide them under the tree. Glancing down, the tube was not the color I expected-but a burnt orange color, it was not the color of tooth paste? The bottle I thought to be mouthwash was filled with a beautiful bright red liquid, and the box bore a photograph of an airplane? I could feel the color returning to my face, by brother had given me my first airplane kit, modelers glue and paint. He smiled and offered to help me build the kit whenever I was ready.

My brother helped build and taught me to fly my first "coming of age gift", and then taught me how to repair it after crashes. Incidentally, he eventually did give me a comb and hair tonic, just not as a gift.



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Club Attire

Club Caps are available for purchase from the club at \$13.00 each. Each is custom embroidered for our club, and have either a black or maroon brim. See a board member for info.



Club Embroidery is available for coats and other attire By Heather Jones, Contact Carl Jones for more information.



River District R/C Eagles General Meeting Minutes

December 6, 2005

Officers in Attendance: Ron Frantz, President; Gary Wilkerson, Vice President; Dave Waldecker, Treasurer; Al Harbour, Secretary

Meeting was called to order at 7 PM by Ron and Pledge of Allegiance was recited by 21 members present.

A motion to approve the November meeting minutes as printed in the newsletter and distributed in the meeting handout was made by Al F/Bud J and accepted.

Financial report was read by Dave W and a motion to approve was made by Archie K/Bud J and accepted.

Committee Reports: Ron thanked Bud and Joan Joachim for their work in arranging our annual awards dinner at the Voyager Restaurant. Ron asked Al H to send Mike G a letter of thanks for his donations toward various awards prizes. It was noted by Al H that we might consider another portapotty cleanout person as Michigan Portable Toilets doesn't respond when called. As a precaution it was suggested using some RV potty anti-freeze.

Ron thanked Archie K for his continuing work on keeping the field equipment operable.

Old Business: Dave W commented on thanking Carl J for designing the new membership cards.

A motion was made to issue Sylvester Milliard a check for \$100 with a thank you letter by Gary N and passed.

Nominations for Treasurer by Ed L and Paul F were declined. Sam Grey stepped forward and volunteered to fill the position. Bud J officially nominated Sam Grey for Treasurer with no further applicants—Sam was voted by acclamation. Also, Bill Welser volunteered for the position of Secretary without further nominations from those in attendance and was accepted by acclamation.

New Members and Guests; None.

New Business: Gary N suggested some clubs rotate their officers by using last names alphabetically which would eliminate the problem of filling vacancies and every member sharing in club leadership responsibilities. It was decided this would require a motion from the membership to change our present procedure. It was also noted that current officers dues are paid during the year they serve.

Dave K suggested looking into possibility of having wives, daughters or other family members fill executive board seats—which can be looked into at a later date.

Bud J suggested a club donation to the DTE Adopt-A-Family fund in the amount of \$300 and was seconded by Glen S—motion passed. This money is distributed through a needy family listing provided by the Salvation Army.

Membership renewal presently stands at approximately 40—the deadline is looming as of December 31st. Volunteers are needed to contact members for renewal. Dave K volunteered to contact those members still in need of renewing and Al H has agreed to fax a roster of unpaid members to Dave by December 10.

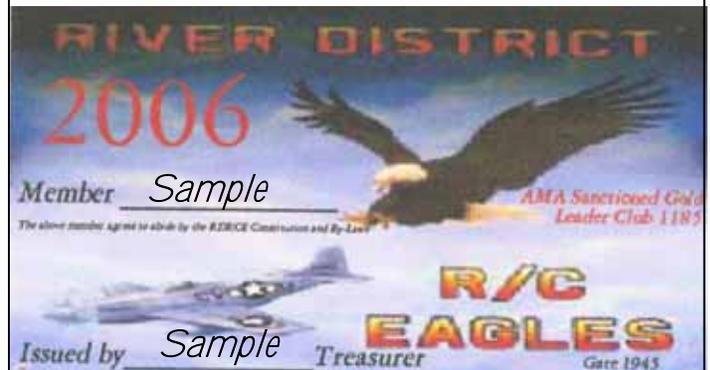
Volunteers are also needed to schedule club activities for 2006—Dave K, Archie K, and Bud J all stepped forward to arrange the schedule.

Tom N announced the Owasso Swap will be held on February 5, 2006.

50/50 Drawing: \$8 won by Andy Eck.

Meeting adjourned at 7:45 PM.

Keeping up with the Jones'



A special thanks is in order for the extra effort of Carl Jones for this year's very attractive and sporty club membership card. It certainly is one of the nicest looking club cards in the area!

Eagles Website

Check out the eagles website, some new photos of this last year on the hill have been added. If you have some pictures to share, send them along, it is easy, just follow the directions on the website. In addition, archives of past newsletters and a wealth of club information is waiting there for you.

<http://notgrownupyet.com/eagles/>

