

PROPWASH

St. Peters Propnuts
An AMA Chartered Club

Propnuts Monthly Newsletter

February 10, 2006

Visit our Web Site www.propnuts.net

Volume 28 Issue 2



President's Plug

By
Doug Bruening

Please bring your ideas for events you would like to see held this year as well as any "fund raising" ideas.

See you at the meeting!

February 16, 2006 7:00 PM

Please plan on attending our next meeting. We received some news that will further limit our time at our current flying site, we would like everyone to be informed as to what's going on. Dale And I will also fill the membership in on our recent visits with land owners.

We will also be looking for volunteers to fill Field Marshal and Safety Officer positions.

Next Meeting

Thursday

February 16, 2006

7:00 PM

St. Peters
Senior Citizens Center

Open Topics

See You There!



Secretary's Minutes

By
Jim Bauer

The meeting was called to order at 7:00 PM by the Club President Doug Bruening with 4 Officers, 26 Members present.

The minutes of the November meeting were accepted as published in the December newsletter. There was no

Business meeting in December as that was the Christmas Party

The Treasurers Report: was accepted as read.

The River City Flyers is having a fly in on June 30 th. Please try to attend.

Club officers met with Sonthiemers and he agreed to a month to month lease.

Dale Bax has located several pieces of property and sent out letters to the owners. Six owners have responded so far. Some positive and some not. Dale will continue his pursuit.

The Club will pursue both public and private sites.

The club voted to expand our search to include land further out.

The Membership stands at 27 as of this meeting.

No Safety Issues

50/50 Drawing won by Tom Morris. He donated it to the Club \$26.00.

Attendance Prizes won By: Christy Bauer
Gary Frost

John Bolesta was elected to Board of Directors to replace Rod Landers.

Door Prizes compliments

**MARK TWAIN
HOBBY**

2793 West Clay Street
St. Charles, Missouri 63376
PHONE (636) 946-2816
www.hobby1.com

Airplane Cleaner:

5 cups water
1/2 cup of ammonia
1 cup rubbing alcohol
1 oz. of **DAWN** dish
detergent

Mix all ingredients in a clean milk jug, pour enough in a small spray bottle for field use. This solution cuts thru the oil buildup on the underside of your plane and leaves it squeaky clean.

Caution: Dawn seems to be the only dish detergent that cuts all the oils and doesn't leave a residue on the plane.

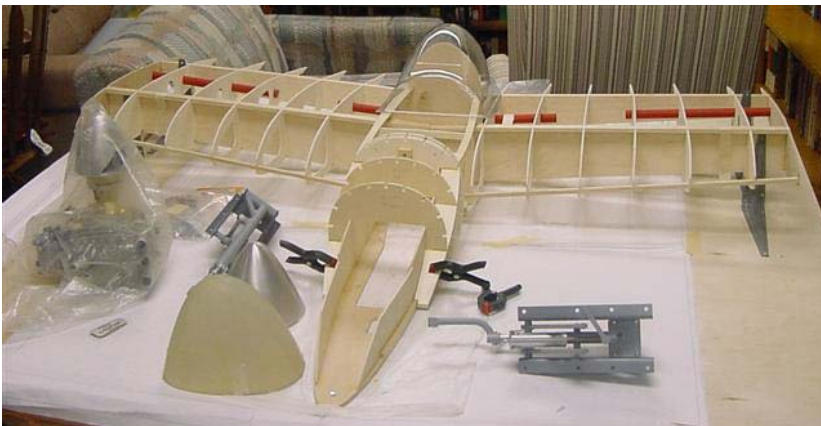
Show and Tell

Ron Shippers Four 40.



Power: OS 46AX
Covered with Silk and Dope
Never Flown

Bob Buss Giant Scale P-38 Lightning Project.



Proposed Data:

Power: 2 Brison 4.2 ci. (69cc) Gas Engines.
Wing Span: 132"
Length: 96"
Robert Air Retracts
Weight 45 - 50 Lbs.
Estimated Completion: Summer 2007

You can follow the construction by visiting his WEB site at bobsrc.com or robertbuss.com

PRODUCTION OF ELECTRIC J3 PIPER CUB

By Al Grossmann

My first R/C plane was an electric J3 Piper Cub kitted by Great Planes. It was built in the fall of 1989 and first flown in January of 1990 at the old McDonnell-Douglas field in Weldon Spring. Ed Henry and Charlie Bonney were my instructors.

Specs were:

Wing span: 58 3/4"

Fus length 37"

Weight 54 1/4 oz

Wing area 471.5 sq in

Wing load about 17 oz sq. ft.



Motor batteries 6 1200mah NiCad
Radio Batteries 4 400mah NiCad
Throttle control Remote on/off switch

The plane was underpowered for its weight and did not perform well at all. It crashed the third time it was flown but was easily repaired.

Later I went to 7 cells which helped the power somewhat but made it almost 2 ounces heavier. The power output to current draw at that time was about .9 ounce of thrust per amp. So for 20 amps of current @ 7 volts at the motor you got about 18 ounces of thrust to drive a 56 ounce airplane. That's about 32% thrust to weight. Not too good.

As electronics for electric flight improved over the years , I eventually eliminated the 4 radio receiver batteries and went to a speed controller and also a 2.5:1 ratio gear box. The gear box required a larger prop of about a 10X8 diameter, but now the thrust ratio increased to about 1.25 ounces per amp. This was better and the plane was now at about 53 ounces in weight. This meant that for 20 amps of current you could get about 25 ounces of thrust to drive a 53 ounce plane. That's about a 47% thrust to weight ratio which actually was quite adequate for just plain flying.

Sixteen years later in 2005, Great Planes came out with an improved version of its electric cub so I bought the kit a couple of months ago. The picture you see is the fuselage about 98% complete with the electronics, controls and motor installed. Unfortunately, the original seven cell battery compartment design was not changed at all in the new kit, so I modified it to hold from eight to ten 1700mah NiMH cells. The ten NiMH 1700mah cells weigh about the same as the seven 1200mah NiCad batteries. This is a great improvement. I can now get about a 60% thrust to weight ratio of power using the much lighter 8 cell NiMH battery pack. At the stage of construction that I have the Cub in now it weighs 46 ounces with an eight cell NiMH 1700mah battery pack. I imagine that by the time I cover the wing and put plastic glass in the windows, and make other small "improvements" it will come in at about 49 to 50 ounces of weight with the 8 cell NiMH battery pack. The new Cub version is exactly the same size as the original 1988 version but is made a little better and has working ailerons whereas the original kit does not, and also has see-through windows whereas the original does not.



The gear box that I chose to put in this plane is a 2.3:1 ratio belt driven English model that I have used on other planes before. The prop will be a German 10X8 Graupner carbon filled version that I have not used before, so I'll see how this one works. The motor is a Japanese Kyosho Magnetic Mayhem truck motor that I have also used on other models. For the same voltage and amperage, this motor produces 10% more RPM than equivalent aircraft motors and remains fairly cool.

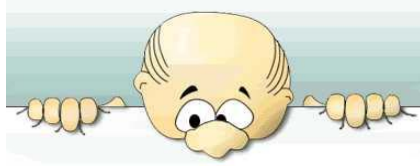
You can see my old J3 Piper Cub on the wall rack under my Partenavia.



Al Grossmann



The Swap Shop



Dan Dierking Sale FOR SALE: Goldberg Sukhoi - \$600

This plane is absolutely gorgeous and ready to fly after you add your receiver. The engine is a YS 140 Sport, the servos are JR 4721 for rudder and elevators, JR 531's for ailerons and JR 811 digital for throttle. The Sukhoi flies great precision aerobatics, has large control surfaces for 3D and has a super light wing loading so it slows down to a crawl for landing. This plane is available for local sale only and you may contact me to see it before you buy. I can also sell the JR R700 receiver in it for an additional \$50. I also purchased a Mc Daniel onboard glow driver, but never installed it because the engine runs so well. I will sell it for \$40, what I paid for it. Local pickup only. I'm selling to pay for my 30% project.

Call Dan @ 636-236-2693 for more info.



Paul Schamel's Sale
Everything must go!! Nothing held back!!!
Complete Airplanes
SEE NEXT PAGE FOR Details



For Sale

Best reasonable offer

All planes are ready to fly with batteries, receivers, servos, and transmitters.



Wild Hare Tri plane

Three OS 32sx engines move this constellation-tailed plane with authority.



Twinstar

Classic dual engine design that is amply powered by OS 32F engines.

Also available: fuel, props, mounts, tanks, misc. parts, covering, flight box.

Call Paul at (636) 397-6857 after 2 pm.

If you have anything in the area of R/C Aircraft or Accessories you want to sell submit them to me at propnuts@propnuts.net or regular mail:

Propnuts
710 Barbara Dr.
O'Fallon, Mo. 63366

and I will put them in the newsletter. Pictures are encouraged.
I can also put them on the WEB Site.
