



The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

June 2009

Lipo Fire at Agate Field

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Chea-Pass Laser Stick .10

2009 Contest and Events

Agate lake Float-Fly—17, 18, 19 April

IMAC—01&02 May

BBQ Fun-Fly with Keno Club (our field)--30 May

Warbirds—06 & 07 June

Fun-Fly at Keno—27 June

4th of July Parade

IMAA—17, 18 & 19 July

Kids' Day (?)

Wal-Mart Day—15 August

Air Show—22 & 23 August

Swap Meet—26 Sept.



Agate Field, 5/29/2009. Roaring flames and billowing smoke are evident in these pictures as a members vehicle and part of the covered spectator area burned yesterday morning around 9:30AM.

The cause of the blaze was a Lithium Polymer battery that exploded as it was being charged in the van. Ron Dilday had just connected the charging device to the battery and momentarily left the

vehicle to speak to a fellow member. In just seconds, the van was in flames.

Ron attempted to retrieve a fire extinguisher from the van but could not get to it because the fire was too intense.

Moments later, the van became a raging inferno with explosions from the van's fuel tank, tires and other lipo batteries that remained in the van.



Twenty minutes after the fire started, fire trucks from Jackson County Fire District 3 arrived and quickly suppressed the fire.

Ron's van was a total loss and the extent of the damage to the structure has yet to be determined.

We are most fortunate and thankful that the fire was confined to a relatively small area and NO ONE WAS INJURED!



NOTICE: Lipo Battery Procedures

LiPo Battery Charging Tips

- Always use a charger made to charge LiPo packs.
- Double check that the settings for the lithium polymer charger are correct for the pack being charged – this includes the cell count as well as the current settings.
- In general, most lithium polymer batteries should be charged to no more than 4.2 volts per cell or depleted to less than 3.0 volts per cell. There are new generation batteries available that can handle higher / lower voltages, but they are still new and thus are the exception to the rule.
- Ensure that charging leads are connected correctly. Reverse charging can lead to cell damage or a fire or explosion.
- Always charge LiPo batteries on surfaces that won't catch on fire such as cement, steel, ceramic or stone. Wooden tables and carpeted floors are not recommended charging surfaces.
- Do not charge batteries near flammable products or liquids.
- Never charge a LiPo battery while inside your model or other electronic device. If it catches fire it can lead to total destruction of the item it is being charged in.
- LiPo batteries should be charged within a temperature range of 0C to 50C. Batteries charged outside this temperature range may experience leakage, heat generation or cell damage.
- Never leave a charging lithium polymer battery pack unattended.
- Do not charge inside an automobile, especially while driving.
- Do not store batteries inside an automobile.
- Do not charge a lithium polymer battery pack at a rate over 1C.
- Never charge a LiPo pack that has ballooned or swelled due to over / under charging or from a crash.
- Never charge a lithium polymer battery pack that has been punctured or damaged in a crash.
- Never, under **ANY** circumstances let the positive and negative battery leads touch. It can lead to cell ballooning, cell damage or fire or an explosion.

- Have a fire extinguisher near the charging area or a large bucket of dry sand. Do not try to extinguish with water.
- If you notice your LiPo battery pack is swelling, stop the charging process immediately, put the battery in a safe container and observe it for 15 minutes.

LiPo Battery Handling & Storage

- Keep LiPo battery packs **WELL** out of reach of children.
- Do not put battery packs in pockets or bags where they can short circuit.
- Do not store or transport or store batteries where they can come into contact with sharp or metallic objects.
- Do not store your LiPo pack in extreme temperatures below 0C or above 50C.
- Always store your LiPo pack in a safe and non flammable container away from flammable objects. A LiPo Sack or metal / ceramic storage container is best.

Always store your LiPo's partially charged. They will maintain their performance levels over time and there's no need to cycle them unless stored for periods longer than 3-6 months.

Esky-Heli.com



**LIPO SAFE
CHARGING BAG**

Converting Gas and Glow Planes to all Electric

The tables below will show what combinations of Motors, ESCs, and Batteries are used to convert .46, .90, and 1.20 size Gas and Glow Planes to all Electric. You can see from the tables that the Watts per Pound and Propeller Size determine the flight performance of the aircraft (Amount of Thrust and Top Speed).

For .46 size planes

Hacker A50 - 12S Motor

70 Amp ESC

5 Cell 5000 mAH Lipoly Battery

Plane/ MFG	Wing Span Wt	Prop	Amps Watts	Thrust Top Speed	Flight Notes
Edge 540 EP – Kyosho	55” 6.0 lbs	14 X 8.5	47 Amps 850 Watts	7.51 lbs 66 MPH	Scale Aerobatic performance: Pattern and 3D power, great vertical climb, flies 8 – 10 minutes.
Venus 40 – Great Planes	55” 5.8 lbs	13 X10	52 Amps 920 Watts	5.87 lbs 77 MPH	Pattern type performance: Excellent vertical climb, great in wind, flies 8 – 10 minutes.
Tiger 2 – Carl Goldberg	61” 5.8 lbs	13 X 8	41 Amps 740 Watts	5.82 lbs 64 MPH	Sport flying performance: Intermediate level aerobatics, solid climb power, flies 15 minutes
Twist 3D 40 – Hanger 9	48” 5.5 lbs	14 X 8.5	47 Amps 850 Watts	7.51 lbs 66 MPH	3D performance: Strong acceleration, great for slow speed aerobatics, flies 10 – 12 minutes
P-51D .40 – Great Planes	57” 6.5 lbs	13 X 10	52 Amps 920 Watts	5.87 lbs 77 MPH	Warbird performance: fast high speed passes with scale maneuvers, flies 8 – 10 minutes.
Piper J-3 Cub – Hanger 9	80” 7.5 lbs	13 X 8	41 Amps 740 Watts	5.82 lbs 64 MPH	Scale performance: Easy Sunday flying, solid take-off power, flies 15 minutes.

For .90 size planes

Hacker A50 - 16L Motor

80 Amp ESC

8 Cell 5000 mAH Lipoly Battery

Plane/ MFG	Wing Span Wt	Prop	Amps Watts	Thrust Top Speed	Flight Notes
Yak50 90 ARF - Seagull Model	63” 10 lbs	18 X 12	60 Amps 1622 Watts	14.06 lbs 74 MPH	Scale Aerobatic performance: Pattern and 3D power, great vertical climb, flies 8 – 10 minutes
Venus II ARF – Great Planes	66” 9.8 lbs	18 X 12	60 Amps 1622 Watts	14.06 lbs 74 MPH	Pattern type performance: Excellent vertical climb, great in wind, flies 8 – 10 minutes
Tiger 60 Sport – Carl Goldberg	70” 8 lbs	16 X 12	43 Amps 1215 Watts	10.37 lbs. 80 MPH	Sport flying performance; Intermediate level aerobatics, solid climb power, flies 15 minutes.
Harrier 3D 90 – Hanger 9	60” 9 lbs	19 X 10	60 Amps 1622 Watts	15.60 lbs 66 MPH	3D performance: Strong acceleration, great for slow speed aerobatics, flies 10 – 12 minutes
Spitfire MkII – Hanger 9	62” 10 lbs	17 X 12	51 Amps 1425 Watts	12.25 lbs 77 MPH	Warbird performance: fast high speed passes with scale maneuvers, flies 8 – 10 minutes
Sopwith Camel 60 ARF – Han- gar 9	61” 9.5 lbs	17 X 10	45 Amps 1267 Watts	12.12 lbs 66 MPH	Scale performance: Easy Sunday flying, solid take-off power, flies 15 minutes.

Reference: Aero-Model Inc. Recommended Set-ups, 2122 West 5th Place, Tempe, Arizona 85281 Phone 480-726-7519

Melvin S. Harder , Rogue Eagles Level 2 Electric Pilot

THE SMELL OF NITRO IN THE MORNING!

The cool morning air at Agate Field Saturday, May 23rd, rang with the sound of snarling racers streaking around pylons literally tearing the trim off the wings! With a field of 9 racers, and several helpers, our first heat began at 9:30 AM. By 12:00 noon, we had raced 12 action packed heats!

This monthly event is a thrill to watch and even more thrilling to participate in. Our group is growing and we encourage you to join us. Ask our race pilots how much fun it is!

If racing is something you would like to get involved with, please contact Ben Musolf at 608-7240. We are also looking for more Pylon Judges and Race Course Assistants!

Race Results of Saturday's race:

1st	Calvin Emigh	21 points
2nd	Doug McKee	18 points
3rd	Joe DeAscentis	16 points
4th	Rick Lindsey	15 points
5th	Ben Musolf	8 points
6th	Ray Wasson Jr.	7 points
7th	Cliff Sands	3 points
8th	Ray W/Bob K	1 point

Many thanks to the following folks who made this event possible:

Joe Kilborn - Pylon Judge
Dave Bartholomew - Pylon Judge/Racer
Richard DeMartini - Starter
Bud Shirley - Pylon Judge
Cliff Sands - Communications/Racer
Calvin Emigh - Communications/Course Assistant and Racer
Doug McKee - Course Assistant/Racer

I'm sorry if I have forgotten someone, let me know if you helped and your name was not mentioned!

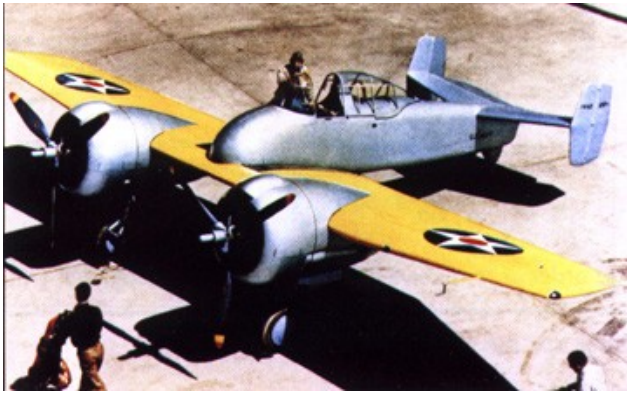
Thanks Guys.....Great Race!



NEXT RACE: SATURDAY, JUNE 20TH—SEE YOU THERE!



Name that Plane for June:



Grumman F5F Skyrocket

In 1938, Grumman presented a proposal to the Navy for a twin engine carrier based fighter. Designated the G-34 proposal, the design was unlike any aircraft that had ever been considered before by the USN. Grumman's concept called for a light weight (under 10,000 lbs maximum take off weight) aircraft powered by two 1,200 hp Wright R-1820 engines. Being a low wing monoplane, the fuselage began aft of the wings leading edge. At the rear of the markedly short fuselage, the tail assembly was not unlike that of a B-25 Mitchell, however, with an pronounced dihedral to the horizontal stabilizer. The propellers were geared to rotate in opposite directions to cancel the effects of engine torque. The tail wheel was fully retractable. The proposed armament was two 23mm Madsen cannons. The Navy placed an order for one prototype, designated the XF5F-1, on June 30, 1938. The prototype took to the air for the first time on April Fools day, 1940. The XF5F-1 demonstrated good flight performance, attaining a maximum speed of 383 mph at 20,000 feet. Its rate of climb easily exceeded that of its sibling, the F4F Wildcat. Despite continued modifications, Grumman failed to gain any production orders from the Navy. A different version with a longer nose and tricycle landing gear was built for the Army Air Corps under the designation XP-50, though only one prototype was built. However, the investment of time and money devoted to the XF5F-1 and the XP-50 was not wasted. These aircraft provided a base of data which was applied to Grumman's new G-51 proposal, which was to eventually become the F7F Tigercat.

Type:	Fighter
Crew:	1, Pilot
Armament:	2 23mm Madsen cannons (proposed)

Specifications:

Length:	28' 8.5"
Height:	11' 4"
Wingspan:	42' 0"
Wing area:	303.5 sq. ft
Empty Weight:	8,107 lb
Maximum Weight:	10,138 lb

Propulsion:

No. of Engines:	2
Powerplant:	Wright XR-1820-40/42 Cyclone radials
Horsepower:	1200 hp each

Performance:

Range:	1,200 miles
Cruise Speed:	210 mph
Max Speed:	383 mph
Ceiling:	33,000 ft

2009

OFFICERS AND BOARD MEMBERS



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(* = Voting Board Members)

Next Club Meeting: June 9th, 2009

Our Thanks and Appreciation to the following businesses:



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