

Tail Spin

By: David DeWitt, President

This year "Florida Jets" will be back out at the original location at Lakeland Linder Airport on the taxi way in front of the Sun 'n Fun camping area. The event starts on Thursday March 1 and goes thru Sunday March 4, 2007. Please let me know what days and times you can be available to help the club by working at the event. This is the largest R/C jet event in the country and draws pilots from all over the world thus requiring a lot of manpower. It is also one of the IRCC Club's major fund raisers of the year. We will need club members working transmitter impound, flight line control, front gate ticket sales, and pit security each day. Each member who works a full day will receive a voucher for free lunch and 1 work credit per day (½ credit for working half a day). At the end of the year the club will award prizes to the top 5 members with the most credits. Typically we are short of help during the week so anyone who can schedule time on Thursday or Friday, please call David DeWitt.

The club is working on completing the new helicopter field. This is a completely separate pie shaped area at the southeast corner of the flying field, south of the East/West runway so there should be no interference with the airplane field on the north side. We are designing the field so it will meet the guidelines for the AMA Scale 518 event. The club is planning to include the scale event along with the fun fly at the Helicopter Spectacular" for 2007.

See you at the flying field!!

New Members

Proposed at the January Meeting

Currie Bellingham (jr)
Richard Bertino
Kasey Burry
Dan Hudson

2007 Membership renewals are now due. Flying privileges for 2006 members expired at midnight on December 31st. It is important to renew now, and regain your membership, and flying privileges. As a 2006 IRCC member, if you have not renewed you may not fly as a guest until after June 31st 2007. You may obtain an application / renewal form from the IRCC website under the membership link. Send it in or bring it with you to the next meeting along with a copy of your 2007 AMA card, your payment and you are back in.

This will be the final newsletter that non-renewed 2006 members will receive.

Here is another multipart article for our members. This information was sent to me by Dave DeWitt. This is a Q & A format about electrics, charging, etc. We are not sure who the author is, but we certainly thank him.

Here's the answers to our most frequently asked questions regarding care, feeding, technology types and system applications*

Part #4

Q: The 'Old Salts' all say I should stay away from NiMH, that they aren't dependable. There has to be a reason why. What's wrong with NiMH?

A: Actually, the question really should be "What WAS wrong with NiMH?" Initially, NiMH claims commonly made were 'More capacity and less weight than Nicad'. That was true then.. but the dependability suffered because the cell insulator materials were relatively fragile and the cell plates were pretty thin in order to keep the cells light. It turned out that 'lighter' wasn't better, and when the cells were used in fast-charged commercial tooling applications significant shortfalls in duty cycle lifetimes and rapid capacity deterioration compared to Nicads became apparent. Luckily for us modelers, yet again, following the same development cycle as Nicads two decades ago, the demands of the portable power tool market has lead to the development of far more robust NiMH cells.

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*Courtesy and
common sense keep
R/C modeling fun
for everyone.*

The current genre of fast charge NiMH cells now sport thicker plates, better insulators and all welded internal assembly, features that reduced impedance and dramatically improved durability and duty cycle lifetimes in high load and fast charge applications. Today's fast charge safe NiMH cells are no longer *lighter* than Nicads in the same physical dimensions but they do continue to offer *significantly higher capacities* when compared to Nicads of the same dimensions.

Q: How about Impedence? Can NiMH cells handle the loads from digital servos in big planes??

High impedance isn't native to NiMH cells.. there are more than a few Nicad cells with impedance just as high as a comparable NiMH cell. Most folks react to the 'capacity' number as being the big part of their decision in selecting a pack for their big aggressive birds. This can lead to big trouble on board the aircraft. This is why you'll find we won't sell some AA NiMH cell types for receiver & servo applications that we do provide for Tx applications. Our new 4/5 'A' 1950FAUP NiMH Sanyo Rx pack has the same impedance as a 1700 Sub C Nicad, so impedance by itself in NiMH doesn't mean you can't use them, it just means you need to be sure the cell type is appropriate for the job you expect it to do. Smaller aircraft do just fine on AA sized NiMH packs, big birds should use 'A' sized or larger Nicad or NiMH cells (and in some cases parallel setups or 5 cell packs rather than 4 cell packs) to stay ahead of the voltage drops under load associated with higher impedance cells.

[click to enlarge](#)



**Parallel/Redundant System
Parallel / Redundant Battery Packs**

Some of our most often asked questions deal with the practicality of using two packs. I find it incredible that there are still wives tales circulating about the practice of using packs in parallel... we'll deal with the myth and reality, and have a look at WHY you might want to use a parallel / redundant system.

Q: What do I 'get' if I use two packs?

A: In essence.. it's almost a 'Free Lunch'.. by doubling up our receiver packs we get :

Reduced system voltage drop under a load due to an effective 50% reduction in system impedance. This means the system voltage will be higher under a given load with TWO packs instead of one. This is an exceptionally desirable advantage in an aggressive aerobatic aircraft!

No single switch, pack or connector failure can kill the plane..

Flight time is increased by the additional capacity of the second pack.

Q: Gramp's sez "There ain't no such thing as a free lunch".. there has to be drawbacks. What are they?

A: Gramp's may be right about lunch,

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday February 1st and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

there's always a cost... Obviously, the second pack adds weight, but we're getting the benefit of a significant increase in flying time for that extra weight. The 'free lunch' part comes with the greatly improved voltage performance under load and the 'insurance' provided by the redundant pack, switch and wiring.

Please Keep Us Updated

One very important thing that all members need to do is to notify either Rick Ruede or John Burdin if you have a change in your Email address or other contact information. Some members do this which is greatly appreciated, but some don't. The only way we can be sure you are getting club info is to have the proper contact information.

If you do make a change please contact us as soon as possible so we may update our records. Rick and John's contact info is located on page two of the Newsletter.

Contributions to the IRCC newsletter by club members are always welcome. Hobby related is best, and both humorous and general information about R/C may be used. Please forward your material to the newsletter editor via Email so we can use our member's ideas.

All contributions for the Newsletter should be submitted no later than the 15th of the month.

Minutes from the January 4^t, 2006 Club Meeting *Allen Sale, Secretary*

President David DeWitt called the meeting to order at 7:30pm.

Minutes of the December meeting were approved as mailed.

Treasurers report: Rick Ruede reported that Events in '06 provided 30% of our income.

Membership: 48 paid. 8 new. Robert Burry brought his son Casey as a guest.

Nothing under Safety or Field Maintenance.

Past Events: IMAA meet was big success. Weather cleared, was nice weekend.

Future Events Florida Jets: March 1st through 4th.

Much discussion about high dues and how much money is brought in on club events and how few people participate. Could some way be devised to reduce club membership fees based on hours worked at these events? Since most board members are among the members with the most volunteer hours, it seemed self serving for a board member to recommend a dues reduction for volunteer hours. Much discussion by members and board. Board to discuss and bring back to general meeting.

Pylon Event: Discussion on volunteer hours and dues reduction led into discussion about preliminary discussion about potential pylon events. Pylon racers like or facility very much. Pylon events bring in the most money of all our events, but they require the most manpower. SEMPRA has asked if we could hold more pylon events at Mulberry including some bigger and longer (4 day) events. Would take lots of manpower and close the field for weekends of events. Much discussion, Rick to investigate and get back with club. First event would not be until at least March, and 4 day event would not be until December.

Old Business: Heli shed mostly up. Now that it is up we will be formulating new rules for it use.

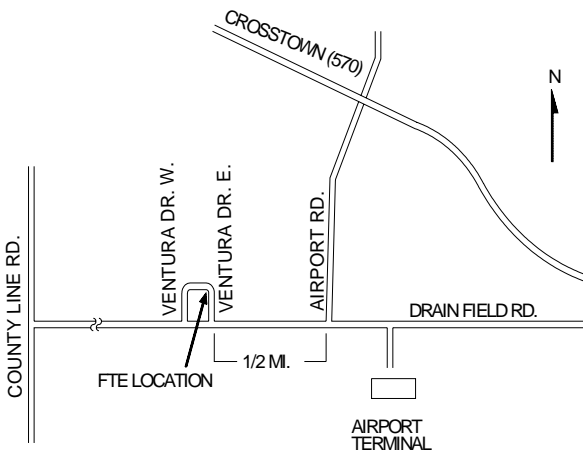
No new business

Sportsmanship award went to David DeWitt for being CD of the IMAA meet, being president for 2006 and agreeing to be president again in 2007.

Plane of the month: Doug Bruns showed the damage done by a receiver battery short caused by over tightening the tie straps bundling the wires on his electric helicopter.

David DeWitt brought in his 1/3 scale Cessna 150 which he plans to run on electric.

There being no further business the meeting was adjourned at 8:45 pm.



Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

February Meeting Agenda

Planning for 2007
What would you like see
In 2007??

2007 Events
We have a lot of events early in
the year.

Put in your three cents worth

Who's Building What??
Bring your latest creation, and
show the other
members what you are doing.

*If you have a topic for discussion
let Dave DeWitt
know so he can put it on the
agenda*

Coming Area Events

Electric Fly-In
Ocala Flying Model Club
February 16th - 18th
www.ocalaflyingmodelclub.com

Florida Jets
Lakeland Airport
March 1st - 4th
www.FrankTiano.com

IRCC Pylon Race
March 31-April 1, 2007
Scott Smith, Rick Rurde
www.imperialrcclub.com

Sun'N Fun
Lakeland Airport
April 17th - 23rd
www.sun-n-fun.org

Top Gun
Lakeland Airport
May 2nd - 6th
www.FrankTiano.com

OUR NEXT MEETING IS: February 1st
Check out the directions to our meeting place.

Florida Jets 2007

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Thanks,

David DeWitt

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