

Tail Spin

By: David DeWitt, President

I want to thank everyone who has volunteered to help at Florida Jets. With adequate man power the event runs more smoothly which allows each of us time to relax a little, and enjoy the event. Those members who were not available to help out at Florida Jets will have another opportunity at Top Gun on May 2-5, 2007. There is plenty of work to go around and if you have a friend that would like to help please let me know and I will assign them a position.

Our membership has been growing steadily and it's nice to see our new members enjoy our great flying field. If you don't know one of the new pilots please introduce yourself and make them feel welcome.

Safety is always one of our main concerns so please observe the field rules. If you see a potential safety problem please bring it to the attention of the safety officer Chris Smith or any of the other club officers. One of the most important safety precautions is to have your airplane tethered before starting the engine or have someone hold it for you, we have seen a few injuries, and several close calls by members who ignore this rule.

Rick Ruede and Scott Smith have a pylon race scheduled at the IRCC field on Saturday March 31 and Sunday April 1, 2007. Please put this on your calendar and give them a hand with man power.

See you at the flying field!!

New Members

Proposed at the February Meeting

Wayne Churchill
Ronald Frantz
Tim Harris
Robert Jones
Steve Watson



March 1st – 4th
Lakeland Linder Airport

***** Please note that the March IRCC Meeting will be postponed by one week until March 8th. Mark your calendar and plan to attend. *****

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 #5

Q: Ok, that's pretty kewl.. but my instructor sez I need diode protection or the packs will cross-talk or try to charge each other.

A: Sorry.. your instructor has been gaffed by Under-Informed Magazine Columnists or the Battery Mis-Information Committee of your local fields Wives Tale Tag Team. There is NO need for diodes or a 'backup' circuit board (something else that adds weight, complexity and another possible failure point) and in **fact** there's no flight-safety significant energy transfer between packs at different charge levels.

You can test this yourself.. just plug a discharged

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

pack and a fully charged pack together in a Y-Harness and check the two packs the next day.. You'll find the system will pass a load test if checked through the 'Y', and you'll also find that less than 20% of the charged packs energy has been 'used' by the discharged pack when you separately cycle-test the two of them. Next, consider that your average flight is 10-12 minutes, not 24 hours! The mythical "Energy Transfer Between Packs" scenario is simply **NOT** a flight safety issue and checking both packs before flight with a loaded ESV will certainly 'pick up' a weak pack **before** you fly it anyway!

Q: Can I run packs of different size in parallel?

A: Yes.. if by size you mean 'capacity'. Remember; battery packs are rated in three ways.. capacity, impedance and voltage. In a parallel system the number of cells in the 2 packs should be the same, and we recommend you use packs with similar impedance ratings but the capacity (milliamps) rating *can* be different.

Q: How do I charge them?

A: Here we pay some more for the lunch... the two packs **MUST** be charged separately. Knowing that is half the battle though. New field charging systems with dual port outputs like the Hobbico MKII and the Accucycle Elite make charging two packs no more time consuming or difficult than charging one. Care should be taken though when charging 2 packs at the same time. Reported premature charger cutoffs and erratic false peaks have been reported due to the 'common ground' shared by the packs through the connection at the Rx. This condition crops up commonly because most high-end switches have a DSC circuit. To avoid this, just unplug one of the switches from the Rx before starting the charge, this breaks the 'common ground' link between the packs during the charge routine. When your done, just plug the disconnected switch back into the Rx and do your load tests.

Q: What kind of switches should I use?

A: An excellent solution is a pair of HD 'Charge port' equipped switches like our EDI Ultra Switches with built in charge ports. These extremely reliable 'one hole' dual throw - quad contact HD switches make it quite easy to check and charge each pack directly through it's own port and keeps the wiring to a minimum. To check the system, use a loaded ESV on each pack through it's own chargeport. Then switch one system off, jog the sticks. If all is good, shut the first switch down, turn the other on and do the stick wiggle again. Then switch both on and fly.

Q: Ok, but my Rx only has one 'Battery' port.. where do I plug in the second switch??

A: You can use ANY open servo port (channel) on your Rx to plug in the second switch. If all the ports on your Rx are occupied, just use a HD 'Y' Harness plugged into a low-use servo port (ex: retracts, choke or smoke) to retain the maximum benefit of redundancy.

click to enlarge



Dual Leads / Dual Switches

Dual Switches / Dual Leads

About 10 years ago I started advocating the use of dual switches fed by two leads on a single 5-cell pack as an alternative to running a heavier parallel / redundant pack system. Recently, I've been fielding

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday March 8th and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

more and more questions regarding this practice.

Q: What's the advantage of adding a second lead to a battery pack?

A: Normally, you'd only add a second lead to your pack if you intended to add a second switch. Doing so reduces the net voltage drop in the system under load (essentially the same as using much heavier gauge wiring) and the redundant connectors and switch prevents a catastrophic loss due to a single connector or switch failure.

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
February 1st, 2006 Club Meeting
Allen Sale, Secretary

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

The minutes of the January meeting were approved as mailed.

Rick Ruede gave the Treasurers report which was filed for audit. Rick also reported that we have 68 paid members, and that he had filed with AMA for intro pilots.

Proposed new members-Wayne Churchill, Ronald Frantz, Tim Harris, Robert Jones, Steve Watson.

Nothing to report under Safety, Field Maintenance or Newsletter.

Florida Jets will be held Wed Feb 28th through Sunday March 4th. Contact David DeWitt to volunteer.

Pylon Race will be held March 31st through April 1st. Contact Scott Smith or Rick Ruede to volunteer

Old Business- The Heli Shed floor should be poured shortly.

New business- Dewey Burdin built the really nice

portable plane start up stand and has offered to build more if the club will supply the materials. Approved to build two more. Suggestion to build one slightly shorter.

There will be a special election next club meeting to replace board member Robert Stinger who had to resign.

The March regular club meeting will be held March 8th instead of March 1st because of Florida Jets.

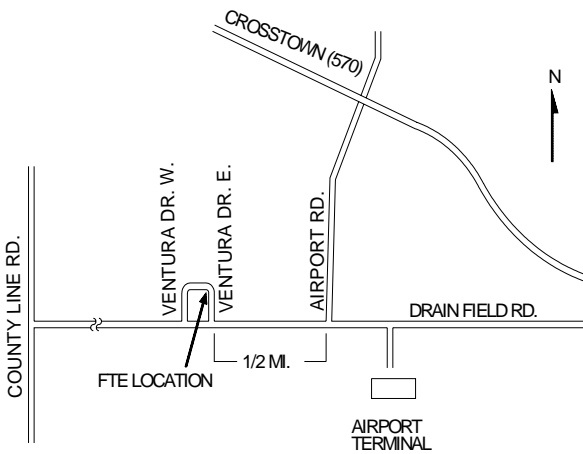
There was no sportsmanship award or plane of the month.

There being no further business the meeting was adjourned at 8:00 pm.

For those of us who remember the Beatles, Sir George Martin was their manager. Pictured below is Sir George with a model of a Kingfisher. Apparently Sir George flew a full-scale Kingfisher and has been an R/C enthusiast for many years.



For a great video; visit this website and follow the video link on the bottom right of the main page.
<http://www.flytothepast.com/>



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

March Meeting Agenda

Special Election for a Mid-Term Board Member

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

2007 Events
The Spring Pylon Race is coming up soon.

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

Florida Jets

Lakeland Airport
March 1st - 4th

www.FrankTiano.com

IRCC Pylon Race

March 31-April 1, 2007

Rick Rurde - (863) 944-8237

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Scott Smith - (863) 670-5141

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www.imperialrcclub.com

Sun'N Fun

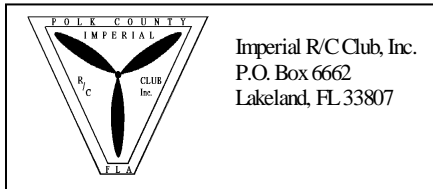
Lakeland Airport
April 17th - 23rd

www.sun-n-fun.org

Top Gun

Lakeland Airport
May 2nd - 6th

www.FrankTiano.com



Don't forget the stamp

OUR NEXT MEETING IS: March 8th
Check out the directions to our meeting place.