

Tail Spin

By: David DeWitt, President

Looks like we all had a good time at our Imperial R/C Club member's family appreciation day on Sunday April 22, we had a great turnout with 33 club members, their families and guests. We served lunch to 55-60 people and still had some leftovers. I think we should do this 3 or 4 times a year just to give the club members a chance to get together, visit and talk about their newest flying projects. Larry Loucks and Shelby Cox put the maiden flights on new planes and both were modified kits that flew great - nice to see some creativity going on in the club.

Top Gun 2007 starts on Wednesday, May 2 and goes thru Sunday May 6, 2007. Quite a few club members have volunteered and signed up to help, but we are still short on help especially during the week days. Please give me a call or email me what days you can help at the event. The club will provide lunch for all our volunteers and if you have a friend who wants to help please bring them along. Free cold drinks will be available to our volunteers. The drinks will be located at the transmitter impound tent, club tent and the front gate tent.

Our club is responsible for the following duties:

- Flight line control
- Transmitter impound
- Front gate ticket sales
- Pit pass gate control
- Pit entrance to flight line entry control

As usual we will have an Imperial R/C Club tent set up and manned by some of our members and they will be available to talk to anyone interested in the hobby. We will have a display of the raffle items and we will sell tickets at the tent.

See you at Top Gun

See you at the flying field!!

New Members

Proposed at the April Meetin
(None Announced)

Once again the IRCCC is the Host Club for:



May 2 – 6, 2007
Lakeland Linder Airport

Southern 500 - SEMPRA Pylon Race

(By: Scott Smith – Contest Director)

To all of you who came out, offered your support and made it a great weekend, THANK YOU! For those of you who are unfamiliar with the classes, here is the short version. Both classes use a "Quickie" type plane (*Great Planes Viper or Lanier Predator*) with the difference being the 424 as a sport class and the 428 being a pro class. 424 uses a Thunder Tiger Pro .40 ABC unmodified engine, APC 9x6 sport prop and a foam core wing. 428 uses any racing engine, any APC nylon or wood prop made for 40 class racing and can use any style of Quickie airframe; wood, foam or totally composite. The speed differences; 10 laps in 424 around 1:45 ~ 2:05min. and 428 around 1:04 ~ 1:15min. That is pretty quick for 2.5 miles!

We had a decent turnout of pilots with 20-428 and 4-424 class each day. Saturday got off to a little late start, thanks to me not knowing how to run the computer! The weather was clear all weekend, but winds were blowing down the front straightaway 10-15 mph. which made the trip to the long pole seem like it took forever. The first round we saw a few crashes in the 428 class. All of them were lost due to equipment failures; loss of signal and PCM lockouts. We put in 5 rounds (*five races per pilot per class*)

Propwash is published monthly by the **Imperial Radio Control Club, Inc.**

P.O. Box 6662
Lakeland, Florida 33807

PRESIDENT
Dave DeWitt

863-838-4459
benz425@aol.com

VICE PRESIDENT
Dale Anderson

863-648-0422
dalejanderson@earthlink.net

SECRETARY:
Allen Sale

863-644-7157
allensale@aol.com

TREASURER:
Rick Ruede

863-944-8237
rruede@tampabay.rr.com

DIRECTORS:

Chris Smith
Gary Snyder
Doug Bruns

FMO:

Ian Clark

SAFETY OFFICER:

Chris Smith

MEMBERSHIP CHAIRMAN

Looking

NEWSLETTER EDITOR
and

WEBMASTER:

John Burdin
863-648-9933
jwburdin@tampabay.rr.com

Website:

www.ImperialRCCLub.com

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

each day and everyone I spoke too had a great time. All the participants wanted to thank the club for a great race, and they all plan to be here next time. I was at the Markham Park race this last weekend, and the guys were still talking about it!! Way to go guys, we all did a great job and I hope you look forward to the next one as much as I do!!

Here are the Trophy winners by class and day...

428 results March 31, 2007

First place- Gary Freeman Jr.
Second Place - Vern Smith
Third place - Gary Freeman Sr.
Fast time – Stephen Vaclav
(1:07.97)

428 results April 1, 2007

First place- Gary Freeman Jr.
Second Place - Gary Freeman Sr.
Third place - Vern Smith
Fast time – Gary Freeman Jr.
(1:08.25)

424 results March 31, 2007

First place- James Creech
Second Place – Allen Sale (Go team Scorpion!)
Third place – Jeffrey Page
Fast time – Allen Sale (1:53.58)
(Go team Scorpion!)

424 results April 1, 2007

First place- Scott Smith (Go team Scorpion!)
Second Place – Lindwell Bradley
Third place – Jeffrey Page
Fast time – Scott Smith
(1:54.81) (Go team Scorpion!)

Security Alert

Every now and then we run into a situation where our members forget to close, and lock the gate when they leave the flying site.

Someone has been driving in the field and doing donuts tearing up the field, to the right of the entrance and down between the helicopter shed and the east end of the field. We need to remind all IRCC members, old and new that field security is very important, and also

remind everyone that the last one to leave the field needs to lock the gate. If guests are present – spectators or pilots, and you are last to leave, please ask them to leave with you. No one is allowed on-site without the supervision of an IRCC member.

Cooperation by all IRCC members with regard to this security issue will help insure the continued use of our site in the future.

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 #7

(Final Part. This and many other articles my be found on the IRCC website – Follow the Articles Link.)

Wall Warts & Charging Questions
Q: Can I use my standard radio system wall charger to charge my new NiMH packs?

A: NiMH and Nicads share the same slow charge requirements.. @ 10% of rated capacity for 14 to 16 hours. Usually, when you upgrade your radio systems packs to NiMH you've significantly increased the battery capacity and a new system charger to support the packs in a reasonable time frame is appropriate. NiMH, unlike Nicad CAN be supported at lower charge rates than 10%, but beware.. Nicad packs of greater than 1100ma capacity CANNOT be supported by 50ma OEM wall warts. No worries though; I have a standard system charger just like the one that came with your radio set designed to correctly and safely slow charge your upgraded systems NiMH or Nicad 4, 5 and 8 cell packs for under \$20.00.

Q: Can I safely fast charge NiMH Rx

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday May 10th and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

and Tx packs?

A: You bet, providing the charger MFG's documentation clearly indicates the peak charge algorithm is appropriate for NiMH packs. Some examples of NiMH safe fast chargers are the current model Multiplex, Hobbico, AstroFlight and the Triton Charger from Great Planes. Programmable Digital Charger / Cyclers generally range in price from \$80-150..** but will be able to form charge, fast charge, cycle test and display the capacity info for any battery type your likely to encounter in the hobby. Normally, fast charging of NiMH packs is done at the 1C charge rate. (1000ma pack = 1 amp charge rate)

Cell type and impedance can impact the '1C' rule, normally we recomend a maximum fast charge rate of 1.0 to 1.5 amps on all the High Capacity Sanyo AA Tx packs and cells.. significantly less than the 1C rate. All our packs come with the recomendd slow and fast charge rates right on the pack label.

** An excellent example of a modern programmable Charger / Cycler at the lower end of the price scale is our Multiplex LN-5014, which will charge 1-14 cell packs of NiMH or Nicads in 100ma increments up through 5 amps, will support correctly Li-Poly or Li-Ion packs up to 4 cells at 4 amps, charge your 12v lead acid or gell field battery, form-cycle 'em up to 5 times automaticaly AND display capacity and voltage data... one simple charger to do it all at the field or on the bench for about \$85 bucks.

Q: Are NiMH packs an appropriate choice for Giant Scale applications?

A: Certainly! Modern QUALITY NiMH packs are every bit as durable and reliable as any Nicad system. Since their internal impedance in some types can be a stumbling block, using a 5 cell system can overcome the voltage drop associated with bigger bird servo loading. Just as with Nicads, you should select a low impedance cell for your Giant Scale Warbirds and IMAC planes. It certainly would be appropriate to use a 5 cell, 6v arrangement to more safely accommodate the higher control surface flight loads while providing additional servo power and improve transit speeds and Rx voltage security.

Q: How about Li-Ion Rx packs for my IMAC plane.. any advantages?

A: 'There must be SOME advantage.. after all, some of the best fliers in the country are using them!' I get this one more often than not.. and it deserves an answer that's outside the scope of this FAQ. Check the navbar to the left for a link to the IMAC Li-Ion vs Nicad and NiMH debate hashed out in detail plus an item by item comparison of three IMAC systems and their relative merits. Enjoy!

Q: Can I run NiMH packs in parallel?

A: Sure! Just as with Nicads, NiMH packs can be placed into duty cycles wired in parallel as long as they are of the same voltage. However; they need to be charged separately!! Charging in parallel could quite easily damage the cells or worse. Never charge Nicads or NiMH packs in Parallel!

Q: If I use NiMH packs, will I need a battery back up system?

A: Not unless you 'needed' one with your Nicad setup. Normally, using "battery back-ups" means using parallel packs. You'll need to keep the packs separated for charging and there's always the additional weight to consider, but you get a significant gain in runtime and a whole lot more system security. To keep weight down, you can use a single 5 cell pack with two connector leads fed to two switches to 'back up' the radio systems higher risk components.. Intermittent switches and momentary connector issues kill far more airplanes than cell failures in flight. The best back-up system going, even with today's hi-tech gizmo oriented on-board power hungry 'save me from myself' gadgetry, is a pilot that plugs his trusty ESV into the plane load tests his pack before each and every flight.

**Minutes from the
April 5, 2007 Club Meeting
John Burdin acting on behalf of
Allen Sale, Secretary**

Meeting called to order at 7:33pm by Dale Anderson, VP. Dave DeWitt not in attendance

New Members announced at the April meeting: Wayne Blackshere, Shelby Cox and Glen Smith.

Guests: Darrell Sprayberry from Dalton Georgia. Darrell was the guest of Doug Bruns and is a major contributor scale helicopter activity nationwide.

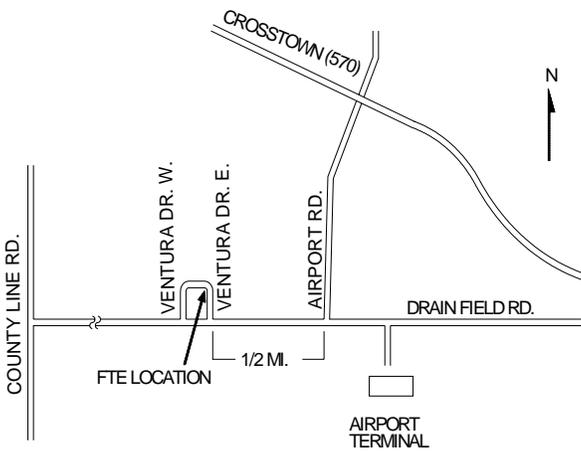
A quorum was not present so no official club business could be conducted. Only eleven members in attendance.

However, it was agreed that the May IRCC Regular Club Meeting would be postponed one week to May 10th so as not to conflict with Top Gun.

Scott Smith was voted the **Sportsmanship Award** for the month for his work at the recent pylon race – No Event Report.

Plane of the Month was a Voyager 40 ARF highly modified and presented by Larry Loucks. Hope to fly it soon!!!

The meeting was adjourned at 8:10pm



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

Check out the story behind this B-52 Picture on the IRCC website.

Plan to attend the May meeting as we will have wrap-up reports from the Spring Pylon Race, the Member / Family Appreciation Day and Top Gun.

May Meeting Agenda

Family Day Wrap-Up

Top Gun Wrap-Up

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

Top Gun

Lakeland Airport
May 2nd – 6th

www.FrankTiano.com

Air Fair 2007

May 19 & 20

IMAA Fly-In

SRQ – Sarasota, Florida

941-966-7786

www.sarasotarc.com

Florida International Jet Rally

Lake Wales Airport

November 1 – 4

www.floridajetflyers.com

IRCC "Heli Spectacular"

Mulberry, Florida

November 9 – 11

David Dewitt, CD

Benz425@aol.com

863-838-4459

