

Tail Spin

By: David DeWitt, President

Hope everyone had a good holiday and maybe a chance to squeeze in some flying time. The new shelter for the helicopter pilots has been installed, we should have the floor finished and the work table installed in a couple of weeks and ready to beat the summer heat. We have several club sponsored events planned for 2007, along with our participation in supplying manpower for Florida Jets on March 1-4, 2007 and Top Gun on May 2-6, 2007.

Rick Ruede and Scott Smith have at least two pylon races scheduled this year - the first one is on March 31-April 1, 2007. The IRCC Helicopter Spectacular is scheduled for November 9-11, 2007 which will include scale competition along with the fun fly event, added for 2007. Our IMAA meet is scheduled for December 1-2, 2007 and will once again be the last event of the year.

If you would like to make a suggestion for a club event, please don't hesitate to bring it up at the club meetings. I would like to see the club put on a one day Fun Fly event which could include a bomb drop, limbo, dead stick spot landing and even an endurance race. The endurance race would be won by the pilot who flies the most laps in 20 minutes. It's a Lemans start and the pilot must make two pit stops to refuel during the race. One stipulation is the pilot has to fly the same plane for the race that was used in the previous three portions of the event.

Please mark your calendars for these dates; we need the help of every club member to make it happen.

Florida Jets	March 1 - 4
IRCC Pylon Race	March 31 -April 1
Top Gun	May 2 - 6
IRCC Helicopter Spectacular	November 9 - 11
IMAA Winter Fly-In	December 1 - 2

See you at the flying field.

New Members

Proposed at the December Meeting

Dean Bishop
Charlie Patterson
Jim Posenel (winter)

Happy New Year to everyone. Be safe and be smart as you bring in the New Year.

2007 Memberships are now due. Flying privileges for 2006 members expire at midnight on December 31st. It is important to renew now to retain 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 in.

Get it done today and save the hassle of worrying about it later.

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 #3

Q: How do I find out how many flights I can safely fly with my pack?

A: The answer is different for just about every application. Factors like how you fly, what servo's you have, what the temperature is and what the type pack and it's relative overall condition is will all impact the number of flights you can safely fly with a full charge. A battery cyclor can establish what the

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

capacity of the pack is, and your ESV checks will reveal when it's no longer safe to fly. To determine the amount of energy required to fly your plane just fully charge the pack and fly two or three of your routine flights (while checking between flights with an ESV to stay safe) and record the amount of time flown. You can then return the pack directly to the cyclor and record the capacity remaining. Subtract that from the normal capacity of the pack to get the amount of capacity your flights used. Next, just divide the amount of capacity used by the number of minutes flown and you have the average amount of capacity consumed per minute of operation.

Q: *Ok, now that I know how long I can fly my pack, why keep checking with my loaded ESV?*

A: The value of doing a loaded ESV test before every flight becomes even more apparent when the number of safe flights count begins to materially change. Lets say my 'Divit Digger .90' is getting to the safe minimum loaded voltage after 3 flights when just a few months previously it averaged 5 flights. The big question now becomes 'What's changed.. and why?'. Time to re-charge and cycle the battery to see if the pack is aging and needs replacement or if the charger's the culprit. If the pack and charger check out ok, what on board the aircraft is pulling all that juice? Most often I find a servo problem, either stalling at full transit (throttle setup needs re-adjusting, fairly common) or a condition developed with servo gears or control system linkages. Point is, because you had a data point to start with you were able to detect a material operational change and head off a problem before it swallowed an airplane.

Q: *Are Nickel Metal Hydride packs better than Nicads?*

A: The answer depends on the application. NiMH in some cell types can have higher internal impedance, this means the voltage drop under significant current loads can be noticeable;

particularly in electric flight motor pack applications. In most smaller sized aircraft (up to .60 sized using 'AA' sized cells) normal servo current loads seldom impact system security. Even in aerobatic environments most control systems don't threaten a modern 4 cell Sanyo NiMH 'A' or 'Sub-C' sized packs voltage stability while under *normal* aerobatic flight loads. Nonetheless, I prefer to be very safe instead of very sorry! Years of experience with both Nicad and NiMH discharge curves under demanding or spiking, erratic loads leads me to strongly recommend using a 5 cell 6v pack or a parallel pack system in overly aggressive flight circumstances and particularly in 3-D, IMAC and Giant Scale type applications *no matter which cell technology or servos you choose to fly with.*

On our Cell Lines and Specification page you'll find links directly to the **cell MFG's data sheets**, and there you'll see the **correct** impedance rating and loaded characteristic discharge curves for almost every cell we use to assemble our Rx & Ignition packs.

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.

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday January 4th and starts promptly at 7:30pm. Bring a chair - if you want to have a seat.

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
December 7th, 2006 Club Meeting**
Allen Sale, Secretary

The Imperial RC Club held its regular monthly club meeting on Dec 7th at FTE.

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

The minutes of the November meeting were approved as mailed.

The treasures report was approved as read.

Guests- Don La Point, here from Connecticut for the winter was introduced as a guest.

Membership- David announced that the club now has 90 members. Announcement for proposed new members: Jim Posenel (winter), Charlie Patterson, Dean Bishop.

Newsletter- Send items to John Burdin.

Old Business- Heli Event and IMAA event netted \$2300 for the club. Had 55 heli pilots and 35 IMAA pilots.

New Business-Pylon race in February, Florida Jets first weekend in March and Top Gun the first weekend in May. Need manpower for all.

John Burdin on behalf of Florida Jet Flyers donated a Futaba 6ex-pcm Radio System to be raffled at one of our events.

The sportsmanship award was given to Joe Devine for his many hours of hard work manning the concession stands at the club events.

David Kreitz won the monthly raffle of \$17.

Plane of the month-Dale Anderson brought the fiberglass shell for his Raptor 50 to convert it to a MD 530/Hughes 500, and Wally Sunday brought his F-

15 ducted fan.

The meeting was adjourned at 8:10 pm

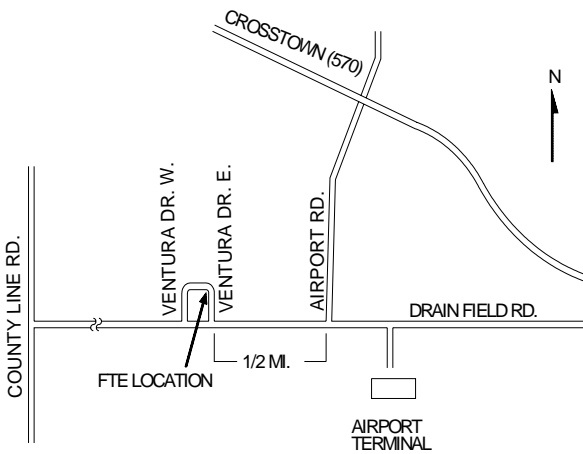
It never hurts to bend over and pick up a piece of trash laying on the ground, empty the trash cans when they are full or take care of other small task when you are at the field.

"It's our house"

New 21st century airline pilot equipment !!



Picture provided by Ina Clark – Thanks Ian



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

January 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 DeWit
know so he can put it on the
agenda*

Coming Area Events

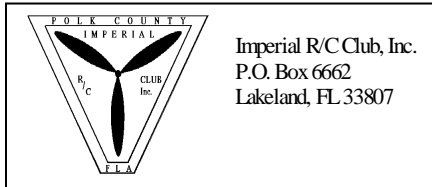
Electric Fly-In
Ocala Flying Model Club
February 16th - 18th
www.ocalaflyingmodelclub.com

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



Don't
forget the
stamp

OUR NEXT MEETING IS: January 4th
Check out the directions to our meeting place.