



# HI-SKY R/C FLYER

August 2005

President: Gene Laughlin  
Vice President: Jim Ruple  
AMA Charter Club #851

Treasurer: Ed Anderson  
Secretary: Jim Tartt  
www.hiskyrc.com

## Minutes of the Hi-Sky R/C Club July 2005

The President called the July 2005, meeting to order at 7:05 p.m. at the Midland Club Flying Field. Fifteen (15) members were present.

The minutes were approved as read.

**GUEST:** Pat Kinksey

**Field Report:** Bruce Hoover said the field looks good.

**Safety Report:** A.J. Lee said all is good. Be sure to pin up your frequency card when flying alone. Watch out for rattlesnakes, several have been seen at the field.

**Activity:** Jim Ruple needs all available members to help with the Electric Fly-in Swap meet July 9<sup>th</sup> & 10<sup>th</sup> and to help set up tables and chairs Friday July 8<sup>th</sup> at 4:00 pm. Dan Poe's daughter will provide sandwiches, hot dogs, and drinks. The club voted to give Dan's daughter 50% of money taken in from the food.

**Old Business:** None

**New Business:** Bruce Hoover reported that the club web site is working out great. Send in your items for sale needing to be posted on the web site.

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## From the Robbins Nest:

### 4<sup>th</sup> Annual Electric Fly-In Report:

Once again, the CAF Electric Fly-In was a success. Mike Scott did an excellent job as the Contest Director, and as a result, the event went smoothly. About 35 pilots flew on Saturday and Sunday, and everyone had a great time. We had pilots from Altus, OK, Mineral Wells, Weatherford, Clovis, NM, and Farmington, NM, just to name a few. Big Springs, Lubbock, San Angelo, Odessa, and Fort Worth were also represented. We even had an AMA Vice President make an appearance!

The Weekend was kicked off with indoor electric flying at the MLK center on Friday night. About 10 pilots showed up to fly in the gym. Several pilots flew indoors for the very first time. If you have never tried indoor electric flying, you don't know what you are missing.

On Saturday and Sunday, the large hangar was the best it's ever been, with lots of table space, and plenty of quality flying area. FiFi provided a view on one end of the hangar, and a British Shackleton bomber on the other. The presence of the bombers really added to the atmosphere of a fly-in.

All types of planes were flown, from slow, easy flyers, to high performance "shock flyers", able to easily hover. We had a "Blimp/Plane" homebuilt, and even a "Pogo" type plane with counter-rotating props, that could take off and land vertically.

On Sunday, Michael Connelly and Ernest Butler went at it with indoor combat flying. What a show! I just wish I had my DVD recorder going, because you had to see it to believe it!

Those needing a big thanks include: The CAF for allowing the use of the Hangar, Mike Scott for putting it all together, His daughter for serving the food, Bill Coombes for helping with the arrangements with the CAF, numerous club members for helping set up and take down tables and getting the area ready for flight, and all the raffle donors, which include the following:

*AirAge Media  
Bob Smith Industries, Inc.  
Castle Creations*

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**Show and Tell:** None the meeting adjourned at 7:35 p.m.

### Upcoming Events

Callin' of the Hogs - September 10th

#### From Jennies to Jets...Figuratively Speaking

By Bill Coombes

Recently I put together another Alfa Models electric warbird, this one being an F-86 Sabre Jet powered by a little electric motor that turned the ducted fan at more than 44,000 rpm! Talk about a quantum step up. This little airplane flew wonderfully well, fast, smooth, and impressive in the air. I well remember my only other experience with ducted fan technology, a Jet Hangar Hobbies F-4 Phantom with a Rossi 61 that I got AJ to build for me. It was, essentially, a very nice looking vacuum cleaner! I could never get it to fly, and the guy who bought it from me had minimal luck with it as well. Times have changed, and now with this Alfa jet, I can roar around in a manner I certainly never imagined. The only down-side (besides the cost) is that my son has an Alfa Sabre but he elected to put a different motor in his, with a different battery, and his out-performs mine significantly! They look most impressive flying together. As his bank account is now larger than mine, I don't know if I will upgrade to match him or not. For anyone thinking about jets, these Alfa jets (the Mig 15 and the Sabre) both fly extremely well...I would recommend them.

It wasn't all high tech stuff that I've been fooling with. In talking one night with my dad, we mentioned all the great airplanes we built "back in the day." Probably the best flying one, or actually the one that we had the most fun with, was an .049 powered shoulder wing airplane called a "Baby Breathless," designed by Ken Willard. By some fluke that airplane never crashed, and survived three moves and the heat of at least three attics. I got it down, did some repair to the fuel-soaked nose, installed a new .051 Cox engine and small RC gear (to replace the escapement, heavy battery pack, and unreliable 27 MgH receiver), and painted it (the original unpainted silk was badly spotted with fuel stains etc). I haven't flown it yet, but will before the summer is through, hopefully with my dad at my side. It last flew in 1961...Sure will be different from that Sabre Jet!

From the Thorn Creek RC Club, Lansing IL

#### Fast Charging: Will it Harm My Packs?

By C. Scholefield

First, let's define fast charge. The industry standard is any charge rate that will charge the cells in one hour or less. This fast charge capability thing is very interesting. Almost all Ni-Cds manufactured today for RC systems can accept fast charge (up to C rate. That's the rate at which you can charge the cells in approximately one hour).

Cells that are specifically sold as fast chargeable go through another step in the process. This step involves

charging a sample from the production lot, and then measuring the end of charge voltage. Cells with the highest end of charge voltage are then analyzed for internal pressure. If the internal pressure is acceptable—that is not above a preset limit—the whole production lot is blessed as being fast chargeable. Of course this adds a finite amount of cost to the cell as they must be "formed" prior to being shipped in order to be fast chargeable.

Cells not destined for fast charge applications are shipped "unformed" by some manufacturers. The first charge after the assembly is what "forms" the cell. When you charge your RC system packs for the first time you are "forming" them. That is why the instructions tell you to charge the packs for 16 to 24 hours before you first use the system.

So in most instances you are safe fast charging the RC packs (transmitter or receiver) on the market if you first make sure they get a good first cycle formation charge—24 hours at a slow rate.

Where the problems arise is that some of the fast charge systems available are a little sloppy when it comes to terminating the fast charge, or they are pushing the cells too hard (higher than the C rate charge) and then damage occurs.

As a rule of thumb if your packs are not getting hot (slightly warm is okay) you are not damaging them in the fast-charge process. When pushing too much current into cells not designed to accept it there is the risk of driving the cells above 1.6 volts (the hydrogen-over-voltage point) and electrolyzing the water in the electrolyte and generating hydrogen. This is a cumulative event and repeated fast charge at these rates will result in sufficient accumulation of hydrogen to cause the cells to vent. When they do vent, there is a chance that the chemical balance will be disturbed and the cell capacity will fade.

Understand that the pack may not be fully charged when the fast charge terminates. It is a good practice, if you are going to fast charge frequently, to top off the packs using the slow charger. This will bring all cells to the same state of charge and "balance" the pack. Otherwise the cell that is not fully charged will be the limiting cell on the next discharge. This continues until there is a major unbalance in the pack and one cell can be driven into reverse (if you don't crash first).

Thought for the month:

Being over the hill is better than being under it.

## CALENDAR OF EVENTS

ODESSA BIG BIRD

ODESSA CLUB FIELD

AUGUST 13, & AUGUST 14, 2005

TEXOMA R/C MODELERS IMAC CHALLENGE

SHERMAN'S PETE DARTER RC FLYING FIELD

SEPT 3& SEPT 4, 2005

CALLIN' OF THE HOGS

MIDLAND CLUB FIELD

SEPT 10, 2005

COWTOWN IMAC CHALLENGE

BENBROOK LAKE

SEPT 17 & SEPT 18, 2005

Big Spring Float Fly in

Comanche Trail Lake

Sept 17 & Sept 18, 2005

Cloud Duster Fly In

HIAP (Hobbs, NM)

October 1, 2005

San Angelo Fun Fly

San Angelo Club Field

October 15 & October 16, 2005

Halloween Fun Fly

Alamogordo, NM RC Club Field

October 29, 2005

### *Picked Up Passing By*

At last months club meeting there was a mention about snakes and rattlesnakes in particular. They are not my favorite creature by a long shot. I try to avoid Floyd and his relatives. Floyd was a pet rattlesnake on a series of radio talk shows years ago. The reason I am bringing this up here is on occasion I have seen children come out with parents or grandparents. The young folks are apt to get bored very easily. They like to chase lizards and whatever might be around. Please tell them not to stray too far and not to turn over any rocks or boards. We have found these and other unpleasant creatures under rocks and boards. A wasp sting may hurt for a while, but a snake bite is a trip to the hospital.

***Dymond Modelsports Ltd.  
FMA Direct  
Strong RC Motors  
Wild R/C, Inc.***

These companies donated some excellent items for our raffle, and I cannot thank them enough for their support. They all have excellent products, and I highly recommend their companies. They responded quickly to our request, and were very generous with their giving, making this the best raffle ever held by the Hi-Sky R/C club. Thanks to all who gave to our event!! **We took in \$300 during the raffle!!!!!!**

Thanks to all who attended the event. Without you, it could not happen!

See photos at this link:

<http://www.rcgroups.com/forums/showthread.php?t=347266&page=6&pp=15>

Dennis Robbins



## Being Safe Means Learning from Others' Mistakes

By Jack Frost

Merriam Webster's Dictionary defines safety as "the condition of being safe from undergoing or causing hurt, injury, or loss."

When I look at modeling safety from this point of view, it seems clear to me that we all have a responsibility to try to provide a state of being—condition—that would prevent ourselves and others from being hurt, injured, or killed. In addition, we should all endeavor to eliminate the loss of equipment and property damage.

What does this mean? I think it means that just because we can do something, doesn't mean we should. How many times have you thought or said or heard the following: "I'm only going to start the engine once. I'm not going to set up the plane restraint." "Pull tests are silly. I've never had a line fail." "This propeller should be good for one more flight." "This battery should be okay. I'm going to make it a short flight."

Do the actions associated with these statements help to establish a condition that would prevent hurt, injury, or loss? I think not. Who would say these things? I must admit that I've said a couple of them, and I'm reasonably sure that you have too.

Someone once said, "There are old pilots, and there are bold pilots, but not many old, bold pilots whose actions repeatedly establish unsafe conditions are more likely to have some sort of mishap.

Unsafe conditions don't only exist while airborne either. Take a look around your flying site. I'd be willing to bet that you can find a number of things that could be done better.

How about that chair with the almost broken leg? Or the fence with just a couple of nails sticking out to gouge someone? Or the hole that someone dug and then abandoned?

Many people genuinely concerned with safety have either been injured themselves or had someone close to them injured. Wouldn't it be better to be able to learn a lesson than to be wounded yourself? Years ago, my wife's finger was cut by a propeller. It struck her finger with such force that it not only cut her to the bone, but it broke the bone. It took a long time to heal, and it still bothers her to this day. While I'm sorry that this happened, it doesn't make her finger any better.

Fingers don't grow back, eyes don't repair easily, and accidents cost much more than money. It may seem cool to be able to tell your friends about how many stitches it took to sew your hand up, how much blood you lost, or how long it will take to heal; however, that cool factor quickly diminishes if you lost any fingers or any use of your hand. Let's face it, serious injuries change us physically and emotionally, but most importantly, they change us permanently.

Build straight, fly as often as you can, have fun, and be safe!

The article above is from the AMA Insider.



