

# The Wright Flyer



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Newsletter of the WRIGHT FLYERS R/C Club

Website: [www.joeld.net/wfrc](http://www.joeld.net/wfrc)

## Meeting Highlights

by Leo Davids, WFRC Secretary

On Tuesday, February 9th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School, room 29. This was the fifth in the series of seven indoor meetings for the winter season.

The meeting was called to order by President Wayne VanDenBoom at 7:13 PM. There were 10 members present including four out of five club officers.

Leo Davids reviewed the minutes of the January meeting as published in the February issue of the club newsletter. The minutes were approved as published.

There was no treasurer's report.

Mike Munoz, a past club member, was in attendance and related that he has been pursuing with the Xcel management at the Monticello Nuclear plant their acceptance of the club having a storage shed on the north side of the field close to their security road. Mike works for Xcel and via the newsletter was aware that we are exploring options for grass mowing since the last season's mowing service is not being renewed. He has found it challenging to find the right people in the plant's organization to negotiate some kind of agreement where our club might have benefit of their security perimeter to maintain a shed for storing mowing equipment. Mike will continue to see if anything can be worked out.

Tom Springer presented some more details about installing a self-powered weather reporting station at the field. He showed a sketch of the equipment enclosure needed which was about 30"x14"x10". This enclosure would fit up in the gable end of the shelter with a mast for the weather instruments and a solar

The next meeting is scheduled for  
**7:00 PM** on Tuesday, **March 9th,**  
2010. It will be held in **Room 29** of the  
**Monticello Middle School.**

panel on the roof of the shelter. Tom said that his ham radio operator friend would have this station as a repeater for their radio communication in the area which is a side benefit to the weather info it would provide to our members via an internet feed.

A motion to allow Tom to proceed to configure the weather station on the shelter at the field was made by Wayne VanDenBoom and seconded by Joel Dirnberger. A discussion that followed noted that the club was not to be financially liable for damage to the station by natural or human hands. Tom indicated the only expenses that might fall to the club would be for replacement of batteries every couple of years. The motion was approved by unanimous vote.

Tom Springer opened a discussion on safety concerning the field's use by the public for other than flying activities. There are warning signs posted around the field that advise people to stay clear when aircraft are operating from the field. So far we have not encouraged our members to do anything other than ask people to honor the posted signs. We have not sought permission from the Wright County Parks Department to report anyone who ignore the signs or our members' reminders that the field is primarily for model aircraft flying. There are infrequent patrols by Park Police but we have no method in place for calling

them out to help enforce the rules. The outcome of this discussion was to survey the field boundary for placing more signs, especially to cut down on the people cutting across the east end of the field to get to the power plant's popular river discharge fishing spot.

Mike Ferretti volunteered to work with the 3DRC Club to ensure radio interference wouldn't be a problem at the Twin Lakes Park near Nowthen for our club's annual spring float fly. Mike was given the date of either May 1st or May 8th as tentative for a float fly. He will see if something can be arranged to allow 72 MHz frequency if we want to have the event at Twin Lakes on one of those dates. As an alternative, Tom Springer will check with the City of Big Lake to see if they would allow us to fly off Big Lake from their park on the 1st or 8th of May.

The meeting was adjourned at 8:25 PM.

## Show & Tell

by Leo Davids, WFRC Secretary

Nate Ewing returned with the progress on the scratch build of the Pitts S1 which he had at the previous meeting. The fuselage formers and tail feathers were laser cut by Steve Wester of our club who began that sideline last summer doing laser cutting of foam for some electric pusher prop jets.



Nate also brought in his Great Planes J-3 Cub which he purchased from former member Dick Ducette last summer. Nate has since replaced the 2-cycle glow engine that he had powering it last year with a 4-cycle Saito 60 that he got at our meeting a couple of months back. Nate also has added the Great Planes ARF 40 floats to the Cub. The floats are made of fiberglass and included the wire strut rigging, water rudder, and

extra dorsal fin surface to add to the plane's tail. The float kit had the option of operating the water rudder either with a servo mounted directly in the float or else a pushrod off the plane's rudder which is the option Nate chose.



## Upcoming Events

**WFRC Field Cleanup** - Saturday in 1st half of April at Montissippi Park. More information will follow.

**Monticello Community Center Senior Hobby Day** - May 14th or 21st. More information will follow.

**WFRC Float Fly** - May 1st or 8th. More information will follow.

**TCRC Spring Float Fly** - May 8th, Bush Lake Park in Bloomington. More information will follow.

**Big Sky Hobby Swap Meet** - Sunday, May 23rd at

their store in Eagan. More information will follow.

**Great Minnesota Air Show** - Mark your calendars for June 26th & 27th, 2010, when an air show will be held at the St. Cloud Airport with the headlined act of the Navy Blue Angels. Check the event web site <http://www.thegreatminnesotairshow.com/> for details as the show dates approach.

**American Barnstormers Tour** - July 3-5 at Chandler Field in Alexandria. Twenty meticulously restored vintage aircraft from the 1920's and 1930's will stop here as part of a seven-city nineteen-day tour through the northern Great Plains states. Admission is free. The program includes a professionally narrated Barnstormers Parade of Flight. Air rides can be purchased and these vintage biplanes will be on the ramp for display. Check for details on [www.americanbarnstormertour.com](http://www.americanbarnstormertour.com).

## A Day at the Auction

by Leo Davids, WFRC Secretary

Again this year I spent the day (Saturday, Feb 6th) at the great Upper Midwest RC auction that is hosted by the Twin Cities RC Club in their Bloomington CrossPoint Church location. Last year, their first auction in the CrossPoint facilities, I had pre-registered by email and got a seller number of 146. This year my pre-register number was 238. So I shouldn't have been surprised that they had way more things to sell. The magnitude of items boggles the mind. I'd have bought a steak dinner for anyone that bet me that the auction could finish by 5 PM.

Their weren't many more bidders than last year so with many more items to sell, it seemed the hard financial times make the auctioneer's work a lot more challenging starting with low openings and \$5 increments to get some semblance of spirited bidding. Auctioneers Cook, Anderson and Kurschner were the heart of a great team that I'm sure even the noted Winston Churchill would have observed that- "never have so few sold so much for so many". In the end, I think that they were able to wrap up the auction within about an hour of last year's finish time. The time and effort that the TCRC Club members put into this event is just amazing. (Editorial- if our Congress could work together like this, I think they could go a long way toward solving in the nation's Health Care System problems)

From our club I saw a few members, namely Wayne

VanDenBoom, Ken Storie, and Buzz Plante. They and anyone else with some cash to spend could get some great deals on planes, engines and radio gear. If you were a seller, you might have had to swallow a bit hard but the alternative would be seeing your former pride and joy collect dust and hanger rash for another year.

## Charging that New Battery

By Stan Grett and Jim Kale, from Wiregrass RC, Enterprise, AL

In recent months, we have heard a lot of discussion on how to charge a new airborne battery or transmitter battery. Charge times have been recommended from 12-24 hours. Dave Thacker of Radical RC is the battery guy I listen to.

He recommends charging the new battery packs at 1/10 of the mAh, which is normally referred to as "C." This rate is often referred to in magazine articles and manufacturers' directions as C/10. He recommends that rate for 16 hours. Most NiCD manufacturers also recommend this.

So, if your battery is rated at 1500 mAh; then charge it at 150 mAh for 16 hours.

Be careful, if your charger charges at less than the C/10 rate, you will have to charge it longer. However, extremely long over charges are bad for the battery pack and will shorten its life. Also high charge rates can shorten the battery life if there is anything overcharging at all.

Cycling a new battery pack will help it get off to a good start in its new life. A good regiment to follow is to cycle it for three charge/discharge cycles over a week-long period. If it passes this test, it should give a good long life if maintained and charged properly.

Cycling a new battery pack before the start of each flying season and after the flying season will give you a good idea how the battery pack is holding up over a period of years.

Generally speaking, any battery that is more than three years old is on borrowed time. However, I do know of cases where battery packs lasted as long as seven years. You are betting your airplane though if you try to squeeze just a little more out of your battery

pack than it has to give. Battery packs are cheap when compared to replacing airplanes.





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### Battery Shorts, How They Occur

*by Red Scholefield, from the Anoka County Radio Control Club, Coon Rapids, MN*

A short develops in a NiCD when conductive particulates bridge the separator or the separator itself deteriorates to the point where it allows the negative and positive plates to touch.

Rarely does the short occur all at once but rather building up a very small conductance path termed “soft shorts.”

In a charged cell the energy in the cell will blow away any short as it tries to develop. You’ve heard about “zapping” cells. The cell actually zaps itself before the short can develop. Only in cases of severe overcharge at high rates when the cells heat up significantly, can the separator melt down to the point where the plates contact each other (hard short). In this case the energy in the cell then dumps and we have what is referred to as a hot steamer, the

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### 2010 Club Officers

Pres ..... Wayne Van Den Boom ..... 763-443-4440  
VP..... Tom Springer ..... 612-221-4087  
Treasurer .... Perry Dzuik ..... 763-477-6865  
Secretary .... Leo Davids ..... 763-263-3577  
Safety Off ... Garth Landefeld ..... 763-497-5828  
News Ed ..... Jean Davids ..... 763-263-3577

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If you have news or ideas for articles you would like to see, you can email me at [jedweb@charter.net](mailto:jedweb@charter.net) or call me at 763-263-3577. Jean Davids

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electrolyte boils, nylon in the separator melts down and is forced by the steam through the vent.

On some occasions the vent is clogged by the molten nylon separator and becomes inoperative causing the cell to rapidly disassemble. So under normal circumstances a cell maintained at some state of charge is much less likely to short than a cell that is completely discharged.

It should be noted however, that the self-discharge increases rapidly in cells where there is a short building (high resistance-soft short) because of separator deterioration and/or cadmium migration. One other shorting mechanism is a manufacturing defect where the positive or negative collector tab bridges the opposite plate. These usually fall out before the cells are shipped or assembled into batteries.