Radio Control Flyers Unlimited
Flight Plan

AMA Charter # 1442
President: Jim Scott - 209-985-0859
Vice President: Larry Maxfield - 209-404-0659

IMAA Charter# 623
Sec/Treasurer: Steven Howie - 209-847-0567
Membership Chairman: Mike Cummins - 209-985-1550

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Current News

I would like to extend the club's welcome to our new members.

Don Brown
Gregg Bixel

Please make our new members welcome and give them any help and advice they wish to have.

Thanks to Jim Scott, we have two new gates at the field. The front gate and the missing gate to the lake. The gate at the back of the field property will help keep people from going down to the lake. Speaking of which, our lease addendum for the float fly area, only allowes float flying during scheduled times. This does not give us the right to go down to the water to camp, fish, swim, boat, or another activities without getting a pass at the front gate of the reservoir. Having access does not give us cart blanche usage of the lake.

Some of the grassy areas around the field were disced recently. I actually looks pretty good, and will help cut down the chance of fires at the field. The job only took one day to accomplish. Thanks to Daryl Beck for performing the job.

Last weekend was the Pattern Aerobatic contest. They had a very good turnout with approximately 28 entries. Because many of the fliers use electric motors for power, charging of their battery packs was a concern. This was solved with the use of the generator that I purchased for the club, and a charging station with about 20 AC hookups on a large plug strip. The generator worked great for both charging of the batterys, and for the computer station with laptop and printer for the scoring. Everybody I have talked to during the contest commented about how great our field was and how well it worked out for the competition. The revenues for this event will help replenish our much needed coffers.

Our forth of July event will be held at the field. This will be for large scale aircraft, but will be an informal event.

Please remember to roll the padlock numbers when you open the front gate. By leaving the numbers set on the combination used to open the lock, it will allow any non-member to get the combination and access the field when there are no members there and steal equipment, or vandalize the field. Also, some of us forget to ensure that the lock is fully secure then closing and locking the gate, and therefore, if set on the correct combination, the lock can be easily opened by just pulling on the lock. If you are locking up the gate, please make sure that the lock is completely locked and secure by pulling on the lock and turning the number wheels.

We will be hosting an electric only jet rally at the field July 18 and 19 2009. Please contact Jose Macias at 464-5313 for information or wish to help or participate.

PILOTS CORNER

ON THE SAFE SIDE

101 Ways to Stop a Spinning Propeller
by Don Nix, *Insider* Safety Column Editor

Unfortunately, we are limited to only a single safe one: Stopping the engine.

Yeah, yeah. Everyone knows that. Right? Well, if so, then why are more than half of all model accidents caused by model propellers—while turning? Because we do very stupid things sometimes. Because we get careless. Because we get too casual. Because we are inexperienced. Because we are so experienced we think common sense safety is for beginners. Because, because, because.

Well, that be the cause!

K&B engines might not be very familiar to newcomers to the hobby, but oldsters will remember that K&B was the leading American manufacturer of model engines for decades, having been started by Johnny Brodbeck back in 1946.

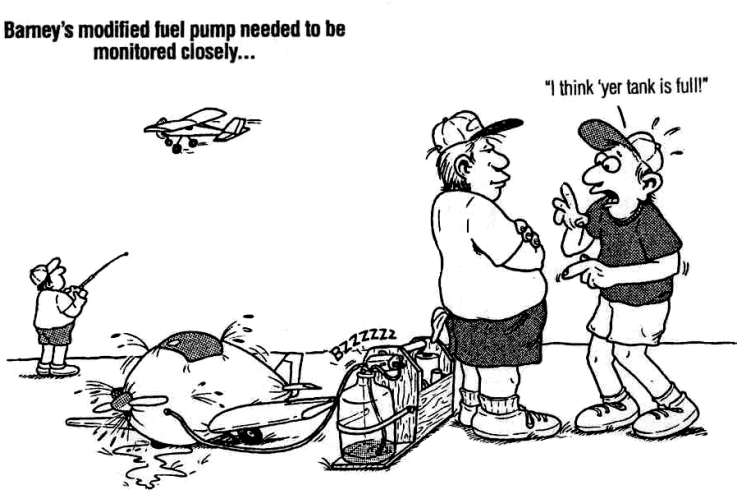
About 20 years ago, I was flying at the pilot's station next to one occupied by my good friend, John Brodbeck; the "B" of K&B engines, and son of Johnny, the founder. John was test flying an engine sent in by a customer seeking a solution to a puzzling problem. (Yes, company owners really used to do such things.) John had made a couple of laps around the field, but felt the engine was too lean, so he landed and taxied to the front of the pit to change the needle setting.

Now here's a fellow who is the owner of a model engine company, who had probably been weaned from Mama Brodbeck to a baby bottle filled with glow fuel, and had been around and using model engines since the earth cooled. One would think he would be extra careful; be sure the model was secure and tune the engine from behind. Instead, wanting to get on with the test, he reached across the propeller from the front. I can tell you it stopped the engine. However, flying was over for the day for both of us because I had to drive him to the emergency room to have a deep 3-inch gash in his forearm neatly stitched.

Yes, he was hurt, but said the worst pain was the embarrassment of being an engine manufacturer who would do such a dumb stunt (his words, not mine) at Southern California's busiest flying field in front of about 60 modelers.

My guess is, there are very few modelers who have been flying more than a couple of years who have not donated a little blood and possibly flesh to carelessness with propellers. For some of us, once is enough. Others have a little slower learning curve. It would be bad enough if their carelessness just injured themselves, but all too frequently an innocent person is hurt; sometimes more than just stitches.

I think I'll cut this column shorter than I had planned to allow you faithful readers (all six) to submit some of your own experiences that might quite possibly make others think twice before doing something stu … er, ill-advised.



Charging that New Battery

By Stan Grett and Jim Kale

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.

Club Dues (including initiation fees, field assessment fees, and Donations)	$450.00	Port-o-potty service	$140.00
Raffel Income (included in above)		Newsletter	$108.38
IMAC (NET)	$1,190.00	Food (Father's Day)	$173.25
		Fuel (event and field exp)	$174.27
		Gates	$368.66
		Discing Field	$660.00
		Pest control and weeds	$68.34
Totals	$1,640.00		$1,692.90

Last Month's Total ……..	$4,402.70
Income ……..	$1,640.00
Expenses ……..	($1,692.90)
Balance ……..	$4,349.80

The Julu Club meeting is scheduled for:
Wednesday, July 8, 2009 at 6:30 pm
at the Police Station at 10th and G sts.