



Wings and Things

LARCC Meeting Minutes, June 15, 2006

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President Chris called the meeting to order.

Secretary's report was approved as printed in the June newsletter.

Old Business

1. Discussion about \$3 spectator fee for Swap Meet versus free admission.

2. Security light by the garage is not working.

3. Discussion about north/south runway and overlapping flight paths.

4. Paneling for garage scheduled for Sept or Oct.

New Business

1. Unanimous vote for Richard's business to take care of the vendor food for Fun Fly in Sept. Club will receive 20% of profits.

2. Raffle tickets. Will get 3000 printed and we need prizes for the raffle.

3. Family membership was voted to be regular fee for the first member and \$15 for each additional immediate family member.

Upcoming Events

July 15, 2006

Black Creek Fly-In
Fond du Lac Fly-In
Rhinelander Fly-In

July 16, 2006

Madison Sail Plane
Green Bay Float
Plane

July 20, 2006

LARCC Meeting

July 22, 2006

Shawano Big Bird

July 23, 2006

Oshkosh Electric Fly-In

July 24-31, 2006

Oshkosh EAA

LARCC Information

The Lodi Area Radio Control Club meets on the 3rd Thursday of the month 7:00 at Quarry Field. If you have any questions about the club activities, please contact one of the following members:

▶ **President:** Chris Laubmeier (608) 592-3205, Email: slaub@chorus.net

▶ **Vice President:** Jeff Kohl (608) 592-5238, Email: m-mlovers@core.com

▶ **Secretary:** Sue Laubmeier (608) 592-3205, Email: slaub@chorus.net

▶ **Treasurer:** Dave Schroeder (608) 592-5206

Club Dues can be sent to:





Lodi Area Radio Control Club
c/o Dave Schroeder, Treasurer
W11056 Deer Run Dr
Lodi WI 53555

▶ **Safety Officer:** Richard Cohoon, (608) 635-2516, Email: racohoon@charter.net

▶ **Official Web Master:** Sue Laubmeier (608) 592-3205, Email: slaub@chorus.net

Official Web Site Address: <http://www.larcc.com>

Contact Sue at the above information if you have questions or would like to have something published to the site.

		
From The Prez		
	<p>Hi Everyone!</p> <p>It's time for selling raffle tickets for our big Fun Fly in September. The raffle is the money-maker for our club for the year, so sell, sell, sell!! If you can't make it to the meeting, there will be tickets in the old shed in the metal box on the wall.</p>	<p>The weather has been just absolutely fantastic for flying! Get on out to the field and strut those wings!!</p> <p>See you at the meeting!</p> <p>Chris Laubmeier</p>
Buy-Sell-Swap		
WANTED	<p>.61 two stroke engine in good condition</p> <p>Contact Jeff at Airmech95@aol.com</p>	
	 <p>Funtana 40</p> <p>Includes Magnum 91 Engine. Only flown by little old man on really nice days ☺ \$300 Leroy Brandt at lebrandt@charter.net</p>	
Humor on the Field		



from AhaJokes.com

There was a place crash in Poland

A small two-seater Cessna 152 plane crashed into a cemetery early this afternoon in central Poland. Polish search and rescue workers have recovered 300 bodies so far and expect that number to climb as digging continues into the evening.

I deserve a first class seat

A blonde gets on an airplane and sits down in the first class section of the plane. The stewardess rushes over to her and tells her she must move to coach because she doesn't have a first class ticket. The blonde replies, "I'm blonde, I'm smart, I have a good job, and I'm staying in first class until we reach Jamaica."

The head stewardesses doesn't even know what to do at this point because they still have to get the rest of the passengers seated to take off; the blode is causing a problem with boarding now, so the stewardess gets the copilot.

The copilot goes up to the blonde and whispers in her ear. She immediately gets up and goes to her seat in the coach section. The head stewardess asks the copilot in amazement what he said to get her to move to her correct seat. The copilot replies, "I told her the front half of the airplane wasn't going to Jamaica."

Fast Charging: Will it Harm My Packs? by C. Scholefield

Taken from AMA Insider, from the Thorn Creek RC Club, Lansing IL

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.

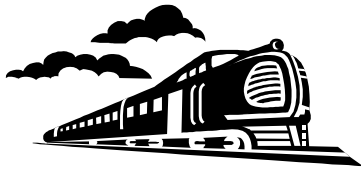
The disgusted stewardess gets the head stewardess who asks the blonde to leave. The blonde yet again repeats "I'm blonde, I'm smart, I have a good job and I'm staying in first class until we reach Jamaica." So in most instances you are safe fast charging the RC packs (transmitter or receiver) on the 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).





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RC Airplanes, Trains

Hours 8 – 5 P.M.



Monthly Newsletter of the LARCC

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