



Wings and Things

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Upcoming Events

July 14, 2007
Calumet Fun Fly

► **July 18, 2007**
LARCC Meeting at
the field

► **July 19, 2007**
BBQ & Fly at the field

July 28, 2007
Fond du Lac Fun Fly

Aug. 17-19, 2007
Warbirds and
Classics over the
Midwest,
Fond du Lac

LARCC Meeting Minutes, June 20, 2007

President Richard called the meeting to order.

Treasurer's report approved as given.

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

Old Business

1. The maintenance clipboards are in the garage for all of the machines and are fantastic! Thanks again Brian!

2. Mark presented the Pilot Training Guide and a checklist for the trainers. Very helpful! Thanks Mark!

3. Proposed by-law changes vote. Unanimous to change By-laws to those presented.

New Business

1. Raffle tickets for Sept. Fun Fly. Sue will get printed and will be ready for distribution at next meeting. Discussion ensued as to the 5 prizes to be placed on the Raffle Tickets.

2. Event: July 14 Calumet Fun Fly.

LARCC Information

The Lodi Area Radio Control Club meets on the 3rd Wednesday 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:** Richard Cohoon, Email: racohoon@charter.net

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

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

► **Treasurer:** Mark Johnson, (608) 617-7254, Email: mcjohnson4@verizon.net



Club Dues can be sent to:
Lodi Area Radio Control Club
c/o Mark Johnson, Treasurer
313 Schwantz Road
Pardeeville WI 53954











► **Safety Officer:** Larry Barnes, Email: LarryB@ITIS.com

► **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.

	<h2 style="text-align: center;">From The Prez</h2>	
	<p>I hope everyone is enjoying the summer flying season. The field is in good condition and the weather has been good for us as well. I have been to a number of fly-ins and an air show in the last few weeks. The air show was local at Baraboo and was very impressive. It was well worth going to. It had over 2 hours of aerial display of aerobatics and fly-bys. There were also quite a number of aircraft on display including vintage and experimental aircraft. I saw a few of our members there also. I would highly recommend this show to anyone when it comes around next year.</p>	<p>As the summer moves on we continue to plan for our event in September. We expect to have the raffle tickets available at our July meeting. Please be sure to pick up as many as you can use then. The raffle is an important part of our event. Remember, sales of the raffle tickets also helps advertise and promote the event.</p> <p style="text-align: center;">Keep 'em Flying and Be Safe</p> <p style="text-align: center;">Richard</p>

		
<h2 style="text-align: center;">Buy-Sell-Swap</h2>		
		<p>F-51 Mustang</p> <p>150 size with 150 Saito engine. Very detailed a real beauty and ready to fly \$750.00</p> <p>G.P. degree32@verizon.net</p>
		<p>Stinson Reliant</p> <p>100 inch (150 size). Beautiful and ready to fly. \$750.00</p> <p>G.P. degree32@verizon.net</p>
		<p>Midwest Mustang .60</p> <p>65 inch wingspan, 4 channel R/C airplane with RJL .61 engine. Flies great. \$150</p> <p>Ron Acker 849-7610 ronaldacker@tds.net</p>
		<p style="text-align: center;">Saito FA-125A 4 Cycle Engine</p> <p style="text-align: center;">AAC w/Muffler used for a few flights \$300</p> <p style="text-align: center;">Chris Galindo 608-494-0118</p>
		<p style="text-align: center;">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>

Li-Poly Battery Basics by Paul Gentile

AMA Insider

*From the Monmouth Model Airplane Club, Inc.
Keansburg, New Jersey*

The popularity of electric-powered aircraft has soared (pun intended) over the past few years. Part of the reason behind the recent popularity has been the advent of Lithium Polymer or Li-Poly batteries.

Li-Poly batteries pack a high energy-to-weight ratio when compared to their Ni-Cad and NiMH battery cousins. This stored energy has good and bad potential, and we will touch on both here.

Li-Poly battery cells are 3.7 volts, as compared to Ni-Cad and NiMH batteries which are 1.5 volts per cell.

When Li-Poly batteries are wired in parallel, they do not discharge like other batteries. In addition, when you wire cells in parallel, each cell only sees half the total current, or amp draw.

Total current is very important for Li-Poly batteries and is identified with a C rating. You may see Li-Poly batteries advertised as 3C, 6C, 8C, 10C.

This means that a 3C 1500 mAh (1.5 amp) Li-Poly battery pack should never be discharged at a rate higher than 3 x 1500 mAh or 4500 mAh (4.5 amps).

Discharging a Li-Poly beyond this rating could cause damage to the cells or even fire. A very serious concern.

Changing a propeller on your airplane can change the current draw and cause higher than expected discharge rates. So it is beneficial to have a current meter on hand. The manufacturer's specifications for the motor, speed control, and propeller combination you are running also come in very handy.

The other letters on Li-Poly packs refer to S for serial wiring of cells and P for parallel wiring of cells.

A 3S pack would be 3.7 volts x 3 cells = 11.1 volts. A 3P pack would mean three parallel cells, or 3.7 volts and a higher C rating. A 3S 3P pack would have 3 cells in serial (11.1 volts) and 3 cells in parallel.

Li-Poly batteries also do not require cycling, or discharging like other batteries. In fact, you never want to cycle down Li-Poly batteries. You should always leave a partial charge, to avoid damage.

Chargers and speed controls should always be rated for Li-Poly use. Do not attempt to use your Ni-Cad or NiMH equipment. An improper charge rate could cause a Li-Poly pack to explode and burn at over 2000 degrees. A non Li-Poly rated speed control could cause over discharge and cell damage.

Here is a list of dos and don'ts for your Li-Poly packs:

- Never put your Li-Poly packs in water and never put water on the packs.
- Don't leave your Li-Poly batteries unattended while charging. See www.modelaircraft.org for this year's list of people whose cars and houses have burned down while leaving packs unattended during charging.
- Don't puncture or short out Li-Poly batteries.
- Don't fully discharge your Li-Poly packs, this will damage the cells.
- Don't put the Li-Poly battery in your car, or leave it in your airplane after a crash. If the battery is damaged internally, you may not notice. According to the AMA, several members' cars have already burned up this year due to this scenario.
- Do use common sense and respect the energy that is stored in that little package.
- Do follow all manufacturer ratings and specifications for use and storage.
- Do store your Li-Poly packs in a fire-proof container.

Li-Poly batteries are used everyday safely in cell phones, laptops, consumer electronics, and iPods. In our hobby, we are pushing these batteries to their limits, charging and discharging them at high rates and sometimes smashing them into the ground at high speeds. We need to respect their potential and keep it safe.

Enjoy the power and convenience of electric flight with Li-Poly batteries; I do. Just respect the energy stored in that little Li-Poly package and it will reward you with some of the fastest, 3-Dest (if that is a word), most fun flying you will have.

Li-Poly Quick Reference

C = Current
S = Serial
P = Parallel

Li-Poly Cell Voltage

Cells x 3.7 = voltage
1 cell = 3.7 volts
2 cells in series = 7.4 volts
3 cells in series = 11.1 volts

mAh = milliamp hour rating of a battery's capacity under load. 1000mAh = 1 Amp





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Monthly Newsletter of the LARCC

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