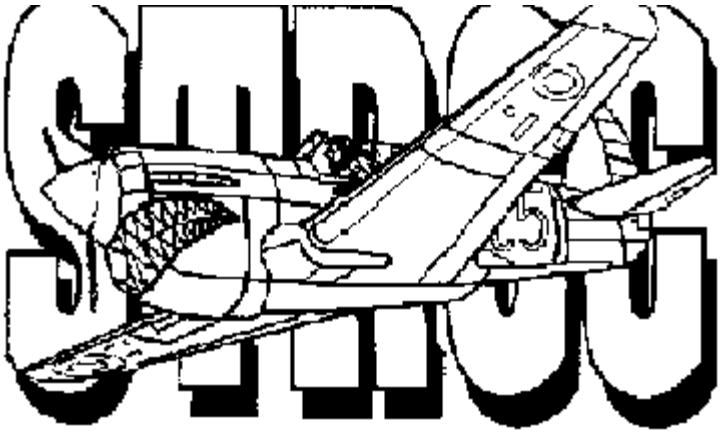


NEWS

Seven Towers R/C Club, Arlington, Texas
April, 2003 - Volume 16 Issue 4

Club Internet Web Links:
http://www.geocities.com/strcc2002/index.htm
http://racingrookies.tripod.com (no www)

Meeting Notes

Ramskill Field - April 14, 2003

Club President, Stan Sims, called the meeting to order at 7:05 PM. Using an informal agenda, Stan made the following announcements:

Rookie Races: Stan commented that the Rookie Races were held yesterday (Sunday, April 13) and participants had a good day. All members are encouraged to participate either as a flyer or as a pylon monitor.

Weatherford Float Fly: A float fly is scheduled for the second Saturday in May in Weatherford. Stan Has details for those interested. (817) 483-0240

Lockheed Martin Electric In-Door Monthly Flying Event: Vice-President Duane Riedel announced that details are available for the monthly event held in a hangar at the Lockheed Martin Plant. (817) 483-2557

AMA Club Certification: Bill Jones passed on word that the AMA Club certification has been completed and that the flying field property owner has been provided with insurance documentation for this year.

STRCC Newsletter via Internet: Starting in May, the Newsletter will be transmitted to all members who have advised Bruce Anderson of their "e" mail address and expressed a desire to receive the Newsletter this way. This is an opportunity for the Club to reduce Newsletter reproduction and mailing costs and will provide a higher quality Newsletter in terms of clarity and color.

Please Mail All Correspondence and Membership Dues to:

STRCC
P.O. Box 174334
Arlington, Texas 76003

Club Upcoming Events

May 12, 7:00 PM – Club Meeting
May 17, 9:30 AM – Field Cleanup
May 18, 1:30 PM – Rookie Races
May 23, 10:00 AM – Hooky Day

Member Help: Stan expressed thanks to Howard Bedford for mowing and servicing the lawnmower, Duane Riedel for clearing mesquite and to Bruce Anderson for replacing missing frequency pins.

Windsock Replacement: Stan pointed out that the windsock is tearing and in need of replacement. Stan asked Jack Dimski to order a new windsock.

Painting Day: The field shelters and tables are in need of painting. After discussion it was decided that Saturday, May 17th, will be designated as a field maintenance day for painting. Ed Curtis agreed to head up the effort

and members will be contacted regarding their participation. (See the last page for info)

Memorial Plaque: In memory of Clay Ramskill, the STRCC Flying Field was renamed "Ramskill Field" last year. At that time it was envisioned that a plaque would be installed at the field commemorating Clay. Stan indicated that this was still to be done and he would start the activity to complete this project.

Hooky Day: The second annual Hooky Day event has still not been formally scheduled. Melvin Bowser has volunteered to oversee this event, but was unable to attend the meeting. **(See below for Hooky Day information)**

With no further official business, the Meeting was adjourned at 7:35 PM.

Respectfully submitted,
Jack Dimski - Acting Secretary

Hooky Day – Friday, May 23

For those of you who would like to get together at the field instead of staying home or going to work, May 23 is the club's Hooky Day. Last year, Melvin Bowser decided to take a day off of work and go out and fly at the field. It was so fun, that Melvin would like to do it again. So if you are interested in skipping out on a day of work, head out to the field on May 23. Melvin should be at the field around 10:00 A.M. Fly until you've had enough! Friends may be invited to bring their planes and fly as along as they have AMA insurance. Bring your own food. The club gas grill will be available for cooking.

Big Bird Fly-in

The Corsicana RC Club is having a Big Bird Fly-in open to AMA members on Saturday, May 31st and Sunday June 1st at the Cor-Mac Flight Site, Corsicana Texas. Registration & Flying starts at 8:00 AM. For more info call David James in Fairfield Tx (903) 879-5616 or visit them at:

www.COR-MAC.org

Battery Information - by SCOTT MACKEY AMA National Newsletter May 2000

Three types of batteries are commonly used in the RC hobby: Nickel Cadmium (NiCd), Nickel Metal Hydride (NiMH), and Sealed Lead Acid (SLA). NiCd and NiMH batteries are generally used in radio transmitters and receivers. SLA batteries are typically used in field boxes for powering devices with a greater current draw, such as engine starters, fuel pumps, and glow starters. There are important differences between NiCd, NiMH, and SLA batteries and in how they should be handled and maintained.

Charging and Discharging:

• NiMH batteries have approximately 40% higher charge density and will run longer on a charge than will their counterpart, NiCd batteries.

• NiCd batteries have a problem with memory effect, thus may suffer reduced run time if they are not discharged completely before recharging. NiMH batteries do not have a memory effect problem to the same extent, although occasional discharging may be beneficial.

• NiCd batteries have a theoretical approximate charge cycle life expectancy twice that of NiMH batteries. However, because of memory effect, a NiCd's battery life may be shortened.

• Today's NiCd and NiMH batteries have a life expectancy of about 400 to 1,000 full charge/discharge cycles. (**Editors note**: A few years ago, Clay Ramskill wrote an article on batteries and he recommended replacing batteries every 3 years. I would agree with this as nothing lasts forever and a battery pack every three years is cheap insurance for your plane!)

• NiCd and NiMH batteries will perform better when trickle charged at the end of the charge cycle. This will ensure that they won't be overcharged.
• The Hobbico AccuCycle, for example, uses an internal timer to automatically switch from a higher constant charge rate to a trickle charge.
• Batteries that are charged per the manufacturer's specifications can be left on a trickle-charger indefinitely.
• NiMH batteries cannot handle high rate charging. Thus, high rate peak detection, or time-controlled chargers are not recommended for NiMH batteries; only slow charging is recommended. On the other hand, NiCd batteries can be either slow or fast charged.
• Held in a charged and unused state, NiMH batteries will discharge approximately twice as fast as will NiCd batteries. Therefore, you should always charge your NiMH batteries the night before each use.
• Because of variations in quality of manufacture and purity of materials, it is difficult to generalize on how long NiCd or NiMH batteries will hold their charge. You can experiment with individual battery packs that have been stored by using a cycler/analyzer such as the Hobbico Accu-Cycle. With this, you can determine how long it takes them to discharge. Cyclers are very useful for determining the discharge time in minutes, or the actual battery capacity in milliampere hours (mAh).
• Running a new NiCd and NiMH battery through at least three charge/discharge cycles before putting it into service will help it to reach its maximum capacity.
• It is a good idea to keep a log on each of your NiCd and NiMH battery packs. When performance begins to degrade, you should consider removing them from service. Seventy percent of rated capacity (in mAh) is a generally recommended cut-off point.
• SLA batteries do not suffer from memory effect and should be kept fully charged. These batteries have no requirement for discharging prior to charging.
• A proper charge level during storage will extend battery life. Initially, an SLA battery can be charged with higher currents, but as it reaches near full charge, current should be reduced to a trickle charge to avoid overcharging.
• If an SLA battery completely self-discharges during storage, sulfation will occur, which reduces its life. The time it takes for complete self-discharge is temperature related. Cooler temperatures can extend this time.

Storage:
• Store your batteries in a cool, dry location. Do not expose them to direct sunlight or to temperatures below 30 degrees or above 100 degrees Fahrenheit.
• Always discharge NiCd and NiMH batteries before storing, and fully charge SLA batteries before storing.

Scott Mackey received his electronic technician diploma from the Ohio Institute of Technology. He is currently completing work on an Associate of Applied Science of Electronic Engineering degree at Columbus State Community College
AMA National Newsletter May 2000

Better Landings - *by Ron Scott*
AMA National Newsletter May 2000

The secret to a good landing is a good, long approach. A good approach is one where the airplane is slowed down, set up, and trimmed for a landing, in total control the whole time. Know how to fly your airplane slowly. This takes practice. And find out the airplane's limits. Go out and fly around the field as slowly as you can, making sure you are at least two mistakes high, so that if it stalls you have enough altitude to recover. Next, practice flying just above the stall speed without losing altitude. You will find that this is easier said than done, but you will learn how reliable your engine is at low speed.

Remember, the two best friends your airplane can have are altitude and speed. If you lose one or both, you're in big trouble. So, know your airplanes limits and your own.
I use the following sequence to make good landings almost every time:
On the downwind leg, reduce throttle to about 1/4, and re-trim for level flight, then turn onto the base leg.
2. On the base leg, reduce altitude. The nose will drop a bit through the turn.
3. Turn on the final approach and intercept the glide slope.
4. Keep the wings level and reduce engine speed to almost an idle, just enough to keep flying.
5. Aim for an imaginary window at the beginning of the runway that is about 10-feet above the ground and centered to the field.
6. Use a small amount of elevator as the airplane gets closer to the ground. The plane will start to nose up the closer it gets to the ground. This is called "flare." Continue to add up elevator as required.
7. Use the rudder and ailerons only as necessary to keep the airplane on the glide path and straight with the field.
8. As the airplane glides in, arrest the descent by decreasing the engine speed to full idle. Try to time the "flare" so that the descent is arrested with the wheels about one to two inches above the runway. And that's it! You have landed! Now, taxi in and don't hit anything on the way back to the pits, and blow the whole thing.
9. If the landing doesn't feel right go around and try it again and again, until it's right.

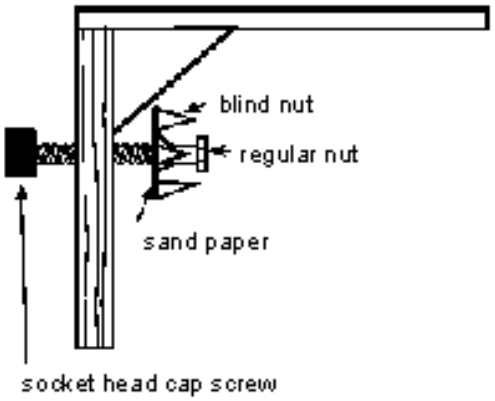
Blind Nut Blues

Ever had a blind nut that wouldn't sit flat because it interfered with the triangle stock in the corner or the surface the nut is to sit against is not parallel with the surface the bolt is pulling against?

Simply take the blind nut and apply adhesive-backed sandpaper to the back or flat side then trim to the outside diameter and clear the hole to pass a bolt.

Pass an appropriate length bolt to fit the blind nut through the hole and attach the sandpaper-clad blind nut backwards.
Bind the blind nut to the bolt with a regular nut and chuck up the head of the bolt in a drill, fire it up, and pull out until you have the surface desired.

Hint: Socket head cap screws work best! You could even make up a complete set for each of the popular sizes you use!



Fred Leichtfuss, editor Local Area Fun Fliers
AMA National Newsletter May 2000

Lite Ply Replacement

My favorite material to use in place of lite ply is doorskins. You can purchase these at your local home building supply for about five dollars. The sheets are 36 inches wide by 80 inches high and are about 1/8 inch thick. I have used this in place of Lite Ply in fuselage sides, hatches, landing gear mounts, and servo mounts and have never had a failure.

from Bay Area Model Airplane Club, Bay City TX , AMA National Newsletter May 2000

STRCC 2003 Officers

President:	**Vice President:**
Stan Sims	Duane Riedel
(817) 483-0240	(817) 483-2557
Sec. / Treasurer:	**Newsletter Editor:**
Bill Jones	Bruce Anderson
(817) 473-6801	(817) 483-8223

Rookie Racing – April 2003

The races were run on a nice with a little wind. At least the wind was blowing down the runway so landings and takeoffs weren't too difficult. There were four pilots ready to fly their planes and a few others came out for the day. If you're looking for something to do on those second Sundays of the month, come on out and enjoy the fun. **Note that the second Sunday of this month is Mothers day. Because of this, the races will be held on the third Sunday, which is May 18.**

We were able to get in 5 heats for the day. The times were pretty quick with everybody trying to catch Joe Suddeth. Joe grabbed all first place finishes that he was in except for on. In that race, Stan Simms was able to get a jump on Joe during the start and hold on to it. All races were run clean with the exception of Bruce Anderson. He just has a hard time judging that south end pole. Four cuts in one heat and a single cut in different heat.

The first place finish times ranged from 2:11 in the last heat of the day up to 2:27. The rest of the finish times were around 2:16.

Point totals for the day were: Joe (24), Stan (17), Howard (11), Bruce (5). For the year: Joe (41), Stan (37), Howard (26), Steven (21), Bruce (19), Duane (8).

Duane Riedel, Steven Bryd and Gary Henning helped out on the races by watching poles and getting us started. Thanks a bunch for coming out and supporting the races.

The May races are scheduled for **Sunday, the 18th at 1:30 P.M.** Hope to see you at the field for some great races. Race cancellation due to weather will be made by 12:30 P.M. and can be heard by calling Bruce Anderson at (817) 483-8223. Races canceled for weather will be rescheduled for the following Sunday. A copy of the race rules is posted on the frequency board and on the Internet at :

racingrookies.tripod.com

(no "www" in the address). For any other questions or comments, call or email me at brucemarsha@juno.com.

STRCC Hooky Day

May 23, @ 10:00 till you get your fill of flying. Bring your own food and drinks. The club gas grill will be available for cooking. Melvin Bowser is in charge. (817) 370-0863

STRCC Field Paint / Cleanup Day

Saturday, May 17, 9:30 – 12:00

Painting is the main priority, so bring your brushes, paint scrapers, ladders, paint bucket, stirring sticks, paint clothes and water for cleanup if you have them. Ed Curtis - (817) 784-0533 has volunteered to be the point of contact. He currently has 5 gallons of paint.

Don't Forget The Next Club Meeting May 12th 7:00 PM at Ramskill Field

STRCC Flight Instructors:

Rick Byrd*	(817) 294-2048
Ken Sloat*	(817) 467-9470
Bruce Anderson*	(817) 483-8223
Stan Sims	(817) 483-0240
Melvin Bowser	(817) 370-0863

* indicates AMA introductory pilot program