



Next Meeting:

Nov. 6, 2014
7pm

Library Center
S. Campbell Ave.

Next Event:

Club Christmas
Party

Dec. 3rd, 2014
(Wednesday!)

Logan's
Roadhouse
1110 E
Battlefield Rd.
Springfield

Check us out on

Facebook!

Springfield
RC Club

Share in the
hobby!



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AIRMAIL

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President's Corner

November is always a month of decisions for the club. Normally we'd have an election for Officers and Board Members but the last couple of years have been more of an approval process rather than an election. See the list of candidates below.

We need a Newsletter Editor! Aaron has done a great job but since it's become his 3rd(!) hat we need to give him a break. If you are interested please let one of us know. Otherwise we may consider the newsletter becoming an "as-needed" item rather than a monthly publication. It's a relatively easy job and we'll set you up with what you need to get started.

Take a minute to thank Lynn Costello, Rick Yarbrough and Bryon Scott for the runway work. Lynn spearheaded the project and did a fantastic job. A LOT of work was involved particularly with sealing the cracks. It turned out great and was badly needed. I think Rick reclaimed about a foot of width weed-eating the edges! THANKS GUYS!!

See you at the field
Wes "Scott" Parker

2015 Officer Slate:

President: Wes Parker

Vice President: George Ashley

Secretary/Treasurer: Aaron Pennington

Board Members:

Butch Scott

Rick Yarbrough

Dennis Mood

Adam George

Larry Thompson

October Meeting Minutes

The October meeting was held at the Library Center with 6 members present. The meeting was called to order at 7:05 p.m. by club President Wes Parker.

The minutes from the September meeting were read and passed as presented.

Treasurers Report was presented and passed. We need to recruit new members to get our club to grow. If you know someone that was a past member talk to them about rejoining.

Old Business: Runway has been resealed, and it looks amazing! A big thanks to Lynn and all the guys that helped! Swap Meet Jan 17th at the Antioch United Methodist Church 3614 State Highway H (N. Glenstone) Cost is \$100 donation to the church. More Info to follow. Mark your calendar now. Cross club fly postponed until spring. Port-a-pot emptied every other month now and we will be closing the old Port-a-pot to save money.

New Business: Officer elections at November meeting.

Meeting adjourned at 7:50p.m.

The Editors Note Pad

We are looking for a new newsletter editor. If you would be willing to put the newsletter together each month please contact Wes or myself, we could use the help!



David Sleeth - Owner

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For more information - Officers, Board Members and contacts see the website



Why did I get into this Hobby?

Jim Wallen, Club Corner author, sjwallen@tde.com

Think about all the reasons today's modelers got into this hobby in the first place. The answers are numerous, varied, and wide ranging. Perhaps decades ago you were at your father's or grandfather's workbench watching the magic taking place before your very eyes. Perhaps you were just driving by a flying site and stopped in to see what that buzzing up in the air was all about. Maybe you saw an advertisement for some AMA club meeting and decided to stop by and check it out.

You could have been fascinated with the remote control aspect and the feeling it gives you in dominating a small machine up in the sky. You might have been bored with your other recreational activities and just wanted to "change things up" a little bit. Many of us got our "juices jangling" when we stopped in to our local hobby shop and looked at some fascinating toys that were not really toys. The list of reasons is really endless. What do all of these varied ways of getting introduced to our hobby have in common? They all center on having genuine fun. In one way or another satisfaction and fun is the hub of it all. Sometimes we tend to forget about the fact that we are all kids at heart and receive a great deal of satisfaction creating and flying our little toy planes. Let's all try to remember this on those days we take ourselves a little too seriously.

THE "SIGN 3 • FLY FREE" PROGRAM

Rules:

- Receive a one year AMA membership credit for each three (3) new or former AMA members who join. (Yes, you can earn more than one free year!)
- All new or former memberships must be full Open or Senior Citizen memberships to qualify. New sign-ups cannot be current AMA members.
- Sponsoring member's name and AMA number must be clearly identified on each new member's application.
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Your free membership credit will be applied to the next AMA membership year.

Call the AMA at (800) 435-9262 - 1-800-I-FLY-AMA

For more information about this program, contact the [Membership Department](#).



Storage of your NiCad RC Packs

Red Scholefield, printed in the newsletter for the Anoka County Radio Control Club, Inc.

How should I store my batteries at the end of the season? What should I do to them when I put them back in operation? The batteries should be removed from the transmitter and airplane for long-term storage. Here in the South where a lot of us work out of our garage workshops, I recommend putting them in the refrigerator (not the freezer) during the off season. While not so important where your workshop rarely gets above 23°C (74°F), the refrigerator is still a good bet. Why? The failure mode of NiCads is separator failure; this is the material that keeps the plates from touching each other. When it fails, the cell shorts. At higher temperatures it oxidizes faster. In fact, the rate doubles for every 10 degrees Celsius increase.

Should I store my batteries charged or discharged? It doesn't really matter, they will self discharge in a few months stored at room temperature. If you are going to store them in the refrigerator, the charge will remain for a lot longer. I would discharge them first to 4.4 volts then put them away. Good cells will just set there in the discharged condition (the voltage can vary considerably, but is usually above 1 volt). In a battery with damaged, worn out separators in the cells, the cells are apt to short if left in a discharged condition. This is actually good since it is the first indication of a cell that's going bad and it is best to replace the pack. Batteries left on trickle charge will seldom short out since it is in the charged condition and any short that tries to develop will be zapped by the charge in the cell. Partial shorts, those having fairly high resistance, can be developing that can cause the cells to self discharge at a higher rate than normal and possibly leave you short in the middle of a flight after you just measured the cell when it came off charge with your ESV and everything looked okay.

Now when your batteries are coming out of storage, before charging, check the voltage without a load on the battery. It should read well more than 4.0 even if it has not been charged all winter. They should be essentially fully discharged; or flat as we say in the business. In this condition if the battery is going bad, it will probably have shorted and you will read zero volts on that cell. It may be a soft short, one that could be blown away merely by the simple action of slow charging. Don't do it! It is just lying there waiting to bite you. Replace the pack. Cut out the "good" cells if you want and use them in something less critical than your model. If you have access to a cycler, running through a couple of charge/discharge cycles is a good idea just to make sure you are getting the capacity you are supposed to. Anything less than 80% of rated is suspect. Once at the field, preflight battery checks are in order, particularly at the beginning of the season. Since those who religiously check their flight packs with an expanded scale voltmeter seem to crash less (due to battery failure) one must assume that the ritual is smiled upon by the RC gods.