



PROPWASH

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President's Message

MONSTER NEWS

By Dan Metz

We have big news for November 2011. Frank Tiano wants to host our field for a "Monster Planes West".

A discussion took place at the AMA Convention where Mr. Tiano met with Mel Santmeyer and me and we pitched the idea to him. Mel has thought for a very long time that our club had the best field, and the best attitude to make an event of this caliber happen.

Mr Tiano's offer for "Monster Planes West" does not have any of the shortcomings of the Scale Masters event we turned down. He will pay for everything; organize, provide all advertisement, contact all sponsors, bring in all labor needed and provide a Friday night BBQ for all attendees, and all club members too. In addition, he will provide trophies for all categories, and not just some bowling trophies either.

Frank makes his expenses on the parking, food, and concessions. The dates we are hoping for will be Thursday November 10, 11 and Saturday the 12th. You may wonder how the club makes money. Frank will pay the club \$800 for the use of the field and the club will get all proceeds from the raffle. This event will give us incredible national recognition for the great facility/club that we have created. All of you should be extremely proud of what you are a part of.

Now for some bad news. The shade structure has been hit AGAIN; that is 3 times since November. At the board meeting on Sunday the 23rd it was ruled that from now on anyone causing a hole in the shade structure will be charged a \$1200 fine. No exceptions. The yellow line at the edge of the runway right now is the "DO NOT CROSS LINE". It's your responsibility to know where your plane is. Use off-center vision to be aware of what is ahead of the plane.

Why the big fine? Well at this hit rate, all of the fabric will need to be completely replaced far sooner than we had previously planned. If you feel that you cannot control your plane with its rudder, then please ask for help as it is your bank account that will be saved as well as our shade structure.

FINAL PYLON RACE OF 2010 WON BY CLAY SEDDON Clay Awarded Perpetual Trophy

By Murray Ross

A year of pylon racing competition concluded with Clay Seddon's stunning victory on Sunday December 12. Second place was awarded to Darrell Morgan. The race was conducted in three heats. The first and second heats each had three entries. The first and second place winners of these heats then competed in the final heat.



Winner Clay Seddon



Second Place Darrell Morgan

Youth Activities

By Joe Scuro

The Cathedral City High School Aero Club is going strong. It meets every Monday and Thursday from 3:00 to about 4:30 PM. The club is scheduling field trips in February and March to fly their model airplanes and rockets at the CVRCC field. The students really look forward to these events each year.

Another youth activity is associated with the Palm Springs Air Museum. In December, Joe Scuro completed his training to become a Docent at the museum. This involved three weeks of classes and 100 hours of on the job training. Joe will be working with Greg Kenny who is in charge of youth tours and the new Science Center.

Joe's wife, Jo Ann, has volunteered to work the reception desk at the Air Museum. Joe said, "I must have done something right to have such a wife."

UNCLE DON'S hobbies

"The 2011 season is in full swing and Uncle Don's Hobbies is swinging for the stars. Our business is up and by way of saying thanks for your support, we would like to offer all current members a straight 5% discount on all purchases regardless of dollar amount. If you belong to the DTM Discount Club, your discount will stay at the 8.75%. Not a DTM member, come on in and ask how. Have a fun and safe season from all of us at Uncle Don's Hobbies"

From the “AMA Insider” Falling Water Radio Control Flying Club, Soddy-Daisy, Tennessee

Importance of Balancing Lithium Polymer Batteries

By Dave Buxton

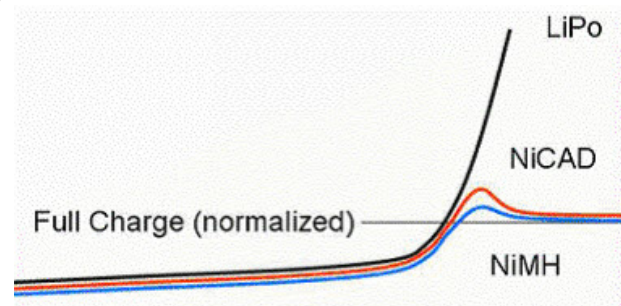
The primary reason for this article is to explain the importance of using a balancer for Lithium-polymer (Li-Poly) battery charging every single time you charge your Li-Poly batteries. Balancing will greatly reduce the risk of your batteries going bad prematurely.

Let's start with an illustration for those who may be electronically challenged:

- Imagine two 5-gallon buckets. One has been used for mixing paint and has several layers of it coating the inside.
- The bucket with reduced capacity (painter's bucket) will fill faster and will empty faster if the flow rate for each is the same.
- Normal aging and cell damage are like adding layers of paint. The cell with less capacity will charge or discharge faster than the other cells in the pack.
- Brand new battery packs can have cells that are poorly matched.
- Cell balancing is like drilling a hole in the bottom of the painter's bucket so it will fill no faster than the clean new bucket. We can put our finger over the hole as necessary to keep the two buckets in balance as we fill them.
- Using a Li-Poly balancer does not scrape the paint out of the painter's bucket.

serious cell damage and even smoke and flame. A battery that could have lasted three years might fade away in less than a week if one cell has a significantly reduced cell capacity relative to it's mates.

Nicad and NiMH cells self limit at full-charge voltage. At that point they start getting hot, which is why it is very important that Nicad and NiMH chargers detect full charge and switch to a trickle charge rate. Li-Poly cell voltage is not self limiting, which is why you should never use a Nicad style trickle charger. Diagram 2 normalizes the three charging curves so that their respective full-charge voltages appear to be the same.

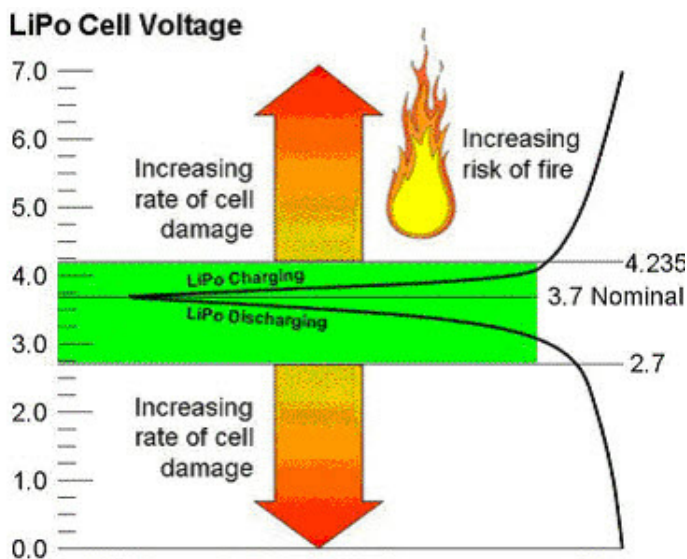


You may be a newcomer to RC flying of indoor or park flyer airplanes on a very limited budget. This article need not scare you out of the hobby or into purchasing an expensive charging system. The smaller, simpler Li-Poly chargers do not charge batteries all the way to the top, allowing some margin for a cell being out of balance. At least do the following if you don't use a balancer:

- Make sure the charger is charging to an adequately conservative voltage that is less than 4.2 times the cell count.
- Check the cell count each time you use the charger. Wrong cell count is one of the leading reasons for smoke and fire, which has lead to car fires and houses burning down.
- Once in awhile, at full charge, use a volt meter to confirm that none of the cells are being charged to more than 4.2 volts. If a trend is developing in that direction then its time purchase a balancer.

If the above is stretching it a bit, then you should at least add an external balancer (e.g. Blinky Balancer).

(Continued on Page 4)



Li-Poly chemistry accumulates a charge over a fairly narrow voltage range with rapidly diminishing capacity exhibited above and below this range. This explains why the voltage rises or falls more rapidly above or below this chemistry range. Operating outside this range of voltages will at best accelerate the aging process and can result in

November General Meeting Minutes

By Dick Knapp

President, Dan Metz, called the meeting to order at 7:00 PM. There were 17 members present. Dan announced that the Board of Directors had appointed Chris Ritter as our new club safety officer. Dick Knapp reported that our club treasury now stands at \$4,678.85.

OLD BUSINESS:

Dan reported that the club had a very successful outing at the Palm Springs Air Museum building AMA Delta Dart airplanes with the children of visitors. Dick Clark, President of the PS Air Museum has extended an offer for our club to use the main hanger for an indoor flying event this summer. Greg Kenny, the education director will work with us to make that event happen.

Dan then lead an extensive discussion of safety issues at the flying field. The result of all the discussion was that the critical issue is having fun flying our planes in a safe manner. Everyone is reminded that we are all safety representatives of our club and need to say something if someone is breaking one of our rules. Dan restated that no member has the right to threaten anyone with expulsion from the club and that the only way to reprimand anyone was by action by the Board of Directors.

If a new member / visitor shows up at the field with a new plane, then it is important that someone check out the plane and witness a "first flight" to ensure that both the pilot and the plane are safe. We need to be pro-active in protecting our field and our shade structure!

It was agreed that Dick Knapp and Murray Ross would put together some information for a club publication on the use of "Kill switches" for gas and electric powered models so they can be rendered safe before being brought across the yellow lines into the pit area.

NEW BUSINESS:

Dan then asked for nominations for club officers for next year and after a long silence, the existing slate of officers were nominated for next year. The vote will be held during the December meeting.

Craig Waters announced that the final pylon race would be held at 10 AM on Sunday, December 12th.

Dan also announced that we were working on holding a scale event next January to help our club train both pilots and judges for future events.

There will be another "Aero Tow Sailplane" event on February 19-20, 2011. There will also be another "Radian Rally" at noon on the 19th. Get your Radian ready and hope for good lift.

Craig asked if there was any interest in holding another "cross country event" and seven members held up their hands. We will try and hold this event on Sunday, January 23rd, 2011.

Dick raffled off the "Sea Wind" model that was won by a young man from Indio who has three children and would prefer to sell the model and get something better suited to teaching his children and himself to fly. Dick sold 8 tickets at \$10 each and raised \$80 for Sergio Martinez. Thanks everyone.

The raffle raised \$45.

The meeting adjourned at 8:15 PM

"LiPo Batteries" (from page 3)

Consider the following limitations of an external balancer:

- May not be aggressive enough, especially for larger batteries or any battery with cells more seriously out of balance (Blinky balancing cost me an expensive battery).
- An integrated balancer can easily produce an alarm if you dial in the wrong cell count. An external balancer won't do that.
- A charger with an integrated balancer will slow down or even stop the charging process whenever the balancer is not keeping up.

If your flying practice sounds anything like the following, then you should (must) use a charger with an integrated balancing system:

- High battery stress style of flying (e.g. lots of full throttle, hot weather, flying until the battery fades, outdoor helicopters).
- Cell counts greater than three.
- Cell capacity greater than 2100 mAh for which you should at least use a Blinky external balancer.

Some chargers have an external balancer that communicates with the charger. This can be as effective as having the balancer built into the charger. Q

December General Meeting Minutes

By Dick Knapp

President Dan Metz called the meeting to order at 7:00 PM. There were 15 members present.

Dick Knapp gave the Treasurers report, \$5259.80.

Dan asked if there were any additions or corrections to the November Meeting Minutes, they're being none; the minutes were approved as published.

OLD BUSINESS:

Dan then asked if there were any additional nominations for club officers, they're being none, the current slate of officers were re-elected by acclimation.

Dan then read the comments from the November meeting regarding flying safety at the field. He reminded everyone that we are all safety representatives of our club and need to say something if someone is breaking one of our rules. Please remember that no member has the right to threaten anyone with expulsion from the club and that the only way to reprimand anyone is by action by the Board of Directors. Please be reminded that Chris Ritter is the newly named Safety Office and he will address all safety issues especially on Sunday's.

If a new member or visitor shows up at the field with a new plane, then it is important that someone check out the plane and witness a "first flight" to ensure that both the pilot and the plane are safe. We need to be pro-active in protecting our field and our shade structure!

Dick Knapp and Murray Ross have an action item to put together some information for a club publication on the use of "kill switches" for gas and electric powered models so they can be rendered safe before being brought across the yellow lines into the pit area.

Duane suggested that we needed a "new plane check list" so everyone would know what to look for on their plane before bring it to the field. Murray stated that we have "Visiting flier rules" already on our web site.

NEW BUSINESS:

After some discussion, and the award of this year's pylon racing trophy to Clay Seddon, it was decided to hold the first pylon race of 2011 on Feb. 6th at 10 AM.

Dan then discussed his conversation with Mel Santmeyer regarding our hosting a scale event at our field. It was decided that if we want to have pilots come to our field for events, we need to support other club's events. Dan and Murray will check for up-coming scale events in our area and try and get a group together to compete.

Dan announced that our next Aero-tow sailplane event will be held on Saturday and Sunday, February 12-13, 2011. We will also have a Radian Launch Event on Saturday the 12th at noon. Have your Radians ready!

After some discussion, and due to the lack of appropriate support vehicles, it was decided to shift our "Cross Country Event" to an Endurance Event. This event will be held on Sunday January 23rd. and is open to any gas fueled aircraft. You will take off from the runway and after 30 minutes return to the runway where the remaining fuel will be measured. The pilot using the least amount of fuel is the WINNER!

It was also decided to hold a "Fun Fly Event" on Sunday, March 6th.

Dan then discussed an upcoming indoor flying event to be held at the Palm Springs Air Museum in July. Dan and Tom Chant will be organizing this event so watch for more details. Aircraft weight will probably be limited to 11 grams!

Ron Vincent has offered to provide cross-wind landing and take-off training on his simulator at his home. If you would like to take advantage of this great offer, call Ron on his cell phone: (760) 409-5231 or at home at (760) 360-4778.

Dan then reminded everyone that the AMA show is coming up on January 7-9th at the Ontario Convention Center.

Dan also reminded everyone that your 2011 dues are now due.

The raffle raised \$40. The 72 mhz transmitter was donated by Ron Goodspeed.

Board Meeting Minutes January 23, 2009

By Dick Knapp

President Dan Metz called the meeting to order at 9:40 AM at the club flying field. Also present were Craig Waters, Chris Ritter, Ken Merenda, Joe Scuro, Murray Ross and Dick Knapp.

Dick Knapp presented the modified quote from Shade Structures, Inc. to repair the three holes that are currently in our structure. The total price is now \$1800, most of which involves transporting the crew from Orange County to our field. The basic cost for a single repair is \$1,200. The board agreed that for all future crashes into the shade structure, the offender would be charged the full \$1,200. Hopefully, his homeowners insurance will cover most of this expense.

Dick also requested permission to reorder our rack cards since we are running low and the Desert Recreation District has agreed to pay for 2,000 cards. We will change the aircraft pictured on the front to one of John Roger's 40 % hovering against the snow-capped mountains. Next year we will select a new model.

Dan then brought up Mel Santmeyer's concern over potential weather problems if we select a date in mid-November for the "Monster Model Meet". This event is for aircraft in the 35 -100 pound class. After some discussion and a quick review of past November weather, both here and in the LA area, we settled on Thursday - Saturday, November 10-12, 2011. This recognizes that most of the pilots need Sunday as a travel day and few if any stick around to fly on Sunday.

This years Jacqueline Cochran Air Show will be held on Saturday, November 5th and our Demo Day will be on Sunday, November 6th.

The Board also tasked Joe Scuro with setting the date for our next combat event for a Saturday in March.

Clay Seddon talked to the Board about setting up a "Facebook" site for our club and offered to take care of making that happen. The Board agreed to let him proceed.

Joe Scuro then talked about an article in the latest Model Aviation that discussed a club in the Phoenix area that has expanded their pylon racing to include a "Beginners Section" that flies unmodified Park Zone T-28 models. The Board agreed to discuss this with the club members to determine the level of interest in such an event. The consensus of opinion was that it could be a much slower entry-level event and could be a lot of fun.

Murray Ross reminded everyone that he has a newsletter coming out and needs articles. Dick saw an interesting article in RC Sport Flyer on "Gas Engine Remote Kill Switches" He also has an article on installing simple wheel brakes on any model.

The meeting adjourned at 10:00 AM.

Please pay your club dues. Send Dick your money and a copy of AMA card. Remember, the combination to the field will change the first week in February.

JANUARY 2011 GENERAL MEETING MINUTES

By Dick Knapp

The meeting was called to order at 7:00 PM by president Dan Metz. There were 17 members in attendance. Dan asked Dick Knapp for the Treasurer's report. Our balance is \$5,995.03.

OLD BUSINESS:

Dan reported that we have had another plane hit our shade structure. We now have a quote for the repair of the first impact, which was \$1,200 since the repair crew is based in Orange County. We now have a new quote to repair all three tears and that will cost \$1,800. Dick will work with the contractor to see if we can schedule our repair when they are in the valley on another job. Dick also checked with AMA, but their club insurance only covers bodily injury, not property damage. When one of our jet pilots blew a power transformer, his homeowners insurance covered any expense over his deductible. Dan again suggested that any member who isn't confident of being able to control his plane on a takeoff or landing to contact Ron Vincent (760) 360-4778 to take advantage of Ron's offer to supply simulator training like he uses in his ROTC classes.

Dan then reported that the Aero-tow sailplane pilots would be back at our field on Saturday, February 12th. Tom Chant agreed to cook hotdogs and Murray Ross agreed to pick up the hotdogs, buns and drinks. Thanks guys! There will also be a "Radian Launch" event at noon on Saturday so have your Radian ready to go! Dick is trying to establish a "permanent" trophy for this event like we have for the pylon racing.

Dan asked that Joe Scuro coordinate with the RC Combat group to establish a date for the next event. Joe talked with the group and established Saturday, March 5th as the date. We will also serve hotdogs and drinks at this event and will need help with this activity.

Dan announced that we will hold our annual "Fun Fly" on Sunday, March 6th so be ready to fly your favorite plane in some of the fun events, like Spot Landings, Bomb drop, beans in a cup, maybe even a ground handling event (slalom) through a line of cones. We are still working on other tasks; so if you have a favorite, talk with Dan.

Dan then asked Tom Chant to discuss our upcoming indoor event at the Palm Springs Air Museum probably to be held in July around the 15th. Tom reported that model weight would probably be limited to less than 16 oz. And helicopters below the 450 in size. Only electric power will be allowed, but we will probably try to do pylon racing and 3D flying just to keep any spectators amused. Joe Scuro, who works as a docent at the Museum said that Greg Kenny is responsible for all the museum youth programs so he will stay in touch with him.

NEW BUSINESS:

Dan then discussed the "Monster Plane Event that we have been asked to host on November 10-12, 2011. Frank Tiano, who puts on many events back in Florida, like Florida Jets and Monster Planes asked us to host a West Coast event while we were at the AMA show. Frank will take care of everything; all we do is provide the field and some flight line assistance. Frank pays our club \$800 plus anything we can earn from our raffle. Normally Frank gets hundreds of spectators and lots of pilots to come to these events. Monster Planes are from 35 - 100 pounds and the event is basically a fun fly. I'm sure that Duane will have his Waco ready to go!

Dan then reported that at our Board meeting on Sunday, Joe Scuro pointed out an article in the latest Model Aviation about pylon racing with the unmodified Park Zone T-28 plane. The plane will have to be completely stock with the club specifying the battery size and prop that every pilot must use. When Dan asked if anyone would be interested in trying this event, ten members held up their hands, so we will have our first race soon. Dan will check with Kevin at Uncle Don's to see if we can get a "special" club price.

Dan announced that the club would hold it's annual "Flea Market" on Sunday, April 3rd. There will probably be a small fee for table space, but no percentage of the sale going to the club. So start cleaning out your garages and shops so there will be room for all that neat new stuff you want.

Herschel Silverstone reported that he was flying at the field and had to go out to the end of the runway to retrieve his model, stepped in a hole and fell down and couldn't get up with his bad leg. Fortunately, Jed Casey and his wife from Lakebay, Washington were taking advantage of Jed's monthly membership to do some flying and saw him fall and came to his assistance. Thanks Jed!

The raffle raised \$54. The meeting adjourned at 8:03 PM.