



MONTHLY CLUB MEETING...

Next meeting will be

Tuesday, October 6th

1:00 pm at The Field

Our Changing Calendar

With all the constancy of the weather and today's political climate, our monthly meetings are on the move again and will be for at least the next couple months. For October, we still have no indoor venue but may expect some decent daytime weather on many days, so we hope to see you all at the field for this last time we can practically hope to have a meeting outdoors... And notice the afternoon timing to take best advantage of what weather we do get – 1pm on Tuesday... see ya there!

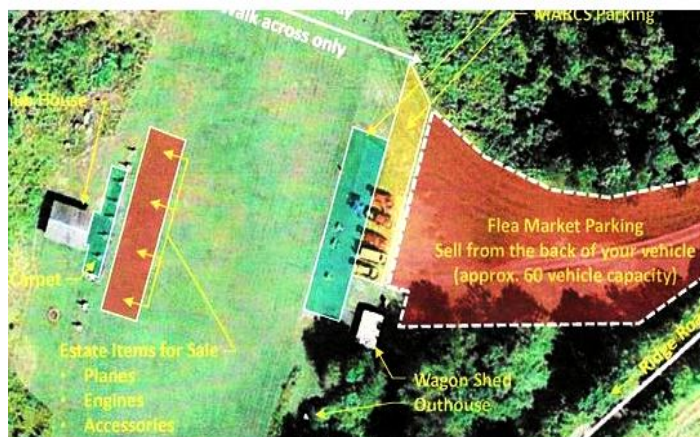
For November, we're still guessing at what may be doable between national elections, coronavirus, rampant paranoia, and whatever catastrophe comes next, so stay tuned to find out when and if we'll see you then.

One proposal is that we join the frightened mouse nation and call off our meetings for the foreseeable future, possibly gathering in probably smaller groups where and when conditions allow... feel free to come to Tuesday's meeting with your opinions on the best balance between safety and social survival. With the weather about to give out on us, it's time for things to get interesting: blessings to you all and we hope to see you soon!

On your MARCS... get set...

While care is advised this 'rona season, it turns out there are still opportunities to share our hobbies and interests once in a while.

Having obligations in the Saltsburg area last week, your editor took advantage of the occasion to drop in on the Murrysville Area RC Society flea market. Held at the MARCS field, the sale seemed to be a short notice event but drew a good number of modelers wanting to buy, sell, and trade airplanes, kits, and equipment, both old and new. I personally brought home several beautiful little glow engines at the typically low, low MARCS sale prices, but for me the best part of the experience was seeing another club's field and interacting with other airplane builders.



The MARCS club has an interesting field setup: they park on the east side of the runway, but pilot facilities and are across the way where the sun is behind the flyers for the best part of the day. The club also has a number of customized carts for easily moving planes and equipment over there. Good folks and a good time there!

What'd I miss?...

(September meeting notes)

2020 Summer's last meeting was held at the JRC flying field with a lucky 13 members in attendance and started with the usual reports from secretary and treasurer. Key officers Sam Kaplitz, Paul Yuhas, and Ken Shillinghave been in place for several years and deserve the club's appreciation and a good round of applause – Thank you, gentlemen! As this year comes to an end, members who can offer capabilities beyond simple followership are encouraged to run for club office for the coming year!

The club signed cards for members Grant Moore and Bob Benko with hopes for their health and for seeing them in person soon and the meeting turned to its main topics for the day: funding and meeting venues.

At this time, the club would welcome – in fact it would LOVE – new ways to meet our expenses. The treasury, due to the kind demise of past members, has funding adequate to cover maybe two years of operation and our new, coronafied world promises nothing of our previous fund raising opportunities. Two ideas are currently on the table:

1. Raise the club dues by thirty or forty dollars per month with the expectation that many of the members who rarely fly may not continue their full membership, and/or

2. Revive the annual ticket sales (or perhaps sell ticket twice a year) with a mandatory 20 tickets per member, thus avoiding the jump in dues and allowing members who prefer buying tickets rather than selling them to potentially take home a cash or airplane prize.

So what do you think? Being a real member means more than just flying your planes and going home... the club also needs your opinions and ideas.

For Your next Project Equipment for Sale

Roger Luther informs us that he received quite a list of items for sale... These are being offered by a gent named Peter Kaufman with whom we're not personally familiar, but he can apparently be caontacted as <peter@dmpcastings.com

Peter lists about 20 engines for sale, mostly larger gas engines in the 50 to 150cc size range, about a dozen radios, also high end types as well as engine and radio accessories. For specifics and availability your best bet is probably to contact him directly by email as the notice apparently went out a few days ago to some number of recipients.



Items offered include these and a lot more:

- DA 150 \$400 (2 available)
- DLE 120 \$350 (3 available)
- DLE-111 \$200
- Evolution Small Block (10cc) Gas Engines \$300 (2 NIB)
- DA50 \$250 (2 available)
- DLE55 \$200 (5 available)
- OS 120 Surpass \$200
- DLE 35RA \$200
- JetCat P100-RX \$1000 (2 available)
- Da85 like new muffler and pipe \$300
- DA 120 EFI ENGINE \$1500
- Da 120 With slimline mufflers \$500
- Futaba 18MZ \$600
- T18MZ \$700
- MKS HV777A+ Servos (7) plus MKS HV1250 Servo (1) All NIB \$600
- Futaba 18mz perfect condition \$600
- DX-9 Black Edition w/case (like new) \$250
- 7 Hitec 9380TH Servos \$200
- Spektrum DX8e (brand new) \$150
- 8 MKS HV777A+ \$400
- Spektrum DX18 Stealth - Excel.Cond. 350 (3 available)
- Graupner MZ-32 w/ 3 RXs \$480
- SPEKTRUM IX12 \$380
- JR XG 11 RADIO MODE2 W711CH RX

About Those Batteries...

From Toppilot, a subsidiary of the Tattu brand specializing in FPV racing's tips for battery care:

Before Charging LiPo Batteries

- The #1 tip here is: RTFM
(Read the Freaking Manual!)
- Always check the voltage of batteries before each charge in order to ensure they are at or above the minimum safe starting voltage. If their starting voltage is below recommended levels then your batteries have been over-discharged or have experienced a failure and should NOT be charged.
- Always check the battery before charging for any type of damage. Check the battery packaging, wires and connectors for defects, which may cause a short circuit and eventual battery failure.

Charging LiPo batteries

- Only use a charger designed for a lithium polymer or lithium-ion battery. Do not use a NIMH/NICD/LIFEPO4/LEAD ACID charger. If the charger can support different battery types, make sure to select the Lithium polymer (Lipo) mode on the charger.
- User should always charge batteries in an open area away from flammable materials, liquids and surfaces.
- Never charge batteries inside of your drone
- Never charge batteries below freezing (0°C, 32°F)
- Never charge Batteries that are hot to the touch (above 100° F).
- The charger should never be set to charge batteries at a rate greater than 1C (one times the capacity of the battery in amp hours)
- Never overcharge batteries over their rated maximal voltage (4.2V/cell for a LiPo).
- Using a LiPo sack is suggested when charging to ensure the charging safety. Stop charging Stop charging when the battery is fully charged

Discharging LiPo Batteries

- Never discharge batteries at amperage rates higher than specified on the label
- Never allow the temperature of batteries to exceed 140° F during discharge.
- Never discharge battery to a level below 3V per cell under load. For most drone batteries, the recommended cut off voltage is 3.5V per cell.
- Batteries can still accidentally leak for about an hour after discharge, and that reaction with air may cause the chemicals to ignite. Keep batteries in a safe area away from any combustible materials and observe them for an hour after discharge.

How to store LiPo batteries

- Never store loose batteries together. The batteries' terminals may contact one another, causing a short circuit.
- Never store batteries in extreme temperatures or direct sunlight. The battery should be stored within 15F –110F range environmental condition. If the battery has to be stored for a long time (more than 3 months), the environmental condition should be:
 - Temperature: 65F – 80F Humidity: 65±20%RH
 - The voltage should be 3.6V~3.8V range per cell.
- Always disconnect Batteries when not in use and store batteries in a non-conductive and fireproof container.
- Never alter, puncture or impact Batteries or related components.

General LiPo Safety

- Never strike a battery with any sharp edges
- Never open or deform the folding edge of a cell
- Never drop, hit or bend batteries
- Never disassemble the cells. The disassembling may generate an internal short circuit in the cell, which may cause gassing, firing, or other problems
- Never incinerate nor dispose of batteries in fire.