

Horsefeathers!



Official Newsletter of the Billings Flying Mustangs

Volume 27 Number 6

June 2000

Coming Events

Next Meeting

Monday, June 5, 2000 7:30 P.M.
828 Main St.

Billings Events

June 23,24,25: Fly-in (In Russell Kniefel's honor). Dennis Rollins CD.

Aug. 5,6: The Western National Combat Championships. Ron Horton CD

Great Falls Events

June 17,18: Open House Fly In,
Great Falls

July 15,16: Scale Fly In, Great Falls
Aug 12,13: Jet Fly In, Deer Lodge

Helena Meets

July 29, 30: Fly In

Aug. 19, 20: Scale & class B open.

Missoula Meet

June 3: Combat Meet

Wyoming Events

June 3,4: IMAA Fly-In, Gillette WY.
Contact: Nolan Bartz 307-682-5136

June 10,11: Fun Fly, Powell WY. Contact:
Webb Higgins 307-754-3832

June 17,18: Giant Fun Fly, Cheyenne WY.
Contact: Gary Bridge 307-547-3793

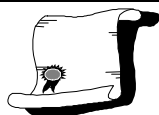
June 24: Pylon Races, all classes, Casper
WY. Contact: Gene Corson 307-234-4360

July 4: Fun fly, picnic, fireworks, Casper
WY. Contact: Gene Corson 307-234-4360

August 26,27: Fly-in, Cody WY. Contact
Webb Higgins 307-754-3832

Sept. 2,3: Fun fly, Thermopolis WY

September 8,9,10: Fly-in Sheridan, WY.
Contact John Steir 307-6747342



Billings Flying Mustangs Meeting Minutes

May 1, 2000

The Meeting was called to order by President Rick Koehn at 7:30 PM. here were 15 members present. The minutes from the previous meeting were read and approved. Bob Moore gave the Treasurer's report.

OLD BUSINESS: Official Billings Mustang shirts are available from Heavy Duty Awards in Billings. Call 245-1560.

NEW BUSINESS: Steve Garr and Vergil Jones are members of the Club Promotion Committee. Vergil and Steve are looking into having a sign that would list the upcoming club events held at the flying field. The sign would be visible from Grand Avenue. Fred Ott has located some reader board type letters that could possibly be used. Vergil will report at the next meeting.

CLUB MEMBERSHIP BADGES: Steve Hergett researched the cost of membership name badges. A clear plastic card holder with a clamping type pin that could clipped to a shirt pocket will cost the club approximately \$100.00 to outfit the club for next year. The clear badge would hold your club name tag with the current year listed. These will be issued with your membership cards beginning this next flying season. Jason Horton made a motion to approve the badges. Steve Garr seconded the motion. Motion passed.

Mike Beckman, Vergil Jones and Jason Horton volunteered to give an informative RC demonstration to a group of teenagers at the Billings Deaconess Psychiatric Ward.

Don Herington won the 50/50 raffle.

Dennis Rollins made a motion to adjourn the meeting. Steve Garr seconded the motion. Motion passed. Meeting was adjourned at 8:20 PM.



From The President

As of press time, I had not received an article from Rick. Hopefully he will return next month.

Leland's Ramblin's Junk You Can Skip If You're busy



What movie is it that has the line "I can fly, I can fly, I can Fly!" ? Well, I have been singing that all month. I got out and flew - twice even. It was so much fun. You shouldn't be allowed that much fun with an Eagle II trainer but I did it. I even had to go for a walk out in the field after the plane. No I didn't crash, I just can't handle dead stick take offs very well. No damage, just exercise.

I spent three days in Austin Texas this last week and, of course went out to a local field. I tracked it down about 2 miles north of Round Rock Texas. Nice place. I didn't get the name of the club but they had a decent facility. I have a couple of pictures and will send them along to Roxie to see if he has some space for them. A very nice grass runway, nice grassy pits with a shade and storage building. Interesting that they had signs up for a reward on reporting vandalism and they had a wireless CCTV surveillance system up. I met two pilots out there, one a FAI pattern pilot and the other a sports/sportsman pilot. Nice guys.

I can't remember if I told you that I was building an electric glider but I am. I have both wings framed up and I am about ready to join all the wing parts. After the wing, the rest should go pretty fast. Actually any of it would go pretty fast if I would just work at it. I am hoping it will be a take along even for my commercial flights. We'll see.

I have had contact with a realtor who thinks he has a couple of sites in mind for us to build a new field on. He is checking ownerships at the courthouse and then he and I are going to go take a look. I am not too hopeful but have my fingers crossed. I think what he has in mind is in the west end. I will surely keep you posted.

Well, I gotta go. I am off to Spokane this afternoon, Kansas City this weekend, Oregon next week, Minneapolis after that.... etc etc etc etc etc etc.....

See ya out flyin'!

Leland

The Battery Story

This is the last of the battery series that I started some time ago. In this installment I'll discuss Nickel-Metal Hydride and rechargeable Lithium-Metal batteries.

Nickel-Metal Hydride cells are more commonly known as NiMH cells. Although they are available from several sources, not much information is available on them. They were primarily developed for the portable computer market as a higher capacity replacement for the NiCad packs that didn't run the computer very long. The NiMH batteries typically have a capacity about double to triple that of the same physical size NiCad battery. That is their only plus as far as our use is concerned. The down sides of the NiMH cells for use in our airplanes are several. First they were designed for current draws in the 500mA to 750mA range. Because of a relatively high internal resistance, their internal voltage drop is greater than that for NiCad batteries when you draw the same current from them. That means that the more powerful your servos, the less suitable the NiMH batteries become for your use. Second, NiMH batteries were not intended to be fast charged. Only a few fast chargers are designed to fast charge NiMH batteries. A major distributor of batteries recommends that when you "fast charge" a NiMH battery that you charge it at a 1/4C to a 1/2C rate. Another words at a rate that will take 2 to 4 hours to charge. The best summation I can give on NiMH batteries is to quote directly from the label that comes on one of the NiMH packs available from a major hobby distributor: "... when not in use, NiMH batteries can discharge themselves twice as fast as NiCads, perhaps within 3 or 4 days. It is strongly recommended charging just prior to use. Use low rate or overnight rate charging only. Use high rate or peak detection charger only if they specifically state they are for NiMH batteries. Fast charging may provide unsatisfactory performance and may permanently damage NiMH batteries. Cycle monthly. Do Not charge with NiCad type fast chargers." What more can I say.

The latest technology in batteries for our hobby is the rechargeable Lithium-Metal cells. These are not to be

confused with the non-rechargeable Lithium batteries manufactured by several companies. At this time there is only one manufacturer of rechargeable Lithium-Metal batteries in the world. This means that right now they are a little hard to get and a little more expensive. Because they use an entirely different chemistry than any other cell, you have to use a special charger. It is also recommended that you use the tester designed for them as it uses a much higher load than any other tester on the market. The above negatives are far out weighed by the positives of this new battery. First, the cells are 3 volts and have a capacity of 800mAh each. This means that a receiver pack uses only two (2) cells making it ½ the size of a standard receiver pack with 60% more capacity! The fact that they only need two cells also makes them much lighter. Compare a standard NiCad pack at 3.2 ounces to a “standard” Lithium-Metal pack at 1.2 ounces! You can get a 1600mAh version that is the same size as a 500mAh NiCad pack that only weighs 2.5 ounces! For those of you that regularly use 4 cell 250 to 300 mAh

packs, those batteries typically weigh about 2 ounces. You could have a battery that is very close to the same size with 3 times the capacity and be lighter too. For most applications, the 6 volts is not a problem. If anything it will allow your servos to have more power and be faster. Another plus is that their self discharge is only about 3% per month. This means that if you fully charged your battery today, but didn’t fly your plane for three months you would still have 90% of the charge still in the battery. I don’t think I would recommend doing that though. In summary, if you want the most capacity in the very lightest and compact package, the Lithium-Metal batteries are the way to go. Just be prepared to re-outfit your charging and testing systems.

Well that’s it for the battery story. What ever type you use, “follow the manufactures instructions”, test them often, charge them correctly, change their diapers when needed, and enjoy.

Roxie

Club Officers for 2000

President
Vice President
Secretary
Treasurer

Rick Koehn
Dennis Rollins
Steve Hergett
Bob Moore

HELP!

We need articles to fill this white space.

Only you can prevent White Space.

Roxie' Rantings

Well, another month has flown by. As you notice there is a lot of white space in this month's newsletter. I really wanted to have this in our members hands by June first. As there is a holiday the last Monday of the month, I would have to get it to the printers early so it could be mailed before Memorial Day. As I only have one day off this week I had to put a cutoff day of the 19th on waiting for articles to be sure that I could meet my deadline. Sadly, I have not received Rick's column or the pictures from Leland as I am writing this. Hopefully we will have a much fuller newsletter next month as we do have many events in the area in June. Lets hear from some of you that attend them.

After doing a lot of soul searching I have come to the conclusion that it would be best to cancel the fall Montana State Pattern Championships. A precision aerobatic meet requires that you have many well trained and skilled judges and many other workers. To judge any aerobatic meet requires that you know exactly what to look for and how the scoring system works. We probably have two or three people in our area that are qualified to judge the upper classes. This would mean relying heavily on the contestants that would (hopefully) come from out of state to judge the event. Obviously you can not judge the class that you fly in. Most of the flyers that might come from out of

state would have to drive for at least a day to come our event. It would be a poor reflection on our club if they came all that way to have to do 90% of the work. It would be even worse if they came only to find the field had been closed. Until we can guarantee that we can properly host a major aerobatic event, I feel that we should stick to having only local, entry level events. The Thermopolis WY fun fly is also scheduled for the same weekend and I am sure that many of our members have made plans to attend. This decision has been difficult as pattern flying is what brought me into the club about 10 years ago and to be honest in the main thing that "flips my faucet" in R/C.

While I am discussing events, I have had some members express interest in having another fun-fly this fall. Even Pat Kenney has volunteered to help. Having Pat volunteer to help at an event is good enough reason to have it. Speed Lecke and Tanner Woodcock have also expressed interest. If we think about it now, we could probably put together a good one day event that all of our members could enjoy.

Until next month, happy landings, on the runway.

Roxie

Billings Flying Mustangs

PO Box 22406

Billings, MT 59107

First Class

TO: