



The FLIGHTLINE

**BAYSIDE R/C Club, Inc. AMA #1411
Fremont California**

February 2011

Bayside R/C Club Officers

President Pete Kontorinis 510-304-3056
 Vice President Dan Sievert 925-443-2604
 Treasurer Will Sievert 408-379-2520
 Secretary Frank Goto 510-713-1212
 Chief Instructor Dave Neves 510-794-8065
 Field Manager Guru Mysore 408-576-7214
 Safety Officer Mike West
 Editor Phil Cole 650-462-9707
 Editor's e-mail newsletter@baysidercclub.com

Bayside R/C Club Web Site: www.baysidercclub.com

Save the club postage and printing (not to mention the trees) - sign up for electronic delivery of Flightline at

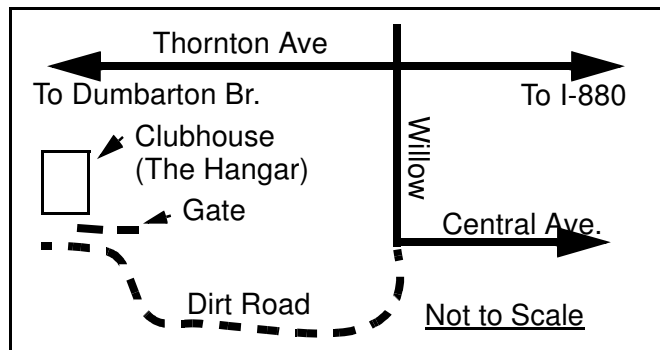
<http://baysidercclub.com/lists/?p=subscribe&id=2>

Next Meeting

Club meetings are held on the second Thursday of every month at "The Hangar".

Next meeting: Feb. 13, 2011 at 7:30 p.m.

ALL MEMBERS ARE INVITED TO BE THERE!



Car Track Contacts

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Flight Instruction:

BAYSIDE R/C Club has qualified flight instructors to help you get started, solo or just improve your overall skill. These members are the foundation of the club and spend much of their personal time making the club a success. Primary instructors are available on a regular basis. Secondary instructors can help out on a case by case basis.

AIRPLANE - PRIMARY

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 Dave Neves Sat/Sun510-794-8065
 Wolf Witt Sat/Sun rcwolf@ymail.com
 Sharam Shirazi ??? sharam@dalex.ws
 ??? means your editor does not have the information

Mission Peak Weather Station

Sort of irrelevant now, unfortunately



Prez Sez..

Hi Everyone,

There was some news this past week about the land that is located on the south end of the Nummi plant or what is now the Tesla plant. The 160 acre lot was purchased by Union Pacific Railroad. We are hoping that this will turn out to be good news for Bayside.

Dave Neves has started to make contact with the Union Pacific people that might have something to do with the site. Hopefully our co-existence with Bart for the past twenty years will hold some weight as we try and present them with our current field predicament.

Dave has talked with a gentleman that works for Union Pacific this past week. There is a possibility that we can use the field as an interim site. We will be meeting at the site this weekend to take a look at what we can possibly layout if we get the go ahead to use the site. We are in the early stages of this process and Dave will keep us all updated with any new news as he receives it. I will forward the information via email if we get positive news. During our February club meeting we will go over what Dave has found out from Union Pacific. Thanks to Dave and Will for helping Bayside, with their personal time and efforts!

Pete

[This is all very early on in the process so please keep it within the club for the moment. Thanks - Club board.]



Bayside R/C Club Meeting Minutes January 13th, 2011

Meeting opened at 7:28

President – Pete Kontorinis – present

Vice President – Dan Sievert – present

Secretary – Frank Goto – present

Treasurer – Will Sievert – present

Attendance – 20 members

Introductions

None tonight, welcome back everyone!

November meeting minutes

Were approved as published.

President's Report –

Auction was a great success this year thanks to everyone's help and all of the extra advertising. - Thank you BBQ at the Tomcats was a hit also. Bought double the amount of food we normally purchase, yet it all disappeared quickly and had to raid the Tomcat's refrigerator for cheese, etc. - Both he and Brandon have been flying at the Tomcats regularly. - South County is considering putting in a car track also, but requires environmental impact studies. - Congratulations are in order for Jorge, for he's a father now!

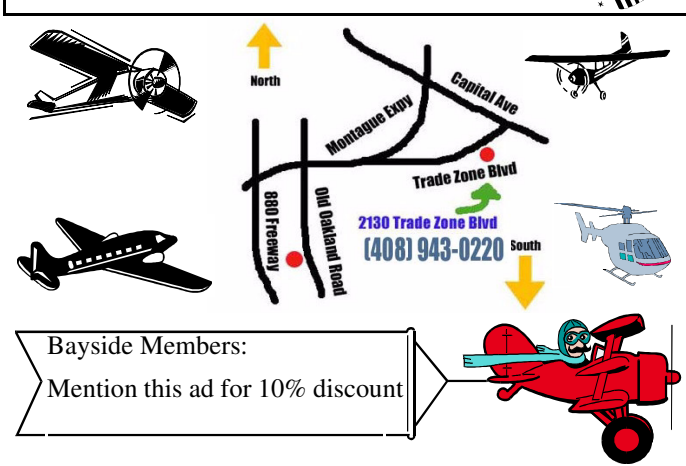
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Bayside RC Club members are eligible for a 10% discount.

VP report –

Dan summarized the member survey on our web site for those that haven't seen it. 31 members have gone to SCCMAS, 17 fly foamies in parks, 15 went to SACRC, 13 to Ames, 10 quit the hobby, 7 to PCC, 5 to the Electrons, 3 to EBRC and 9 chose "unlisted". Total number of votes was 89.

Treasurer's report –

Will gave this vital report. No new members tonight. Currently our membership is 140, of those 37 have not rejoined AMA.

Safety Chairman (Mike West) – present

No incidents this month.

Chief Instructor (Dave Neves) – present

No soloists this month.

Field Chairman (Guru Mysore) – not present

No work needed.

Newsletter editor (Phil Cole) – present

System notifying members that a new Flightline is available is working well!

Website editor (Micah Stroud) – not present

Seems to be working well.

New Field Committee

With the holidays not much was done of course. Dave will follow up on the Dixon landing site. Heard that the dump will not stay in operation past next year. Will reported that the Zanker people are getting ready to hear proposals all over again!

Secretary's report –

Nothing to report.

Snacks –

Will brought the snacks tonight! (applause).

Frank had the raffle stuff there!

Event reports –

Christmas party was a huge hit with lots of good eats!!!

Upcoming Events –

Jake is planning the next float fly for possibly the end of February. Dave is probably going to hold a heli funfly at the Tomcats, April 29th through May 1st.

Old Business

No old business.

New Business

No new business.

Break - 8:14 - 8:29


Show and Tell –

Scott seemed pretty excited about his new Eflight Radiant Pro. Has aileron and flaps, so one can set it up for crow, reflex and chamber. The plug and play version is a good deal at around \$190, bind and fly is available for \$230.

[*Sorry Scott, none of your photos came out - you were much too animated!*]

Jake brought in yet another one his nicely completed models, a Novi that he found at Castle at a good price. It's powered by a .56





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Saito, and modified to accept 2 servos in the wing instead of torque rods. Used polyspan this time, with clear dope mixed with talcum power.



Dan had a SIG Outlaw that crashed years ago and finally got back in flying shape. Used monokote hinges and is looking forward to flying the puppy.

John showed off his first finished kit, a Dumas DH89 Dragon



Rapide designed by Pat Trittle. Drawn to it since it seemed to encompass everything, i.e. it's a twin, a biplane, and has a cabin.



Added a scratch built light in the nose and graphics by Callie. Hopes to maiden it soon.

Phil had another Radiant though not the pro model. He needed to conserve weight and instead of flap servos, has a full blown auto pilot system installed. Plane should be able to follow a programmed path and relay its position back to a computer.

SAD Patch

No SAD patch stories tonight. Stuff at other field count now also!

Raffle –

- Thunder Tiger Cessna 172 ARF - Dave Neves

RD St. Clair donated a bunch of items such as fibreglassing supplies, a dremel, airbrush, paint gun, torch, finishing supplies etc. Mike West donated 3 plastic models. All items were raffled off, many thanks to both.

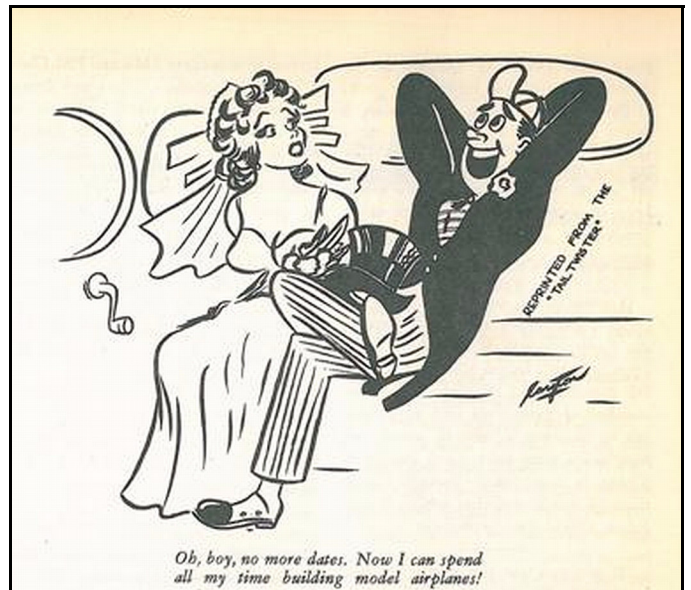
Next Month -????

Meeting ended – 9:05?PM

Next meeting - Thursday, February 10th @ 7:30PM



Above is a flight track from testing the autopilot at PCC. Mostly I was just flying around trying to find thermals:) - Phil



From the Falling Water Radio Control Flying Club, Soddy-Daisy, Tennessee

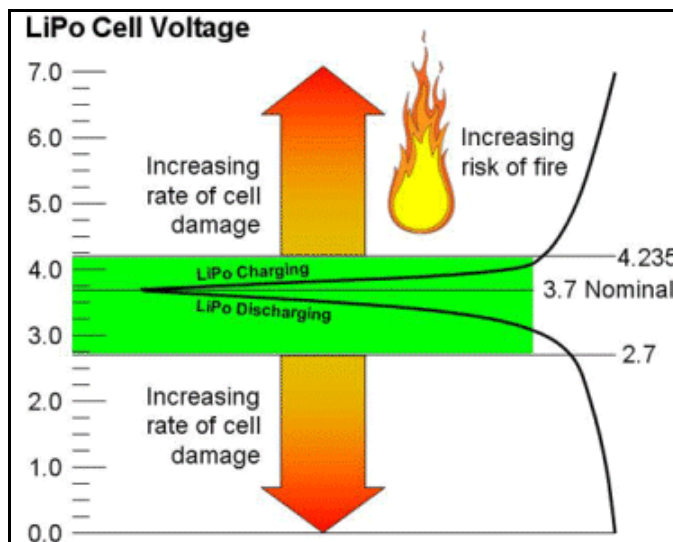
Importance of Balancing Lithium Polymer Batteries

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.

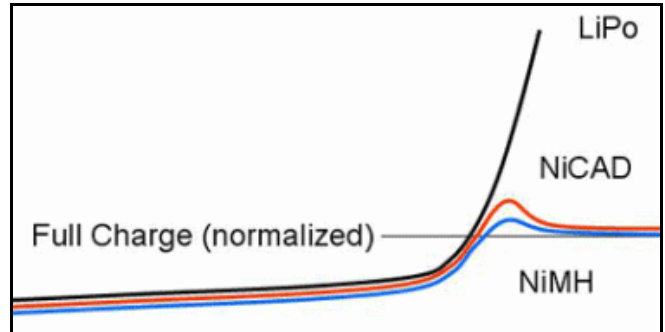


Li-Poly chemistry accumulates a charge over a fairly narrow voltage range with rapidly diminishing capacity exhibited above and below this range. This explains why the voltage rises or falls more rapidly above or below this chemistry range. Operating outside this range of voltages will at best accelerate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



ies 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 led 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).

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.

[I'm in the Li ion battery business and this is one of the few hobby articles I've need that is close to the truth - Editor]

STAPLE HERE 



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