

Canby Dusters News

<http://worldaccessnet.com/~rcpilot>



A rogues gallery of RC flyers providing their undivided attention to issues discussed at the May Club meeting



Gentlemen:

Let's get Involved !!

There is a lot of activity at Duster field and the only thing that is missing is you.

Make the effort to attend this Mondays Club Meeting, your club welcomes your participation

Flight: The never ending challenge to maintain an equal number of Take-offs and Landings.



Jackie Criswell minding the kitchen and feeding the starving masses at Duster Field. Club Thanks to Terry and Jackie for the foods and their time ! Yes, Wally is a chow hound!



IMPORTANT NOTICE

The June meeting will be held at the field Monday, June 21st.

This to allow final planning for the Fun Fly event on June 27th.

Bring a plane, Fly, attend the meeting, get involved with the Fly-in and enjoy a burger dinner, courtesy of Don and Laura Steigman.

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May Meeting

The May meeting of the Canby Dusters was called to order at 7 PM, May 25th 2004 by President **Don Steigman**.

There were 13 members in attendance. The treasurers report was read and approved and the club then moved on to the business portion of our meeting..

Club Thanks were extended to **Gus Opall** for his contribution of 3/4 ton of fertilizer as well as some additional soil nutrients. At the risk of sounding very repetitive, Gus and the other field hands have our flying field in FANTASTIC condition.

Leonard Mei was on hand and presented a request for volunteer judges for area events.

This would include flight judges and possible static events.

Those interested can contact him at 503-692-6004

It was reported that our field roller has a crack in one of the welds. Don volunteered to repair this if someone will get it onto a pick up and to his house. Several members volunteered to get this done.

Earl mentioned that there has been some recent new member activity. It appears that at this time, we have a potential for 4-6 new members.

Fun Fly preparations were discussed.

The Trophy's for Best Plane, Top Gun and Spectacular crash are nearing completion. A sincere thanks to **Don Steigman** for his efforts. They look very nice. The plaques were assigned to **Kevin Miller**.

An introductory membership offer was for those flying at the event was discussed. It was decided that a \$50 membership will be made available, consisting of \$30 in dues and the \$20 field maintenance fee.

Toilet service was discussed at length. It was determined that summer maintenance will occur once a month, extra should it prove to be necessary. Service will be scheduled for the Friday before the Fly-In.

There are several shelters that are available for use as sun protection. A 12x20 and several 12x12's available.

Jay Penninger presented the registration form and asked for suggestions for improvements and/or additions.

Publicity for this event, through the various clubs and Hobby shops has been good.

Don will bring several garbage cans to place on site. **Robert Porea** has extra plastic utensils to contribute.

Spotters will be encouraged.

Note meeting time and location change for Summer.

Winners:

Don Steigman and **Jerry Turrentine** won the gift Certificates, **Earl Cox** the

Some Useful Information and a Tip on Extending Battery Life

There are many cordless appliances and device that are on continuous charge, dust busters, flashlights, electric tooth brushes, emergency lights to name a few. 6 days on C/10 put out by your wall wart would have an insignificant impact on your batteries. But there is a way you won't have to worry about it. Get an appliance timer and set it to charge only 1 hour a day after it goes through the first 23 hours. Here are the details from the Battery Clinic article.

Using a Timer Can Improve Battery Life

One of the failure modes in Ni-Cd cells is shorting. While many things can contribute to shorting one of the significant contributors is cadmium migration through the separator where it forms a conductive bridge, ultimately shorting the cell

Cadmium migration is a function of the time the charge current is flowing through the battery and less a function of the level of current. Therefore we have found that high pulses of charge current to maintain the charge state are better than a steady low rate (trickle) current. This is very difficult to quantify as there are many other factors contributing to the life equation, but improvements in battery life of 10 to 20 percent by pulse charging vs trickle are not unrealistic. Therefore we have found that sustaining a pack at the fully charged state by way of pulsing the charge is better than an continuous trickle charge. Some chargers employ this technique. You can do the essentially the same thing rather simply and at a very low cost.

Simply connect your regular wall module charger that came with your system to an appliance timer. Intermatic makes a good unit for around \$5.00. Set the trigger pins on the timer so that it is on for 1 hour a day. When you return from a flying session turn the timer wheel so that the on off triggers come up in 14 to 16 hours. Then turn the timer knob to on. This will give your pack a full charge and then a sustaining charge for 1 hour a day. The battery can be left in this manner for a long time between flights and still be maintained at a fully charged state with minimal overcharge.

If you only fly a couple of flights, you can just set the timer so that you get 6 or 8 hrs before you go into the 1 hr.day mode. If we assume a normal 2 hr flight time for a system and you only fly 20 minutes. Then the charge you need to return is $20/120$ times 16 hours, or about 3 hours.

Red S.

Red's R/C Battery Clinic

<http://www.rcbatteryclinic.com>



Jay Penninger's nearly completed twin OS 40 LA Powered "Twin Tiger."



Jeff Thoennes dug the Old Astro Hog out of Mothballs. OS 61.



Wally Tift's Ultimate. A great Flying Machine



Long Shadows and a Sunset BS session at Duster Field



Two Views of our newest Member, Jake Kisler's Cub. Those legs belong to Instructor Earl Cox and Jake

Although your installation may not be as extreme, you may still be encountering inconsistent operation due to a less than ideal fuel tank location. The Iron Bay Fuel Regulator can solve these problems:

- Remote tank location
- Too much fuel because the tank is above the carburetor



- Not enough fuel because the tank is too far below the carburetor
- Inconsistent operation as the fuel level in the tank gets lower

- Multiple engine installations

Retail price is \$43.95 plus \$7.00 S&H and includes:

- The Fuel Regulator
- Check valve
- Pressure tap for crankcase pressure
- T-Fittings for fueling
- Operating instructions and installation diagrams

Navigation to the Field

