



AMA Charter #3470

March, 2016

### Club Information

President: Terry Gilliland

Vice President: Ted Flemming

Secretary: Wayne Barrett

Treasurer: Tom Withem

Safety Officer: Butch Clark

Field Marshall: Keith Herold

Intro Pilots: Chris Roberts, Seth Nagy, Vic Welland, Tom Schultz, David Hames

Contest Chairman: Vic Welland, Don Bourdon

Meeting Activity Coordinator: Chris Roberts

### A Note From The President

Please remember our upcoming events. Going to need volunteers for the speed rally. Thanks Terry

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### NEXT MEETING

*Our next club meeting is  
Tuesday, March 21st at 7:00PM  
at the CAM flying site,  
1200 Drag Strip Rd., Hudson, NC.*

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### Typical Meeting Agenda

- Welcome
- Approve Agenda
- New member applications
- Reports
  - Field Officer
  - Safety Officer
  - Intro Pilots report
  - Treasurer's report
- Old Business
- New Business
- Auction / Show & Tell
- Q & A

## February's Meeting Minutes

Treasurer report - \$3,316.00 +125.00.

Community One has switched to Capital bank.  
19 paid members for 2017.

Field report - looks good.

Safety - Butch – seems to be going ok. A few flights over the pits have been seen, but otherwise everything is going well.

Intro pilots – Dave has a new plane and is training with it.

Meeting activities - Chris has some info on battery C ratings.

Old business -Seth talked about the gravel. Martin Marrietta-Caldwell location will sell us the gravel at \$14 per ton and the offer is good for a year. Chris mentioned that it would be best to get the gravel before the speed rally. Seth thinks maybe 80 tons would be sufficient; more would be better, but 80 should be okay.

New business - Terry went over the April events; the fun fly swap meet April 1 and speed rally April 20th. Bob has looked into the radio station ads; free; must be made 6 weeks in advance. He can also go into Lenoir News-Topic by contacting the chamber of commerce. To add; editor of Lenoir News-Topic gave Butch info for a reporter who will come out to the field for the fun fly, conduct interviews, and possibly run an ad for free. Also Butch contacted the Hickory Daily Record and we are going to get an article on the 2017 events. Terry said he will have all the info on the speed rally for Bob for the radio. The speed rally will start at 10:00 AM, prizes for fastest glow-plane, fastest electric, fastest overall. Bob mentioned maybe having door prizes, everyone expressed support for the idea. Somemone may have some flight simulators for prizes.

New business – Terry asked for volunteers for the speed rally; cook food, record times,

provide info to people as they come, help with parking. Vic may even have a P.A. system.

New business – Bob asked if we will have the meeting at the field in March. Ellen confirmed the time change is in March and everyone decided we will meet at the field.

New business – Ted announced we have some new members at the meeting. Jeff Dobbins is a returning member from the end of 2016 who, unfortunately works with Ted and Wayne. Jason is a civil engineer in Lenoir. He is just starting out and is appreciative of the guidance he received Saturday at the field. Terry informed everyone that Jason flew very well and had some great landings. Larry Laufer is new to flying RC, his kids bought him a Timber and he is training on the simulator. Larry lives in Granite Falls. Ethan Franklin is also here at the meeting.

New business – Bob asked if anyone has a roller to smooth out the grass runway. Someone suggested that one could be rented for around \$40 for a weekend. They typically hitch to a lawn tractor. Terry mentioned a work day for maintenance at the field; the gate, the carport. We will look at scheduling a day at the next meeting.

\*\*\*Meeting Activity ----- next page\*\*\*\*

Show-and tell – Chris passed out some info on battery specs and did a great job explaining what the “C” rating is for our batteries. He explained that the “C” rating represents the charge and discharge constant current rate. The “C” value is based on the battery mAh capacity and  $1C = \frac{\text{battery's capacity in Ah}}{1000}$ ; or the mAh/1000. So, for a 2200mAh battery,  $1C = 2.2$  amps. A 1C discharge will discharge a battery in 1 hour. Typically, batteries can safely be charged at 1C and the discharge rate is what is usually listed on the battery as “c rating”. C ratings can be listed as nominal or max; max discharge rates usually also have a time component; ie 30C / 45C max 60 seconds. Chris also talked about voltage ratings and the number of cells and explained that watts=volts X amps. He related the need to know these battery specs as motors are often rated in watts. He also explained a battery's energy specification. He explained that 1watt output for 1 second = 1 joule. This is a useful metric for comparing different batteries in energy capacity to weight ratios.

Tom asked for a benchmark based on Chris's experience and posed the question, “Is a rating of 20C good for sail planes? Would 25-30C be appropriate for sport flying?” Chris made the note that it depends on the motor being used. If, for example, a sail plane will run at its max for 30-60 seconds to gain altitude, a large motor may require a large C rating. Whereas a park flyer motor that may run continuously, but rarely over half throttle may not demand as much current. Jeff made the case that higher C ratings are always better! Terry noted that he prefers batteries with at least a 40C rating. Seth also mentioned that he had a sail plane with a rather small battery that didn't last very long. This being the case, this battery needed to have a relatively high C rating and was only used to

gain altitude. Someone asked how to determine how long to set a timer when flying. Chris suggested setting the timer to count up, fly for a period time, maybe try to hit the half way point of the battery and bring the plane back in and check the battery's remaining capacity. And use that to set your timer to count down and sound its alarm. Ted mentioned that he just puts the voltage checkers on his planes, so when his planes start beeping he comes in for a landing. It was also noted that most speed controls will kill the motor before the battery is completely dead; leaving you with all other controls to land the plane.

Dos and Dont's:

Don't puncture puffed batteries.

Don't clip both lead wires at the same time.

Do store batteries at around half charge.