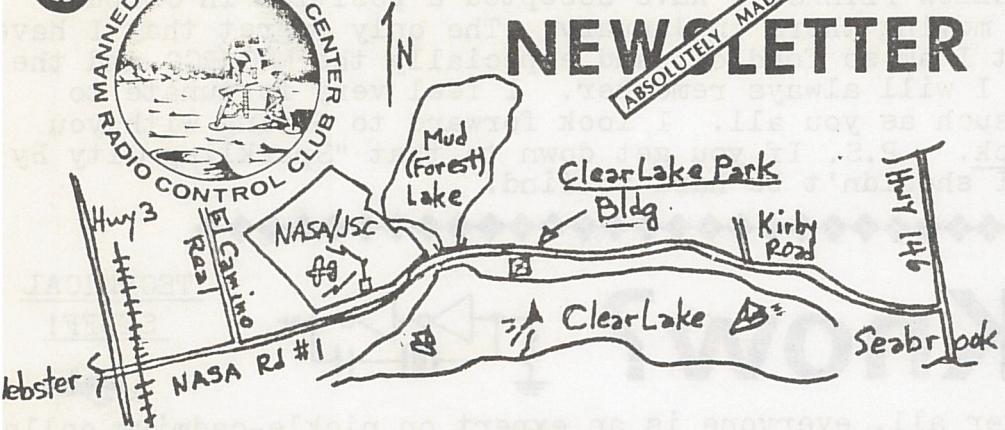


NEWSLETTER

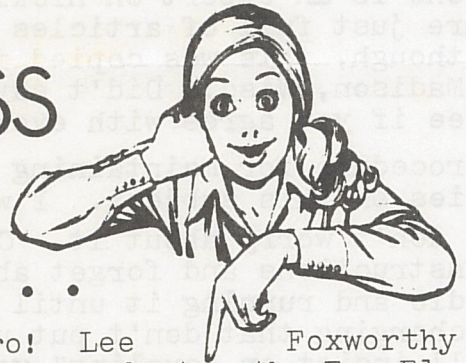
ABSOLUTELY MAD



DATE: Thurs. February 8, 1979
TIME: 8:00 - 10:00 P.M.
PLACE: Clear Lake Park Bldg. (see map)
PROGRAM: Ralph Copenhaver will discuss the care and operation of R/C systems....



Guess what...



...we have a hero! Lee Foxworthy has volunteered to conduct the Fun Fly contests for 1979!! As we have noted before, the 1978 series was one of the more successful activities that this chicken-~~out~~ the MSC/RCC has conducted, due to the efforts of John & Pete Campo. Lee says the events will be pretty much like last year and feels that they greatly help novice pilots to improve rapidly... but let him tell about it!!

1979 MSC/RCC FUN FLY
The 1979 MSC/RCC Fun Fly season will begin with the February contest. The event schedule has been increased to eleven contests this year. Points will be awarded for first thru last place for each contest and accumulated toward the yearend traveling trophies. The two lowest contest point scores will be thrown out of the accumulation for each contestant.

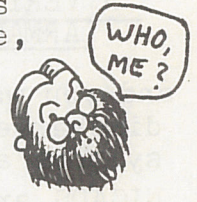
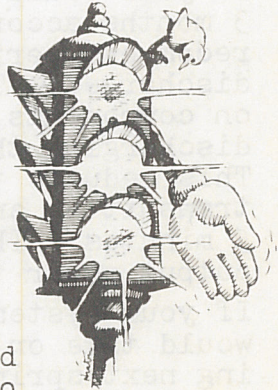


Contests are scheduled for the Saturday following each monthly club meeting. In the event that the contest is halted or called off due to bad weather, the contest will be official if more than half of the rounds are complete. If less than half complete, the contest will be started over the following Saturday. These contests are designed for the sport flyer who is interested in having fun, getting together with fellow club members, and sharpening his basic flying skills. The contests have also been designed so that the luck factor will enable the beginner to compete with a chance of placing high in the individual contest. So, everyone is encouraged to look at the enclosed preliminary schedule and start to practice for the upcoming events!!!

STOP!

NEEDED IMMEDIATELY!

--A REVIEW OF THE FIELD RULES! (&%#@...here we go again!) It certainly does get monotonous, but many of us are not always following the rules. To be specific: (1) Badges are not being worn; (2) litter is not being picked up. No one is supposed to be flying out there without a badge. NASA Security is now coming out to check occasionally -- and they are supposed to "invite" anyone without a badge to leave the site. It isn't much fun to challenge another member who left his badge in the car, etc., but it can prevent problems and also may jog his memory the next time. We do not have a Constitutional right to use the field....we are there because we convinced "them" (NASA) that we will be responsible for any activities out there. As for the garbage, the quantity of rubber bands, broken props, cig butts, etc. seems to be increasing. You are responsible for picking it up...even if you didn't put it there. So please help!!!



IT'S NO SECRET...

--- Club fuel is still available from Hal Rosenberg (333-3866) and Richard Centnar (488-5489).
--- There are still some unclaimed name tags. Please pick yours up at the next meeting. (So we'll know who you are!)
--- Not everyone who ordered club shirts has gotten them from Hal. How do you expect to be mentioned in Women's Wear Daily if you are not dressed properly??



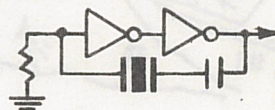
Far Away

(Ed. Note: Hal Rosenberg received this letter with a request that it be put in the Newsletter. So, here it is....but it makes us all sad!)

"FELLOW FLYERS, I have accepted a position in Corpus Christi, Texas, and will be moving there in January. The only regret that I have is leaving the Bay Area that I am so fond of, and especially the MSC/RCC and the many pleasant memories that I will always remember. I feel very fortunate to share a hobby with friends such as you all. I look forward to flying with you again someday.....Harvey Duck. P.S. If you get down to that "Sparkling City By The Sea", give me a call. I shouldn't be hard to find.



Did You Know?



TECHNICAL
STUFF!



Well, you probably did! After all, everyone is an expert on nickle-cadmium cells the life-blood of our hobby. Magazines are just full of articles on nicads...so why should we be different?? Seriously, though, this was copied from the MARCS Sparks paper...Madison Area R/C Society, Madison, Wisc. Did't say who wrote it, but he must be in the repair business. See if you agree with everything he says.

"I am frequently asked what is the best procedure for maintaining NICADS during the idle winter months. There are many theories on this subject. I will give you mine. If your radio is less than two years old, don't worry about it. Charge it every 3 months according to the manufacturers instructions and forget about it. I do not recommend periodically turning on your radio and running it until the batteries are discharged. There are better ways of discharging that don't put unnecessary wear on components in your system. If you still insist on "cycling" your batteries by discharging them in this manner, be sure you charge them first before discharging. This reduces the possibility of causing "cell polarity reversal". Always have the transmitter antenna fully extended if you are going to operate for over 5 minutes. This prevents overheating and failure of the transmitter output power transistor.

If your system is 2 years old or less, more than likely all the cells would take on equal charge even if you didn't do anything until charging next spring. If the system is older, the possibility exists that as the cells sit around idly, one or two cells might self-discharge more than the others. They might even go down to zero and not take a charge when you plug in next spring. By periodically (every 2-3 mo.) putting in a 6-10 hour charge, you avoid any cells ever going completely dead. That way they will take a full charge in the spring.



HAVE YOU
HUGGED
YOUR
NEWSLETTER
TODAY?



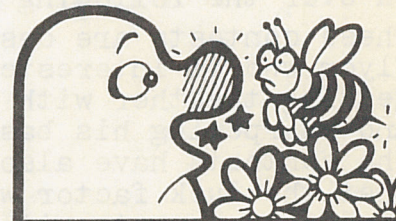
A VERY TECHNICAL
ARMADILLO

If your batteries are 3 years or older, especially if you charge them a lot, you better consider cycling your packs down to 1.0 volts per cell and determine their relative capacity on a clock. If you don't, you are an ostrich playing NICAD roulette. This can be accomplished in a number of ways. The best is with a commercial unit designed for this purpose. You probably are familiar with these units: Flite-Life; Super Cycle; Power Pacer; Digi-Pace. You can even use a #1034 or #1157 car tail light bulb if you have a voltmeter and a clock,

and you want to sit around and monitor the voltage every 15 minutes. The timed discharge cycling technique is especially important if you have 2 or more radio systems and they don't get a lot of activity.

NICADS are mysterious creatures and the more you know about them, the safer your airplane will be. As far as I am concerned, the only valid test of cell quality is a timed discharge cycle. Expanded scale voltmeters are fine for a quick field check of the approximate state of charge of a battery pack at a given moment, but are not totally reliable as an indicator of the number of flights you can get.

In the past 2 years I have replaced more batteries in Kraft systems than all other radios combined. The reason is that people have been overcharging them. This only applied to systems using the little black cube charger that plugs directly into the wall. The charger is a high output unit compared to other conventional chargers. It puts out 3 to 4 times the amount of charge. Consequently, instead of charging overnight, you should only charge for about 4 hours. Six hours is acceptable if the pack is really down. Do not exceed six hours, unless you like buying batteries.



POTENT DISCHARGE CYCLE

I have intentionally avoided a lot of technical numbers relating to charge and discharge rates and effects of temperature. For those technical types who wish more specific information, I will be happy to discuss this with you personally."



**WE LIKE TO HEAR
FROM YOU!!**

