

VALLY FLYERS

CHRISTMAS PARTY

COCKTAILS
7:00 PM
DINNER
8:00 PM.

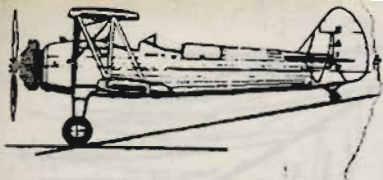
MUSIC
DOOR PRIZES

MISSION HILLS INN
SEPULVEDA & CHATSWORTH STS.
DEC. 21, 1974

AVOID THE RUSH
BUY EARLY

REMEMBER,
NO
DEC.
MEETING

TICKETS AVAILABLE AT:
BOB'S RANCHO PARK HOBBIES
HALL'S HOBBY HOUSE
SMITH BROTHERS HOBBY SHOP
THE CRAFTSMAN



EDITOR'S PAGE

By Ron Clem

The newsletter will be sort of short this month due to no news to speak of, and the Xmas rush, of course. At first I didn't think I would be able to put even this little one out, as I've just come out of the hospital from a bout with pneumonia. Then I remembered that there had been no official notification that there wouldn't be a December meeting, so here it is! Most of you members who have been with the club for a year or so know that we never have a meeting in December due to the Xmas party, but the newer guys don't know, and as you know, we've grown quite a bit over the past year.

The newsletter will be taken over by Bob Owens. Bob has in the past been a faithful supporter of the newsletter, and has written a couple of articles to prove it. Give Bob your support, and make it easy for him to produce a high quality newsletter, of which he is very capable.

The officers of the board have been selected for the various positions, and they are as follows:

President: Ron Clem
Vice President: Len Katz
Secretary: Tom Swift
Ass't Secretary: Bob Owens
Treasurer: Tom Mead
Ass't Treasurer: Bob Smith

We have a good board, one that is quite capable of guiding the club, but we desperately need your help on things like entertainment, and refreshments at club meetings. Please help- get involved. If you'd like to help, contact any board member- it'll be greatly appreciated.

I just received a sketchy report on the Formula 1 Championships held in Miami, Fla. The first five places of Formula 1 were:

1- Terry Prather 2-Bob Violet 3- Erwin Thunderburk 4- Chuck Smith
5- Ed Rankin

That's all the news for this month. I'll see you at the Xmas party.

Ni-Cad Batteries/ Charging Rates/ and a Little Word of Caution

At least once a month I notice a reference in one of our popular model magazines concerning ni-cad batteries, ni-cad chargers, charging rates, etc. Everybody seems to have a better idea. The novice and expert alike are being overwhelmed with so many different facts that it is hard what is the correct approach anymore. The problem is compounded further by our R/C manufacturers, who, in the interests of protecting their proprietary circuit designs, provide very little useful data. Most manufacturers will simply tell you to plug your batteries into the transmitter and then plug the transmitter in turn into the AC wall outlet for so many hours. That by itself is fine but in conjunction with all the "how to do it" articles these days the would-be experimenter can easily get into trouble.

Lets get specific. The original, regular-charge-rate ni-cads are supposed to be charged at 10% of their capacity for 16 hours. A 500MAH battery pack would therefore require 50MA (10% of 500MA) charging current for a period of 16 hours. Some R/C manufacturers deviated slightly from this rule. Kraft, for example, on sets prior to 1972 (regular charge rate) charged at 35MA for a period of 24 hours.

In 1972 the high-charge-rate batteries were introduced. Specifications called for up to a 30% of capacity charge rate for a period of 4 to 6 hours. In most cases a full charge 6 hour duration was preferred, although you could partial recharge at the flying field using reduced times. Service problems revealed to R/C manufacturers that actually a 10 hour rate should be employed on the fast-charge 6 hour setups.

The real problem now is mixing up regular-charge and fast-charge batteries. As an example, last year I replaced my old Kraft airborne battery pack with a new KB-4E fast charge pack. Without any instructions from Kraft I simply hooked up the new pack to my transmitter and charged at the usual 35MA for 24 hours. I found out later after talking with people at Kraft that this is a no no. In fact I was sent a shorting plug which enables me to charge my transmitter separately. In addition, I was advised to buy a new fast charge rate charger to charge the new airborne pack at the prescribed higher rate. I wonder how many other flyers around the country right now are using an old transmitter pack in conjunction with a new fast-charge airborne pack? WATCH OUT!

The current (May) issue of R/C Modeler, page 49, carried an idea of Mr. J.B. Dobyms on an inexpensive battery charger. If you read this somewhat abbreviated article you walk away with the idea that you can charge your extra airborne battery pack at 50MA for 9 to 10 hours. Mr. Dobyms or the Editor surely goofed here. At 50MA, a regular ni-cad would need at least 16 hours to get up to a full charge. A fast charge pack at 50MA needs 30 hours for a full charge. Either way, using their rate and time you come out the loser, which could easily result in a crash.

SUMMARY

- Regular Ni-Cad Batteries ----- charge at 10% of capacity for 16 hours
- Fast Charge Ni-Cad Batteries --- charge at 30% of capacity for 6 to 10 hours

I sincerely hope that R/C Modeler prints a clarification notice on this article. Mr. Dobyms should still be commended for a very interesting idea. Even though his charger costs a lot more than \$1.25 as pictured, it can be cheaper than the manufacturer's charger, though you might void a couple of guarantees.

If you're really serious in learning about ni-cads I recommend the following two books available from General Electric: Nickel-Cadmium Battery--Application Engineering Handbook (\$2.50) and the Application Engineering Handbook Supplement (\$2.50). Write to G.E. at their Battery Products Section, P.O. Box 114, Gainesville, Florida, 32601 on your company letterhead and you can receive them free of charge.

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Bob Aberle, W2QPP

Call Ron Jammons 8932303 after 6: P.M. week days - anytime weekends.