

Jim Forbes – Sailplane from Flyhobbymfg.



Adjournment: Meeting was adjourned about 8:10 PM (20.10 HRS). Minutes submitted by Mike McCann.

TRCC Board Members

- Roy Iley, President, 790-5890
- Don Woodward, Vice President, 298-4529
- Al Nielsen, Membership Chairman, 721-4520
- Al Mosher, Treasurer, 885-8874
- Mike McCann, Secretary, 886-1192
- Bill Barnitz, Safety Officer, 574-9085



TRCC Barnstormers Show Team Manager, Al Mosher, 885-8874

The TRCC NOISE is a monthly publication of the Tucson Radio Control Club, a non-profit organization. Subscription to the NOISE is free of charge to TRCC members in good standing. Submissions and correspondence should be made to the TRCC NOISE editor Chuck Brooks, 6738 East Scarlett Street, Tucson, AZ 85710. Phone 520-237-9468. E-mail address is chuck.brooks@cox.net. The deadline is the 20th of the previous month. Advertising space is available free for club members. All other club correspondence should be addressed to TRCC, P.O.Box 18995, Tucson AZ 85731. The TRCC Web site is <http://tucsonrclub.org/>.

Instructor Pilots Roy Iley, 790-5890
 Al Mosher - 885-8874 Chuck Brooks – 237-9468
 Craig Blackman 886-8245

T-28 CHALLENGE CANCELED

[LACK OF INTEREST]

RESULTS OF FIRST [AND ONLY] EVENT I PLACED A VERY STRONG 2nd PLACE WITH 10 T&Gs AND CB [NEWSPAPER EDITOR] PLACED NEXT TO LAST WITH A PALTRY 11 T&Gs. [DO THE MATH]. THEN "OMG", THE JUDGE [ME] HAD TO DISQUALIFY BOTH CB AND MYSELF. OPENING PARAGRAPH CLEARLY STATES "NO MODIFICATIONS". BOTH CB AND I REPLACED OUR STOCK [DEFECTIVE] SERVOS WITH HIGH SPEED, HIGH TORQUE [?!?!] SERVOS THUS

DISQUALIFYING US BOTH. OH WELL, LIFE GOES ON.

KEN [DISAPPOINTED] McD.

Editor's note: Shucks, that was so much fun!!! But rules is rules. Thanks Ken for trying. CB

Electronic Speed Controllers (ESC) Explained

From RCMDirect.co.uk via the AMA

In electric if you need throttle control you will need an Electronic Speed Control (usually called an ESC).



These devices are controlled from the throttle channel of the radio and operate the motor much like an I/C engine throttle, from tick-over to full throttle, and all points between. Modern ESCs cover a wide range of applications and offer a sometimes-bewildering range of features and facilities including BEC, brakes, and various startup safety features (more on these later).

An ESC will generally have three sets of wiring. On one side you would have two wires, one black and one red, which go to the battery (Red "+" positive/Black "-" negative). On the same side you would normally have your servo or receiver cable, which goes into the throttle channel of your receiver. The other side would have three wires, which could be the same colors, or three different colors, depending on manufacturer and convention used, which normally go to the motor.

Note that this is always plugged into the throttle channel even if the speed controller has the BEC feature and so is providing the power to the radio receiver and servos.

If the three cables on the ESC are black, red, and white, then connect the three wires to the motor in matching colors. Check the direction of the motor and, if it requires reversing, swap the black and white cables.

In modern speed controllers where the three wires for the ESC are the same color, attach any three wires. If the motor runs backwards, swap any two wires.

ESC Ratings

The major things to look for when buying a speed control are the current rating, voltage rating, and features. The various features are individually covered below so let's have a look at the two main ratings.

First on the list is the maximum current rating. Typically this will be given as two figures e.g. 18/22A