

It's been a long time since we had a little "competition" in the club so I believe this is way overdue and should be a lot of fun. Received the following from ace flyer and Trojan pilot Ken "T-28" McDaniel. Sounds worth while to me! CB

THE T-28 CHALLENGE #1

ONLY STOCK PARK ZONE T-28 ELECTRIC AIRPLANE. (MODS TO STRENGTHEN LANDING GEAR O.K.)

THE EVENT--- AS MANY TOUCH AND GOES AS YOU CAN IN TWO MINUTES. WINNER IS THE PILOT WITH THE MOST TOUCH AND GOES.

RULES-TIME STARTS WHEN WHEELS LEAVE GROUND ON STARTING TAKE OFF. TIME STOPS AT TWO MINUTES

FLY CIRCULAR PATTERN, TOUCH AND GOES ONE DIRECTION ONLY. (PILOT CHOICE)

ONLY ONE TOUCH AND GO PER PASS. BOUNCING/s COUNTS AS ONE T&G.

TO BE FAIR, ACCURATE TIME IS IMPORTANT. MUST HAVE TIMER/COUNTER/WITNESS.

TRY AS MANY TIMES AS YOU LIKE.

ALL EVENTS START THE DAY AFTER THE CLUB MONTHLY MEETING AND EXTEND FOR TWO WEEKS.

PILOT MAY PHONE "KEN" AT 325-9720, TELL ME AT THE FIELD, OR E-MAIL ME THE RESULTS AT www.klmcd187@hotmail.com

I WILL TRY TO GET RESULTS (1st, 2nd, 3rd PLACES) IN THE NEXT NEWSLETTER.

WINNERS FLIGHT SHALL BE CONSIDERED A CLUB RECORD WITH THE PILOT GRANTED THE BRAGGING RIGHTS (UNTIL SOME ONE BEATS HIM/HER. GOTTA BE P.C.)

HAVE A SAFE FLIGHT/s. (TRUST ME, I KNOW, WINNING IS NOT WORTH YOUR AIRPLANE.)

KEN (HOW DO I GET INTO THIS?) McDaniel.

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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://tucsonrcclub.org/>.

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With all the "electric" planes showing up at our field, this might be a good time to talk about LiPoly batteries. Found the following article on the net. CB

Complete Guide to Lithium Polymer Batteries and LiPo Failure Reports

by Jim McPherson

After seeing the many many posts on LiPoly's and answering similar questions time after time I've decided to put up a guide for using LiPoly batteries.

Lithium batteries are the preferred power sources for most electric modelers today. They offer high discharge rates and a high energy storage/weight ratio. However, using them properly and charging them correctly is no trivial task. There are many things to consider before using lithium cells for e-flight. But none is more important than safety.

1. Charging/Safety **IMPORTANT!**

Until you are willing to follow all safety precautions, DO NOT use lithium batteries. If you're a type of person that prefers to push the limits of products, or be haphazard about following safety requirements, Lithium technology is not for you. Read on to find out why.

Lithium cells must be charged very differently than NiCad or NiMH. They require a special charger specifically designed to charge lithium cells. In general any charger that can charge lithium ion can charge lithium polymer, assuming that the cell count is correct. You must NEVER charge lithium cells with a NiCad or NiMH only battery charger. This is dangerous. Charging cells is the most hazardous part of using lithium batteries. EXTREME care must be taken when charging them. It is important to set your charger to the correct voltage or cell count. Failure to do this can cause the battery to spew violent flames. There have been many fires directly caused by lithium batteries. PLEASE BE RESPONSIBLE when charging lithium batteries.

Here are a few MANDATORY guidelines for charging/using LiPos (Lithium Polymer Batteries).

A. Use only a charger approved for lithium batteries. The charger may be designed for Li-Ion or Li-Poly. Both batteries are charged in exactly the same. Some older cell phone chargers may charge the batteries .1 volt to low (4.1 vs 4.2), but that will not harm the battery. However, inexpensive lithium chargers are widely available and the use of cell phone chargers is highly discouraged.