



## NEWSLETTER VOLUME 2013 ISSUE 5

Editor

Noel Gabriel

Next Newsletter **14th June 2013**

Information must be submitted by  
the 12th of each month

Email: [cvrcm@spin.net.au](mailto:cvrcm@spin.net.au)

*Next Meetings  
28th April 2013 & 26th May 2013*

### PRESIDENTS FORUM

**M. I. A.**

**BLAST FROM THE PAST**  
Who remembers this



## THE SECRETARY'S FORUM

David Mew is making steady progress after having surgery in Melbourne.

Matt Young is continuing with his quest to raise \$15,000 to enable him and his Mum to go to the Netherlands in June to compete at the World Junior Pylon racing championships.

Matt as a junior and a diabetic has to have a chaperon.

Matt reported that the BBQ at Hume & Iser raised \$172.75.

To help with the fundraising it was necessary for the club to apply to the Commission for Gambling and Liquor regulations for permission to run a raffle.

We had to approach The City of Greater Bendigo for permission to run a sausage sizzle.

Many thanks to Matt's mum Roslyn for organizing most of this. This permit is good for ten years. This gives the option of running raffles for club fundraising in the future, at the Easter show perhaps.

Number through the door at this year's Easter display were within two of last year.

Our members have been invited to participate in Scanner Racing at the Bendigo Model Club. This means the model to be used is a "Scanner".

We need to make provision for the time of an incident of a Lipo catching fire and a proper way of disposal of lipo's when they are no longer useable.

Below is an extract from THE BENDIGO CLUB NEWSLETTER

Quiet day until an Electric came down in the long – very dry – grass which then started to produce smoke. The retriever then broke into a run and picked up the model which then burst into flames. The Li-Po had become a big flare so immediately back to the short grass at least. After disconnecting the battery 'foot on the big flare and yank model' system and then spraying some molten solder around for good luck, things started to quieten down again.

The question was then asked – WHERE IS THE FIRE FIGHTING GEAR ANYWAY?

*I am of the impression that the only way to extinguish a Li-Po fire is to smother it with sand.*

### FROM THE EDITOR

Busy couple of months with some flying at the field, a little rain for the field to turn a little green, Easter Fair with models on display, raffle tickets for Matt being sold, flight simulator being used by those that came in and very interesting conversation, with some very useful comments, but a bit disappointing that only a few members showed up.

This Month's meeting should be a good one with a few items on the agenda.

As all can see I have been working on a web site for the club and have had no comments on the trial one, maybe they think it's good enough I would like to see it better but it takes time (I'm a little out of practice but getting back in the swing of things) your comments will be taken on board.

Purchased a new Heli Hirobo 50 size waiting for engine and blades to complete.

Would like to welcome our new member Max into the fold another Heli flyer lookout Johnno' your being invaded

## LiPo Disposal

### **\*\* DISPOSAL OF LIPO BATTERIES \*\***

Unlike NiCad batteries, lithium-polymer batteries are environmentally friendly. For safety reasons, it's best that LiPo cells be fully discharged before disposal (however, if physically damaged it is **NOT** recommended to discharge LiPo cells before disposal - see below for details).

The batteries must also be cool before proceeding with disposal.

Instructions. To dispose of LiPo cells and packs:

1. If any LiPo cell in the pack has been physically damaged, resulting in a swollen cell or a split or tear in a cell's foil covering, Do NOT discharge the battery.

Jump to step 5.

2. Place the LiPo battery in a fireproof container or bucket of sand.

3. Connect the battery to a LiPo discharger. Set the discharge cut-off voltage to the lowest possible value. Set the discharge current to a C/10 value, with "C" being the capacity rating of the pack. For example, the "1C" rating for a 1200mAh battery is 1.2A, and that battery's C/10 current value is  $(1.2A / 10)$  can be used, such as a power resistor or set of light bulbs as long as the discharge current doesn't exceed the C/10 value and cause an overheating condition.

For LiPo packs rated at 7.4V and 11.1V, connect a 150 ohm resistor with a power rating of 2 watts (commonly found at Radio Shack) to the pack's positive and negative terminals to safely discharge connecting it to an ESC/ motor system and allowing the motor to run indefinitely until no power remains to further cause the system to function.

4. Discharge the battery until its voltage reaches 1.0V per cell or lower. For resistive load type discharges, discharge the battery for up to 24 hours.

5. Submerge the battery into bucket or tub of salt water. This container should have a lid, but it should not need to be air-tight. Prepare a plastic container (do not use metal) of cold water. And mix in 1/2 cup of salt per gallon of water. Drop the battery into the salt water.

Allow the battery to remain in the tub of salt water for at least 2 weeks.

6. Remove the LiPo battery from the salt water, wrap it in newspaper or paper towels and place it in the normal trash. They are landfill safe.

## Keith's Column

### Book Review

Following the principle that browsing in bookshops, can occasionally lead to the discovery of an interesting new title, recently I found, "Secrets of the Spitfire", with hundreds of books that have recorded the story of this iconic aircraft and its heroic defence of England during the 1940's.

So what could of interest in a new book?

This book is both a biography of the aero dynamist, Beverly Shenstone and an account of the development of the Spitfires aerodynamics and wing design.

Of further interest is Shenstone's work at the Junkers in Germany in 1930, He studied with leading German aerodynamicists, including Alexander Lippisch.

On returning to England he joined the Super marine design team under the leadership of R.J. Mitchell to design an advanced monoplane interceptor. Shenstone developed new mathematical methods to develop the shape of the Spitfire , this required thousands of hours of computations.

The wing has a generous wing area, thin thickness, good boundary layer control, low drag and carefully calculated span wise lift distribution.

This enabled it to sustain high lift during tight turns and gave it a mild stall at lower speeds, its excellent control harmony was of great advantage to young, inexperienced pilots during the battle of Britain.

This method of mathematical aircraft design is now well established, modern aircraft such as the Airbus A380 are designed using super computers.

The super marine team used slide rulers and mathematical tables, the aerofoil's were developed by National Advisory Committee for Aeronautics using wind tunnel research.

Thus today while we enjoy flying simple foam or balsa scale model spitfire's, the creation of the original was a very innovative and scientific process.

Finally whilst we rightly remember the airmen who defended the allied nations in WW2, we should also be grateful to those who created the aircraft essential to the war effort.

## CENTRAL VICTORIA RADIO CONTROL MODEILLERS INC.

### ***CLUB RULES***

**It is in our interests to at all times be aware of these rules and conduct ourselves accordingly.**

**These rules have been prepared to assist with the orderly running of the club, in particular conduct at the flying field..**

**In addition these rules reflect the conditions under which we are able to lease the land from the landowner Mr.E.Roberts.**

1. In the absence of the appointed Safety Officer, the member with the lowest VH Number or the Club instructor or both will assume the role of Safety Officer.
2. Each pilot shall be responsible for ensuring that their key is placed in the keyboard before turning their transmitter on.
3. No flying over pits, car park, road or adjoining properties.
4. Right or Left hand circuits will be flown if there are more than three (3) aircraft in the air at any one time.
5. The field is to be left clean and tidy and the last member leaving must ensure that the gate is closed and locked.
6. No consumption of alcohol prior to flying or between sessions as this can nullify insurance Blood alcohol level is 00 whilst flying.
7. Dogs must be kept on a leash at all times on the field and must not enter the pits or runway area
8. Smoking is only allowed in the designated area i.e.. The car park (the pits and the runway are out of bounds.
9. There shall be no flying of any powered aircraft, (including electric powered) on days of TOTAL FIRE BAN

## Safety

Unfortunately there has been some minor incidences at the field with radio gear failure and we need to be aware that this can happen from time to time, also flame outs with engines and battery failure, if this happens firstly warn everyone that you have a failure secondly attempt to land away from everyone, there are plenty of areas suitable.

It is documented that the runways be used as takeoff and landing if you are able, and in full control, it is advised that you stay away from the car park and the pit areas as there may be people unaware of the danger.

Also fire extinguishers need to be put out over summer and dry weather

For the next meeting we will be discussing LiPo disposal units.



## FREE OR FOR SALE

This space will be reserved for members that have flying items that they wish to sell or give away, make sure that you include a contact number with your add



We have a number of these club cloth patches available to members for sale.

Also car stickers they are white background black decal

Frequency Keys also available at \$3.00 each

Contact club secretary  
Kevin Pentland  
5439 5322

### For Sale

Hitec Aurora 9 Transmitter (1) and receivers (3) very good condition  
1 OS 60 engine no muffler  
1 ASP 53 engine and muffler  
For further info contact Noel 5444 4977

## Pit Chat

The ornithopter has been nick named the Big Red Bat, with a few people in disbelief that it flies also was given a quick launch and land at the Easter Fair. I feel rather privileged to have it as the maker passed away early this year and the factory has closed its doors.

Craig is on a foamy spree I think the last count was half a dozen with another on the build table, one super slow and the rest unbelievably quick,

More photo's for our photo bucket as soon as I get the new desk top computer fully operational after massive laptop failure with losing everything, backups were saved but did lose a few things.

Trying to get the newsletter out on time.

Looks like Mr. Keith has run into a few more problems with that plane again, this time it looks it might get scrapped bit too much damage this time, according to Keith he had some good flights and then it just rolled over and then unfortunately it was as it is the old ground and pound problem. (Buggar)

To All Members

If you have any history on the club send it to  
cvrcm@spin.net.au as the Editor would like it.