



# TAILSPINNERS



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## UPCOMING EVENTS

Club Meetings

- Feb. 8th

All meetings are at 7PM at Aurora Fire House #11 at Iliff and S. Joliet (One block east of Havana).

- Feb. 26, Wings Over The Rockies

- May 21, 15th Annual Alex Pluckrose Memorial Fly In

- June 11-12, Aeroworks IMAC

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## CLUB OFFICERS

President: Robert Plant  
Vice-President: Gary Brady  
Treasurer: Tony Zang  
Secretary: Adam Bryant  
At Large Board: Larry Ellis (Chair), John Neumeier, Scott Guthrie, Roy Olson

## NEWSLETTER EDITOR

Adam Bryant

## AEROWORKS IMAC CONTEST INFO

*(Below are some excerpts from the 2011-2012 IMAC Regulations.*

*Comments in brown added by editor)*

3.1: The events accommodate aerobatic monoplanes and biplanes which are replicas of types known to have competed in International Aerobatic Club (IAC) competition, or replicas of types known to be capable of aerobatic competition within the airspace known as the "Box". **So this means all of your Edges, Extras, Yaks, Pitts, Chipmunks, Ultimates, etc. are eligible.**

3.2: All classes except Basic require that the pilot must meet the requirements defined in Rule 3.1. The Basic Class is open to all competitors with a monoplane or biplane aircraft. There is no minimum size requirement for any class. **So there is no minimum size requirement for ANY class and if you are competing in the Basic class you can use ANY monoplane or biplane.**

There was some discussion at the field as to whether or not there was a size limit for competing in the upcoming Aeroworks IMAC event. As you can see from rule 3.2 above there is no size restriction for any class. For complete details visit the IMAC website at <http://www.mini-iac.com/>

*DO WE HAVE ANY LOCAL FLYERS WHO ARE UP TO THE CHALLENGE?*

## MEETING MINUTES

*DECEMBER 15, 2010 7:00PM*

Pledge of Allegiance/Meeting Called to Order – Robert Plant, President

Quorum – Require 8 members present (10% of voting members)

*- 14 members present*

Approve Previous Meeting's Minutes – Posted in newsletter Adam Bryant

*- Motion accepted to approve the minutes*

Approve Treasurer's Report – Tony Zang, Treasurer

*- Contact a club officer for a report with actual checking account amounts.*

*- Motion made and passed to accept the treasurers report.*

Approve Investment Report – Gary Brady, Investment Officer

*- Contact a club officer for an investment report*

*- Motion made and passed to accept the investment report*

## Membership Report – Gary Brady, Vice President

- 63 Regular and 10 Life members

## Contest/Events Committee Report

### Polar Fly Results –

- 17 registered (some non-fliers).
- Income - \$170 from registration; \$5 from donation; (1) prize donated by Chuck Kinney.
- Expense - \$50 for restaurant gift certificates; \$20 fuel certificate, pins \$27.03
- Net for club – About \$75 (need exact cost of pins from Tony or Bob Bergin).
- Thanks to all supporters

### Wings Over the Rockies in February 26.

- Need some volunteers Feb. 25 at 5:00 to help setup, and end of day on the 26th for tear-down.
- Will have live broadcasts on radio and TV. TV broadcast will be on the 24th.
- Volunteers are needed for flying demonstrations.
- 17 clubs and 4 hobby stores have signed up already.

### Aeroworks IMAC will be June 11th and 12th (2 day event)

- Waiting for their decision on food and number of volunteers needed.

## Field Maintenance Report

- Seasonal temporary trash pickup suspension in effect. Suspended for Dec-Feb, will resume in Mar.
- Both locks changed – new codes in effect.

## Safety Report – Ric Emerson, Safety Officer

- No safety report

## Unfinished Business

- All old field issues officially closed.
- Tax Exempt Status from IRS granted – Tony, any comments? The only thing we have to do to maintain this is for a club officer to fill in a 5 minute online form every year.
- 501(c)7 status only means that we are exempt from federal and state taxes. We are not exempt from sales taxes and donations to the club are not tax deductible.
- Member database update complete. Gate combo changed, members updated to 2011, etc. You do have to have the current date code to login.
- Club membership stickers available
- Rewrite of By-Laws – ready for presentation to board –Robert/George. Robert will present this to the board at the next board meeting, and if approved the rewritten by-laws will be presented at next months club meeting.

## New Business

### Club polo shirt info

Pat Cobain and Dave Teich. NE corner of Alameda and Chambers Rd. Dave had several examples of shirts and hats to show. Patches now show Arapahoe county instead of Aurora. Shirts with or without pocket would be \$16 and another \$4 to have your name added also. Hats are \$12 and you can add your name also for \$4. If we have to go with a patch on the hat rather than the embroidered one, we would have to order patches which are normally a minimum order of 50. There may be an extra fee again, due to the change from Aurora to Arapahoe. The suggested “uniform” for events is a white shirt and blue hat with a patch, not embroidered. Jackets, if we want them, would have to be ordered from out of state (but would still be embroidered here).

Dave will get some price ranges for us.

### Expansion of pit area

- Pluckrose had 43 pilots and approx. 100 airplanes and the pit was very crowded.
- Proposed change is to add one additional strip of fabric on the



south side of the current pit area. Additional change is to add temporary fencing for events.

- Roll of fabric is now around \$950, so around \$1000 total cost. Dave Teich says that one roll direct from Bowman construction \$519.

- Motion was made to expand the existing pit area for safety and capacity. The board will determine the dollar amount of the expansion, and the proposal will be put to the entire membership due to the expected cost.

- Motion was passed to expand the pit area.

Marvin brought up that we used to give a new member a patch when they joined. We had kind of gotten away from this, so we will go back to doing it.

- Gary will distribute a patch to new members for this year.

- Bob Bergin will check on the cost of 50 patches.

#### Announcements

- Next Board Meeting – At Robert's house Wed, Jan 26th 7 PM.

- Next Club Meeting – Tuesday, February 8th, At Iliff Fire House, 7 PM

Drawings (NOTE: visit these stores, these vendors actively support our club!)

Hobby Store Gift Certificates & Fuel/Merchandise: Air Scharnell,  
Colpar

- Fuel - George Kerr

- Bob Bergin - Colpar

- George Kerr - Air Scharnell

Program / Meeting Adjournment

- Motion made and approved to adjourn



## WISDOM FROM TRAINING MANUALS

'Five second fuses last about three seconds.'

- Infantry Journal -

'Any ship can be a minesweeper. Once.'

- Naval Ops Manual -

## LI-PO SAFETY

Club member Anthony Puca shared a story of a fire while charging a brand-new Li-Po battery. The details were sent out in an email a few weeks ago, so we won't cover them all, but here is a summary.

- Brand new Zippy 2200mAh 25C 3S battery

- Electrify PolyCharge 4 charger

- Great Planes Triton charger

- \$20 heavy duty cash box from Office Depot used as charging container.

Anthony reported that this was the initial charge for this battery and that he initially charged it using the PolyCharge charger which resulted in a warning light at a .5A charge (that is 1/4 of the rate that should be safe for this battery). He then switched it to the Triton charger also at a .5A charge. The Triton eventually timed out (this charger has a 2 hour limit and would only have put in 1000mAh in the two hour time). The battery not being fully charged yet, and the previous charge with the Triton being successful, he then put it back on the Triton charger at a 1.0A rate (still only 1/2 of the rate that should be safe for this battery) to finish charging it. It was sometime during this 1.0A charge that the fire occurred. The battery was being charged inside the heavy duty cash box in Anthony's garage. He went out to find the garage full of acrid smoke that

required the use of a respirator while he opened doors to let the garage air out. The result was that the battery and the box were destroyed, but the box saved a potentially far greater loss.

#### LESSONS LEARNED

- Anthony is possibly the club's most experienced electric flyer, having flown electrics since 2001, and used LiPo's exclusively since 2002. Moral: If it can happen to him, it can happen to anyone.
- Based on the description of the accident it is likely that the battery was defective from the factory. Moral: Factories around the world are producing hundreds of thousands of these batteries a day. Manufacturing faults happen even with brands that you trust. (Editor's note: I have several Zippy brand batteries and have never had an issue with any of them). Take extra precautions when charging ANY battery for the first time.
- Anthony's experience led him to take precautions (the heavy duty cash box as a charging container). If he had charged the battery outside of a container and this had happened he could have lost his whole house. Moral: Be vigilant! Bad things can happen even while charging a NiCad or NiMH battery, so double check charger settings and connections EVERY TIME! Use your common sense and don't take anything for granted!

#### TAKEAWAYS

- Millions of LiPo batteries are being used by electric flyers in hobby, commercial, and military aircraft every day.
- Occurrences such as this are exceedingly rare when you look at the number of LiPo batteries in use and the number of successful LiPo charges that happen every day. (How often do you charge your cell phone? How often has it caught fire?)
- Think of how many times you have seen a plane go down at the field due to a failed NiCad or NiMH battery. This happens as often or more often than a LiPo charging accident, but gets a lot less "press" due to the sometimes fiery nature of a LiPo failure.
- Due to the potential for a fiery result you DO need to be extra vigilant when charging LiPo's AND you need to take precautions just in case. (Editors note: I charge my LiPo batteries outside in an old barbecue grill in a CorningWare dish.)
- Please read the article in the AMA magazine this month about LiPo charging and LiPo safety. As stated in this article, the vast majority of LiPo failures are due to operator error in setting the correct charger settings OR using the wrong kind of charger for a LiPo OR due to attempting to charge a damaged battery. Again, vigilance and common sense would eliminate 99% of all failures that are seen.
- LiPo batteries have revolutionized the model airplane hobby for those who get their motive power from electrons rather than liquid fuels due to the smaller size, lighter weight, and higher storage capacities. But, these higher capacities come with a higher potential for problems, and require a correspondingly higher level of vigilance from those who use them.