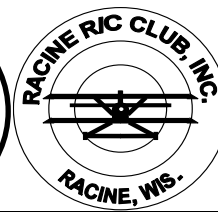




THE FLIGHTLINE



AMA CLUB 668 SINCE 1968 RACINE RADIO CONTROL CLUB INC SINCE 1968

RRCC November Issue
November 17, 2024 Newsletter

WE ARE ON THE WEB
www.racinerclub.com

Club Officers

President

James Litwin
262-637-2787 (Cell 262-939-7926)
president@racinerclub.com

Vice President

Roger Nickolaus
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Secretary/Treasurer

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Field Chairman

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Safety Officer

Darrel "Hoss" Hossalla
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Tractor Chairman

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Compost Director

Chuck Roberts
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Webmaster

Ron Hayes
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Newsletter Editor

Dennis Vollrath
Cell 262-994-6342
newsletter@racinerclub.com

Racine R/C Club Meeting Minutes

October 20th, 2024

Time: 1:00 PM

Location: R/C Flying Field

Open Meeting - Jim opened the meeting at 1:00PM. 15 members in attendance.

Welcome - New Members & Guests – There were no new members or guests present.

Minutes - Last Meeting – There were no changes to the published minutes.

Reports

President- Jim Litwin thanked all the members and family that helped install the shelter walls and split wood to keep our clubhouse warm this winter.

Vice President- Roger Nickolaus had nothing to report this month.

Secretary/Treasurer-Bob Johnson reported our checkbook balance remains strong, and we are well positioned for any planned or unplanned club requirements.

Current membership as of this newsletter.

Senior Members	36
Open Members	11
Junior Members	<u>3</u>
Total	50

Newsletter Editor - Dennis Vollrath had nothing to report this month.

Field Chairman - Trygve Smalley also thanked all that helped with mowing and walls construction.

Tractor Chairman - Eric Armantrout was not present for the meeting.

Web Master-Ron Hayes had nothing new to report.

Safety Officer-Darrell Hossalla had nothing to report.

Compost Director- Chuck Roberts had nothing new to report.

Old Business- Nothing to discuss.

New Business – Proposed By-Laws and Rule changes were submitted by October 1st. The Rules Committee met, and proposed changes published in the October News Letter will also be in the November Newsletter. Voted on as published with no amendments.

Election of officers will take place at the November meeting.

Current officers are as follows.

Members Challenging current officers

President-Jim Litwin

Vice President-Roger Nickolaus

Sec/Treasurer-Bob Johnson

Newsletter editor-Denny Vollrath

Tractor Chairman-Eric Armantrout

Compost Director-Chuck Roberts

Steve Knackert

Web Master-Ron Hayes

Field Chairman-Trygve Smalley
Safety Officer-Darrel Hossalla

Roger established a phone list showing emergency contact information for each member in case there is a medical emergency at the field. A motion was made and passed by members present to publish this new list.

New Pilots – None.

Show & Tell- None

Raffle Drawing – Chuck Roberts won the club raffle. \$18.00 total was taken in. \$17.00 was donated back to the club. Thank you, Chuck!

Close Meeting – Jim closed the meeting with a reminder the next meeting is scheduled for Sunday November 17th.

PROPOSED FIELD RULES CHANGES FOR 2025

CURRENT FIELD RULE

6. No taxiing to, or from, your pit area directly behind any pilot. All taxiing, except in the landing field area, to be done away from people. See diagram at the end of the field rules for designated areas.

CHANGES MADE TO FIELD RULE

6. ~~No taxiing to, or from, your pit area directly behind any pilot.~~ *No taxiing in the pit area behind the flight line.* All taxiing, except in the landing field area, to be done away from people. *When taxiing back to the flight line, do not taxi towards the flight line open areas, but rather towards the safety fence, and then turn parallel to the fence, and shut motor off.*

Giant scale planes may taxi from their south pit area towards the south taxi way only.

Giant scale planes returning via the south taxi way to stop, and shut off motor at stop sign. See diagram at the end of the field rules for designated areas.

NEW RULE

6. No taxiing in the pit area behind the flight line. All taxiing, except in the landing field area, to be done away from people. When taxiing back to the flight line, do not taxi towards the flight line open areas, but rather towards the safety fence, and then turn parallel to the fence, and shut motor off.

Giant scale planes may taxi from their south pit area towards the south taxi way only.

Giant scale planes returning via the south taxi way to stop, and shut off motor at stop sign.

CURRENT RULE

8. Restricted flying:

There shall be no flying while flying field grass is being cut or fieldwork is being done.

There shall be NO intentional flying over the pit area, parking lot, or railroad tracks, or south beyond flying field wind socks.

There shall be NO flying when the compost site is open for residents.

When ONLY Village workers are in the compost site, limit flying so as to not fly directly over the Village workers.

When the orange safety flag is displayed on the west wind sock pole, Drone Company (MENET AERO) may be testing drones by flying them. Do NOT fly near trees located northwest of flying field / compost site.

See Diagram below for guidance

CHANGES MADE TO FIELD RULE

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PROPOSED BY-LAW CHANGES FOR 2025

CURRENT BY-LAW

None specified

CHANGES MADE TO BY-LAW

None specified

NEW BY-LAW

A paper ballot shall be used to vote for the removal of an active member.

NOTE: The Rules Committee met & discussed all proposals. They felt that with regards to this proposal, the membership should be made aware of a current By-Law dealing with this topic. Specifically, Section 1.05, #3, last line, highlighted for ease in finding.

SECTION 1.05 EXPULSION AND SUSPENSION

1. For Non-payment of Dues, Penalties or Assessment: A member shall automatically be expelled without any necessary action of the members of Board of Directors for failure to pay all dues penalties, or assessments, or performing required Compost duty.
2. Hardship Considerations: Financial problems would be reviewed individually by Club Officers upon request.
3. Expulsion or Suspension of Good Standing for Rules Violation: A member may be expelled or his/her standing revoked for a period of time for violating any of the club rules or regulations. The Secretary shall give written notice to a member of his/her proposed expulsion or suspension of good standing. The proposed expulsion or suspension shall be presented by the Secretary to the members at a regular or special meeting called for the purpose. Expulsion or suspension for a period of time for rules violation shall be only by affirmative vote of two-thirds of the members present at such meeting. Voting shall be done by a paper ballot.

Those individuals who did not perform or cover in some way their "Compost Duty" obligation shall pay a \$40 penalty assessment in addition to their yearly dues at the time of their membership renewal for the New Year, in addition to the provisions of By-Law provisions "Reinstatement" 1.06(1).

DENNYS STUFF

Many of our RRCC club members have picked up one of the Spektrum nX10, or nX8 transmitters over the past couple of years.

This transmitter, (along with Spektrum receivers equipped with telemetry such as my AR8360T's) where the "T" indicates the receiver has telemetry functions.

So, what is that telemetry capable of? Most of us have noted with a telemetry equipped receiver that you can scroll the roller bar on the transmitter, and look at the number of "Fades" and "Holds" after a flight.

If your receiver has several remote satellite receivers, the Spektrum transmitter will show the number of "Fades" on each receiver.

FYI, a few dozen or so fades are normal after a flight. Keep in mind that transmitter is sending some 40 or 50 packets of information to the receiver every second. And it is monitoring those packets for any sort of errors.

If it finds an error, that adds to the number of fades for that flight. Since the transmitter is sending out some 45 packets of information to the receiver every second, one fade is only 1/45th of a second. No one would ever notice that.

If the receiver loses signal for about one second, that adds to the "Hold" count. Holds are bad, and the cause must be cleared up.

As it turns out, the Spektrum nX10 transmitter, along with the AR8360T and similar receivers is doing a LOT more than

just counting up holds and fades during a typical RC flight.

The receiver is sending data back to the transmitter during the flight.

A LOT of data!!!!

Normally, this data function is not active when the transmitter is bound to the telemetry equipped receiver. You must turn on that function. How it's done is covered on page 20 of the Spektrum transmitter manual. (Attached to this mailing email list as a separate attachment)

If you have a micro-SD card plugged into your nX10 transmitter, all of that data from the receiver is stored in that micro-SD card. You can copy that file, and look at what's in it with a free program that Spektrum provides.

Here is a link to that free program.

<https://www.tlmviewer.com>

The above web site shows a lot of what this program can do.

But, the bottom line, if you are working with a new expensive model airplane for the maiden flights, IMHO, it would be wise to look at every bit of information you can get on just how reliable that connection between your transmitter and receiver actually is.

The next page shows some of the data downloaded from the receiver to the transmitter after a typical flight.

You may never use it, but if you have an unexplained loss of control or worse, a resulting crash, it will be quite useful to be able to look at this data file that has been stored on your transmitter during

the flight.

Here is some of the information that is sent to the transmitter from the receivers listed above.

Note it shows "Accelerometer", "Standard Telemetry", "RX Telemetry", "Variometer", "3 Axis Gyro", and "Radio

Input"

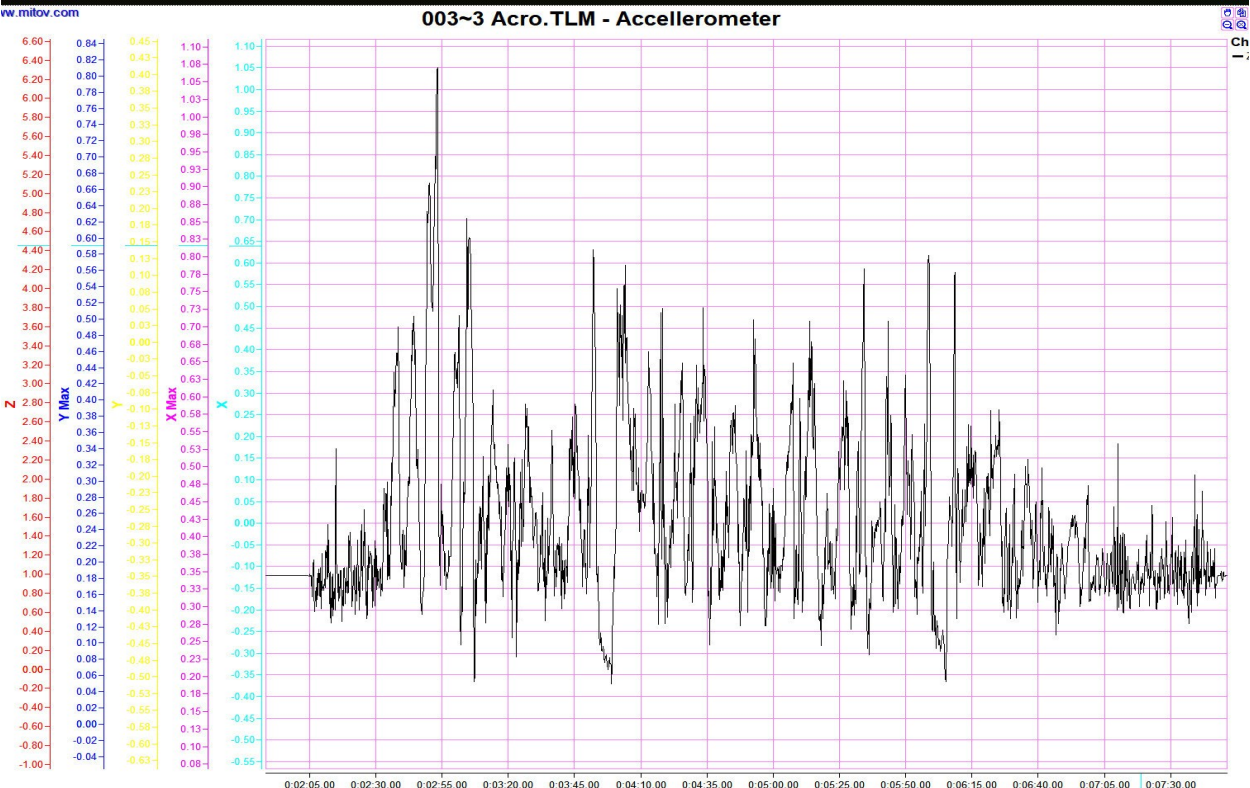
This data has many hundreds of entries per flight, which is recorded three or four times per second. The graph below shows the number of "G's" pulled in the "Z" or vertical axis during a flight. The data also shows yaw and roll "G's".

Open **Telemetry file name: 003~3 Acro.TLM**

Session #	Model Name	Bind type	Poles/Ratio	Poles/Ratio (ESC)	Duration
3: Revolver AS3X [Fixed wing] ^					
1	3: Revolver AS3X	DSMX 22ms	0 / 1.00	0 / 0.00	0:07:51.35 [11...
2	3: Revolver AS3X	DSMX 22ms	0 / 1.00	0 / 0.00	0:06:49.22 [11...
3	3: Revolver AS3X	DSMX 22ms	0 / 1.00	0 / 0.00	0:06:19.87 [11...
4	3: Revolver AS3X	DSMX 22ms	0 / 1.00	0 / 0.00	0:05:42.68 [11...

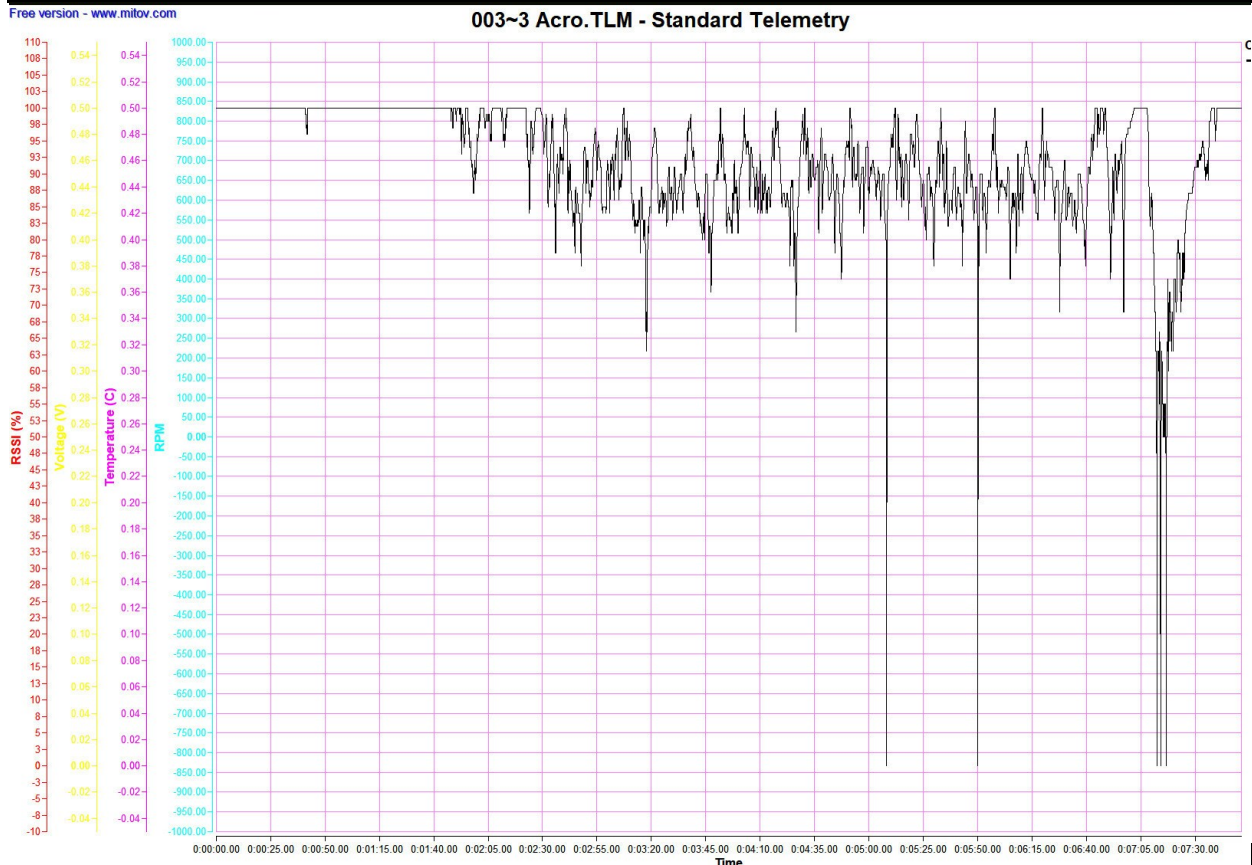
Accelerometer Standard Telemetry RX Telemetry Variometer 3-Axis Gyro Radio Input

Timestamp	X	X Max	Y	Y Max	Z	Z Min	Z Max
0:00:00.05	0.15	0.19	0.00	0.05	0.99	0.00	1.05
0:00:00.21	0.16	0.19	0.00	0.05	0.99	0.00	1.05
0:00:00.40	0.15	0.19	0.00	0.05	0.99	0.00	1.05



The graph below shows something called "RSSI". The RSSI is a "Received Signal Strength Indicator". The graph below shows this signal strength during a flight on my Revolver electric model airplane.

Note there is three total loss of signals, on this graph. Each loss of signal lasts for about 0.025 seconds.



There are way to many other graphs of the data available to show in this newsletter. And, do note that all of this data is being transmitted from the receiver to the transmitter LIVE during the flight.

One important measurement is the receiver voltage during the flight, which is also recorded and sent to the transmitter some 45 times per second.

So, if a disaster should happen during your flight, your transmitter will have a record of everything that happened to the receiver up to the point where the receiver lost power due to the crash.

On a different subject, one of our RC club members asked me to check out a pair of his old (Very Old) A123 receiver battery packs.

One of them dated back to being pulled from one of those 36 Volt Dewalt drill battery packs over 12 years ago.

One of the battery packs tested out just fine. But the other pack dropped to around 60% of its rated MilliAmpere Hour capacity.

This weak battery still put out over 6 Volts to the receiver at a 6 Amp load though!

Your editor has been using a PC purchased some 6 or 7 years ago for all of my projects, including writing this newsletter.

Early on, my original PC had a Solid State "C" drive, and a disk type "D" hard drive.

My policy has been to place all of the computer programs such as the Desktop Publisher used for this newsletter on the "C" drive. And, all of the data such as my photos, electronic projects, newsletters and so on were placed on the "D" drive.

So, as a matter of caution, a new PC was picked up from Best Buy, that has a 1 Tb SSD (Solid State Disk Drive). It also was equipped to allow adding two internal hard drives as an "D" drive and an "E" drive.

As luck would have it, the existing hard drive in my old PC was easily removed, and plugged into my new computer.

Along with that, all of my data and records from the old PC are now installed directly

into the new PC. I also added a 4Tb (4000 Gigabyte) hard drive into my PC as an "D" drive.

Some 95% of all of the computer files have been installed into the new PC, after a day and a half of deserting Ona May while working on the new PC on our kitchen dining table.

The old PC has been pulled out of my computer workshop in my basement, and the three printers, two external DVD drives, speakers and so on are now installed and active on the new PC located on my computer workstation.

The last big item to install on my new PC was a copy of the RealFlight 9.5 model simulator. After working with Horizon Hobbies, I found that this program had to be accessed through what's called a "Steam" website to power up RealFlight. A pain in the butt, but it does work OK.

DennyV
RRCC newsletter editor

JIM'S CORNER

Summer is certainly gone, and I feel like fall is about to also be behind us. The number of nice flying days is getting limited. If you have a chance, get out and enjoy these last days of the flying season.

Our next club meeting is on Sunday, November 17th, and at this meeting we will be voting for club officers, and proposed changes to the field rules & by-laws.

I know everyone is tired of elections, but we still have one to do for the club. Elsewhere in this newsletter are the proposed Field Rule & By-Law changes. These are to be posted in two

newsletters followed by the vote which is on November 17th.

For those who have not been out to the field in a while, the shelter sides are up, the wood stove is working, over 5 full cords of wood was split, stacked and covered for future use, and field is still in good shape for flying.

I'll keep this article short, so see you on the 17th.

Fly Safe & Have Fun
Jim Litwin
President



46th ANNUAL

SUNDAY
JANUARY 26th, 2025

MILWAUKEE, WISCONSIN

AUCTION & SWAP SHOP



Sponsored by
MILWAUKEE R/C ASSOCIATION



Chapter #7

ADMISSION: \$5.00 ADULTS
(UNDER 16 FREE)

SWAP SHOP: 8:30-2:00

NO SELLING before 8:30 A.M. no exceptions

AUCTION

Throughout the day

TABLE FEES

All tables are \$20.00 each

Admission \$5.00 per person.

Contact event Coordinator Laurie for table reservations and questions at 414-461-6013 or email register.mrca@gmail.com

FOOD – BEVERAGES – AMPLE PARKING

RAFFLE 50/25/25

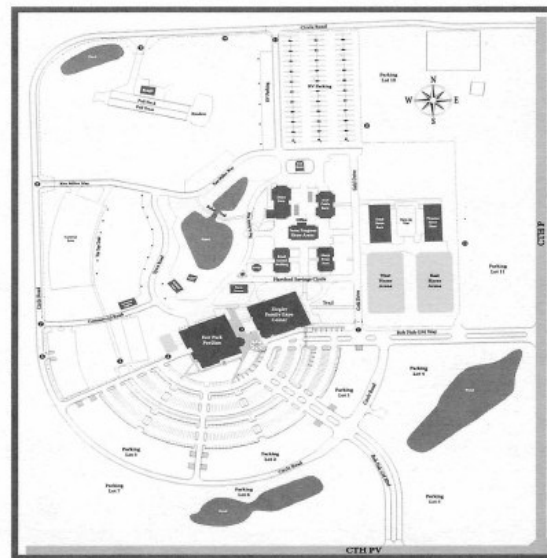
immediately after auction

Visit us on **FACEBOOK@ Milwaukee R/C Association**

MEMBER CLUBS:

ABC R/C; Astro Wings of Wis; Lakeland R/C; Milwaukee Area Radio Kontrol Society (MARKS) Club; Fond Du Lac Aero Modelers Assn.; Flying Electrons, Inc; Pebble Creek Flyers, Inc; Racine R/C Club, Inc; Rainbow Aero Modelers Society (RAMS) Club; Rubicon Area Flyers (RAF) Club; Sky Ranch Flyers; Watertown Aeromodelers R/C Club.

AFFILIATE CLUBS; Bong Eagles; Circlemasters Flying Club; Model Engine Collectors Associaton (MECA); IPMS, Richard I Bong Chapter.



Washington County Fairgrounds
Pavilion Building
3000 Pleasant Valley Rd
West Bend, WI 53095

***“ Bring your Airplanes, Cars,
Trucks, Boats, Parts etc. We
have buyers for all!”***

COMPOST DUTY ROSTER

10/02/24	12-2	Jim Litwin	Gary Anderson	
10/02/24	2-4	Jim Litwin	Jim Houtsinger	
10/02/24	4-6	Jim Litwin	Roman Kirykowiez	
10/09/24	12-2	Rich Stapeton		
10/09/24	2-4	Rich Stapeton	Jim Houtsinger	Paul Willems
10/09/24	4-6	Rich Stapeton	Chuck Bazezickr	
10/16/24	12-2	Bill Fannery		
10/16/24	2-4	Mike Stein	Carl Bergquist	Jerry Rose
10/16/24	4-6	Eric Armantrout	Roman Kirykowiez	
10/23/24	12-2	Bill Fannery	Gary Anderson	
10/23/24	2-4	Bill Fannery	Gary Anderson	
10/23/24	4-6	Carl Bergquist		
10/30/24	12-2	Buzz Paricka	Ron Hayes	Dallel Hossalla
10/30/24	2-4	Ron Hayes		
10/30/24	4-6	Ron Hayes		
11/06/24	12-2	Mike Stein		Jim Litwin
11/06/24	2-4	Mike Stein		Jim Litwin
11/06/24	4-6	Eric Armantrout		
11/13/24	12-2	Jim Strelitzer		
11/13/24	2-4	Carl Bergquist		
11/13/24	4-6	Jim Strelitzer		
11/20/24	12-2	Buzz Parika	Chuck Bazezickr	
11/20/24	2-4	Buzz Parika	Chuck Bazezickr	
11/20/24	4-6	Jim Strelitzer		