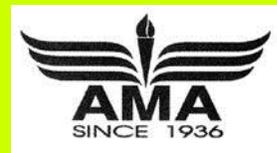




Flight Lines

Lakeland R/C Club Inc

June 2016



Next Meetings

June 8, 2016

July 13, 2016

Visit our Web-site:
www.lakeland-rc.com

All meetings held on the
Second Wednesday of each
month at:

Waukesha State Bank
1227 Corporate Center Dr.
Oconomowoc, Wisconsin

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Rikk Wolfs
262 424-0571
Wolfs1951@aol.com

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Matt Teresinski
262 506-9681
mteresinski@wi.rr.com

Secretary/Treasurer
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262 844-9944
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Newsletter Editor
Rob Dunn
262 965-5857
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Upcoming Events

6/25/16 Sky Ranch Flyers RC
Airshow, West Bend WI

7/23/2016 Field Clean-up Day

7/30/2015 Lakeland RC Fun
Fly

May 11, 2016 meeting minutes

The May meeting was called to order at 7:30 with 27 members in attendance

Show and Tell

Jim Zahorik brought in a Spektrum altitude sensor that calls out altitude, So he could stay below the 400 foot FAA limit while flying at Pebble Creek. Initially, Jim placed the sensor inside the fuse of his electric pattern plane, but the increased pressure inside the plane caused the altitude readings to vary widely. Jim tried moving the sensor to inside the canopy, drilling 2 1/16" holes in the canopy to allow the air pressure to equalize with the outside, and blocking the gap where the wires passed through to the fuse with open cell foam. Unfortunately, this still allowed too much air movement and the altitude readings were still inaccurate. Jim blocked the gap with some packing tape. It seems fairly accurate, and can read altitude within a foot or two, as Jim demonstrated by raising and lowering the model during his demonstration. The sensor costs about [\\$49](#) but can only be used with a Spektrum telemetry-capable receiver.

Dick Cultice brought a sterling PT-17 biplane kit he is working on. The fuselage is a combination of box and stringer/bulkhead construc-

tion, and power is a 20mm brushless outrunner. Most of the balsa is in the 4-6lb/cu ft weight range, which is very light, contest grade balsa. Another issue is that the battery goes up in the front of the plane, just behind the radial engine. Since the battery held in place with Velcro, Dick is concerned he will pull the plane apart when trying to remove the battery (Many members advised that a very small amount of Velcro would hold the battery securely, and still allow him to remove it without complications). The front of the motor face is shaped to function as a fan for added cooling, which in concert with the dummy engine forms a sort of ducted fan arrangement to move air more efficiently, and gets air flow back to the battery/ESC. The wings are built in three sections, so the first rib on each wing and each side of the center section must be aligned and square, or they will throw off the alignment of the entire wing. The instructions with the kit are more oriented towards an experienced builder.

This kit was designed specifically for electric power. Some members seemed surprised it came with no motor/ESC etc, but Dick pointed out that this was a traditional kit, with no hardware, covering, etc. Dick's construction is very meticulous and exact. Mike Flanagan asked how long Dick has been flying. Dick has been flying from 1935 to around 1960, when he had to stop due to problems with nitro fuel

causing him health complications. Dick indicated he had gotten over that issue, but he flies electric, though he would like to go back to gasoline at some point.

Todd Weiler had a problem with his DJI Inspire drone: He bought a new battery in June of 2015, but found he couldn't get it to charge fully. He had flown with this battery several times before, but when he put the battery in the Inspire this time, the voltage was so low, it did not register. He powered the battery on and put it on the charger, as recommended by DJI to force a charge, but the indicator lights were acting weird. When he put the charged battery in the Inspire, he got the message "cell broken, do not fly". The Inspire tracks the history of the batteries used in it and records the individual battery stats over time. Going back through the battery's history, the "cell broken" message had been coming up in the telemetry, but was not showing up on the app, so Todd had been flying with a broken cell since he first bought the battery.

Todd also had an update on community outreach: Burlington Cooper School canceled their career day. On the up side, Rikk Wolffs and Dave Mohr called Todd about a problem that came up with a glacier on Mount Everest: Scientists needed a drone to fly in and map a glacial lake on Mount Everest to estimate potential danger when an ice dam that had formed the lake eventually ruptured. Rikk heard about it, contacted Todd and they were able to work out that a DJI phantom would be capable of doing this mapping at the extreme altitude where the lake was located. The glacial dam they are mapping could, if it burst, flood the Everest base camp, so mapping it and measuring the surface area of the lake (and thereby the volume) is crucial. Information from the drone will help determine how to best mitigate the problem, and help them determine how the lake is filling.

Patrick Rowe is the scientist mapping the glacial dam/lake. Patrick hadn't flown RC before and was thinking he would try mapping the lake with a fixed wing RC plane. Dave, Rikk and Todd strongly recommended a DJI Phantom III, the standard phantom 4K camera, a 3GB chip, and three 50 watt solar panels (internal combustion engines are not allowed in this area of Nepal). Todd brought up that landing a phantom at 16,500 feet will be particularly challenging as the thin air means more reserve power

would be required to decelerate on landing. Patrick is going to Everest with one Phantom and two batteries. Images from the Phantom will be run through geomapping software to calculate the area of the lake.

Chris Kraco: Last fall and winter Chris's daughter Anna took a class at Hamilton high school around Forest Home and 68th, and the school talked Chris in to teaching a class this summer. The school will let us fly, possibly through winter in their gym, which is a twice the size of a typical high school gym. They also would allow us to use their auditorium.

Secretary/Treasurer's Report

Banquet final numbers: We lost \$6.24 overall. With the extra area for the field (The East/West runway is now ours exclusively), we will be paying \$300 more for rent and for mowing per month. The club's current balance is \$2,065.19. This year we went to "Cans to Go" for the Port-O-John, and paid for the whole season (\$645.96) at one shot. The change was made to hopefully improve service.

Old business: none

Member to vote in: Richard Vertz. Voted in unanimously.

New Business

Pat Murphy suggested we organize a clean-up committee, and also suggested we replace the outdoor carpeting in the shelter. Dan Kleckner still has a lot of the spruce -up equipment (paint brushes, etc.) from the last clean-up.

Dan suggested we plan the clean-up for a weekend closer to the fun fly.

Pat also asked if anyone had a portable sandblaster to blast the tetrahedron and the two gates. **(See note at the end of the newsletter for an update on the Clean-up).**

Jerry Kettner volunteered his sandblaster, but needs someone to bring a portable compressor that can handle 5 CFL.

Todd has a friend at The Villages in FL. His friend heard from someone who had a run-in with a prop on his electric. The victim had a problem with his wiring harness, so he turned on the transmitter, then the plane. He had to

reach through the cowling to get to the wires, and was plugging and unplugging wires, when the motor fired up, cutting him 6 times, each cut around 3" by 3/4". Mike Flanagan added that his run-in with a prop cost him over \$2,000, including a fee for a plastic surgeon who literally just looked at the injury. Mike reached through the propeller arc while tuning a plane for a student.

ADDENDUM

The Clean-up date has been set for Saturday, July 23rd. Please review the note below from Pat Murphy.

As was discussed in our May meeting, our flying field is taking on a rather shoddy look. To remedy the situation prior to our July 30th Fun Fly we have scheduled a clean-up, fix up, paint up day on July 23rd, to hopefully do the following projects;

- 1) paint our gate and the full scale gate
- 2) paint the tetrahedron
- 3) paint the picnic table under the shelter and the large one along the flight line
- 4) paint the starting tables
- 5) grease the gate hinges

- 6) grease and balance the tetrahedron
- 7) pull up the old green carpeting, level the ground, and lay in some patio blocks

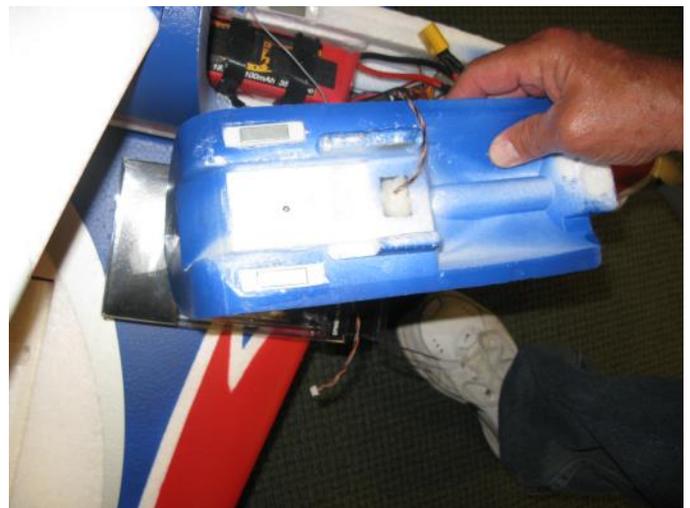
Notes;

- 1) Obviously this is an ambitious undertaking but with energetic support of the membership it can be accomplished.
- 2) many of the projects can be accomplished by 1 or 2 people prior to the actual clean-up day.
- 3) The scraping of the loose and peeling paint is a horrible job (ask me how I know!). If anyone has access to a portable power washer or sandblaster or has any suggestions for stripping loose paint please, please, please give a call
- 4) pulling up the carpeting and leveling the ground will also be a daunting task, so anyone who has suggestions as to how that can be done, please give me a call.
- 5) anyone who has any thoughts or suggestions or can offer any equipment to make this project a little easier, don't hesitate to give me a call.

Pat Murphy
(262) 538 4437



Jim Zahorik's Spektrum altimeter installation



Jim fixed his pressure issue with a small piece of packing tape



Dick Cultice discusses his latest model, a PT-17 balsa kit



A closer look at Dick's PT-17 construction



Todd Weiler discusses a Glacial Lake Survey to be performed with a DJI Phantom III



A few images from the flying field, courtesy of Mike Flanagan



Mike managed to catch a couple of "aftermath" shots at the field this month



Application for Membership Lakeland RC

Club

Name: _____ AMA Number: _____

Address: _____

City: _____ St: _____ Zip: _____

Birth Date: _____ E-Mail Address: _____

Phone: (Home): _____ (Cell): _____

Junior Membership Probationary Membership Associate Membership (Flying Privileges)

With the completion of this form you become a Member of the Lakeland R/C Club in the category that you applied for. As a member you are allowed, on a limited basis, to participate in Club activities and use of the Club flying field facilities under close supervision. Prior to engaging in flying activities you must be a member of the Academy of Model Aeronautics (for insurance purposes).

A copy of the Lakeland R/C Club By Laws and Field Rules are attached which explain in detail the privileges and responsibilities of your membership category. Safety and courtesy are the utmost importance when using the flying facilities. Bylaws and Field Rules can be found on the Lakeland RC Site:

http://www.lakeland-rc.com/Pages/Application_and_Bylaws.aspx

Note: Lakeland does not use Channel 20 at field because of radio interference

How did you hear about us?

Friend Lakeland R/C Website Online Group Other: _____

As an applicant for membership in the Lakeland R/C Club, I hereby acknowledge my complete understanding of the above requirements. I also agree to comply with all field rules (and their accepted intent) through-out my association and contact with the Lakeland R/C Club.

Member

Date

Club Officer

Date

checks Payable to: Lakeland RC Club, inc. Note: 2016 Dues: \$75

Mail to: Lakeland RC Club
 C/O Dan Kleckner
 2010 Milwaukee St
 Delafield, WI 53018-2006

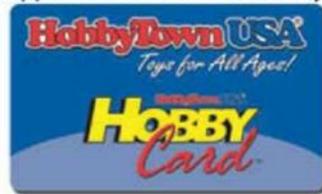
You must register with the FAA to fly your aircraft - <https://registermyuas.faa.gov/>

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