

# CSMS Skywriter

June, 2017

Charlotte Sport Modelers Society  
AMA #3897  
Meetings: 1<sup>st</sup> Saturday monthly, CSMS Flying Field, Kings Highway Lake Suzy, 9:00 am  
Flying Site: Kings Highway - 5.3 miles E of I-75  
Website: [www.csms-rc.org](http://www.csms-rc.org)  
President Kim Klempner  
Vice President Dennis Ouelette  
Treasurer Hal Lane  
Secretary Ron Happe  
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potty soon.

I'm still interested in activities for club members, ideas of fun things to do, dinner, show, movies, cruises, any fun thing to do as a group. Maybe by next meeting on June 3rd we can think of something to do.

We had a group of glider pilots interested in flying at our field, but we couldn't work with their needs.

Look forward to seeing you at the field and meeting.

KimKim Klempner Pres. CSMS

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## President's Letter - Kim Klempner



I'd like to start off by thanking everyone for staying away from field while fireman fight the fires. Of course we had a few guys chomping at the bit, trying to speed things up, sorry guys. I did get a text from Barry Wilhite, he's lost somewhere in Tennessee, by a river, in his rv, not good, last time he was by water with a piece of equipment, we had to fish him out, good luck with that. Back to business, still haven't found utility cart but looking, still looking for service company to clean our bathroom. If we can't get this handled I will order a port a

## SAFETY OFFICERS REPORT

This month I want to talk about Lithium-Polymer (LiPo) packs and how to avoid over discharging and ruining them. The first thing you need to know is that no meter or battery tester can tell you how much longer you can fly without the battery voltage going too low to fly. A good tester/meter can tell you the voltage of each cell and that is a good thing to know but it can not tell you how much longer that voltage will stay above zero. A LiPo's cell voltages stay fairly constant even under varing loads but drops extremely quickly when the time comes. At that time it is too late! Even that fancy meter with the graph and the percentage remaining will not help. There is simply no way for a meter to tell you how much time is left to fly. But all is not lost. There is a way to get the most out of your battery without risking your airplane or the battery. I'll give you the steps I use for my 5000mah packs and you can

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apply them to your batteries.

1. Start with a fully charged battery.
2. Using the Discharge Mode of your charger, fully discharge the battery. Your charger will tell you how much current was taken out of your battery. It should be close to the battery's rating. In my case, close to 5000mah. If it isn't, you may want to consider retiring the battery.
3. Fully charge the battery again.
4. I never discharge below 80% of the battery's rating in flight. So for a 5000mah pack I would never discharge below 4000mah. (5000 \* .8 = 4000)
5. Set your timer and fly your airplane for three (3) minutes and land.
6. Fully re-charge the battery and read how much current the charger says it put back into the battery. This is how much current your airplane used in 3 minutes.
7. Take the amount from Step 6 and divide by 3. This is how much your airplane uses every minute to fly.
8. To find out how many minutes you can safely fly just divide the amount from Step 4 by the amount from Step 7.
9. If after many (hopefully many, many) flights you start noticing

the airplane's electric motor getting slower before your calculated minutes of flight time are up it is time to go back and repeat Steps 1 and 2 to see if your battery's life has come to an end.

The above process works with any LiPo battery pack with any number of cells. Remember that fancy tester with the graph and the time remaining readout. NEVER look at that again! However, do look at the cell voltages after your flights to see if one or more cells show a lower voltage than the others. This is a good indicator that the pack is developing problems.

Eddie Mattingly, Safety Officer

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## Upcoming Events

CSMS next meeting is on June 10th at field at 9:00 AM. Plan to come to the field and fly early and then attend the meeting. This meeting is a week later than usual due to scheduling problems.

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We are having a pot luck brunch at 9:30 am Saturday June 17th. Please bring something having to do with a breakfast type meal; or something really tasty. Hope to see you there. Contact Nickie Emory at 941-419-0222 for further info!

## CSMS CONTACT INFORMATION:

Kim Klempner: President

Dennis Ouelette: Vice President

Hal Lane: Tres. [hallane@aol.com](mailto:hallane@aol.com)

Ron Happe: Secretary

Jerry Alexander: Newsletter Editor

Bill Hare: Photos

## Treasurer Report:

Hal has a new batch of hats and shirts for sale. See him for your size and info on price.

## RECENTLY SEEN AT FIELD:



Fred Stiteler shows off his new plane.



Kim shows off his new Avistar plane



Jim Deutsh has his Extra 260 ready to go



Beautiful T28 in the air.



Tom, Nickie & David get plane ready to fly

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