

CLEARLAKE MODELERS CLUB

AMA Club #1275

NEWSLETTER – February 2010

Next meeting - Friday March 5, 2010

Redbud County Library 7:00 PM

Clearlake Modelers on the Web at <http://clearlakemodelers.home.mchsi.com>

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For club dues and other
club business use:

CLEARLAKE MODELERS
P.O. BOX 1693
CLEARLAKE, CA 95422

If you do not have e-mail please
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CLEARLAKE MODELERS
NEWSLETTER
1814 SCHOOL ST.
CALISTOGA, CA 94515

Notice – E-mail versions of the
newsletter frequently include
extra content not included in the
USPO mailed version.

Have you checked our website
lately. All thanks to Dee Tatum.

NEW WEBSITE – Crazy Creek
Modelers and SAM 74 have put
up a website at www.sam74.org
or www.crazycreekmodelers.org

CLM Meeting February 5, 2010 Redbud Library

The meeting was called to order at 7:00 pm. by president, Jay Carey. The minutes of the January meeting were approved as read. Jack Tatum gave the treasurer's report.

Guest: Roger Van de Walker (Duane Sanders' friend).

ANNOUNCEMENTS

Andy Bandy suggested an online talk show that discusses all things electric. Be sure to check this out at <http://www.allthingsthatfly.com>.

Ukiah Propbusters fly electric-only pylon racing on Saturdays. They have invited us to come and fly with them any time.

Jack Tatum reported that Lorrie Gray is at home recuperating and doing well.

SAFETY MINUTE

Don Smith suggested wearing safety glasses when running up a plane. If bolts, nuts, or anything should come loose, the safety glasses could prevent serious injury.

OLD BUSINESS

Field Relocation Update. The runway is graded, and the metal shade is in place, but nothing much else can be done until the rains are finished. Chris Prescott stated his son would be willing to bring down the scrub oaks if we need his services.

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CLUB OFFICERS

PRESIDENT

Jay Carey

careyji@mchsi.com

VICE PRESIDENT

Paul Biehler

pjb@pacific.net

SECRETARY

Dee Tatum

jdtatum@mchsi.com

TREASURER

Jack (Jet) Tatum

jdtatum@mchsi.com

SAFETY COORDINATORS

Don Wicks, Safety Officer

dkwicks@att.com

Fred Constantine

fredrc2000@yahoo.com

Scott Drew

drew@inreach.com

Rick Munroe

rs_munroe@att.net

HISTORIAN

Tom Overton

toverton@sonic.net

CHAPLAIN

Chris Prescott

tokt@jps.net

NEWSLETTER EDITOR

Fred Constantine

fredrc2000@yahoo.com

FLIGHT INSTRUCTORS

Paul Biehler

pjb@pacific.net

Scott Drew

drew@inreach.com

Gino Ferrario

ginobrenda@jps.net

Tom Overton

toverton@sonic.net

Jon Radley

jonradley@sbcglobal.net

Jack Tatum

jdtatum@mchsi.com

MINUTES

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NEW BUSINESS

Jay reminded everyone to please be sure to renew their memberships before the March 1st deadline.

SHOW AND TELL

Tom Overton reported that his new electric jet is really fast! He reported that Hobby King has an anemometer for \$18.00.

Darrell Cook brought in a reconstructed Stik. Call Darrell if you want to fly at the old water park/airstrip.

Duane Sanders showed us the latest sale items from Model Aviation Products. The fuel pool is carried over another month.

The meeting adjourned at 8:10 pm.

Respectfully submitted,
Dee Tatum, Secretary



President's Flap

Pres. Jay's computer bit the dust and he can't find a pencil. As a last resort he will communicate in person at the meeting.

How to quick charge you RDS 8000

by Fred Constantine

Many Clearlake Modelers have the Airtronics RDS 8000 2.4 GHz system. This little radio is just the right combination of performance and price for the sport flyer who demands accurate and reliable performance. I have been flying R/C for 35 years and have not had a single failure with any of my Airtronics equipment. I cannot say that for some of the other brands I have used.

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How to quick charge you RDS 8000

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There is just one problem! The transmitter battery cannot be tested or fast charged without removing it from the transmitter. The transmitter charge circuit has a diode to protect the battery from someone accidentally connecting a JR charger. In case you didn't know JR connects the negative lead to the center pin of the transmitter charger, while everyone else (Hitec, Futaba, Airtronics, brand X) connects the positive lead to the center pin.

It's easy to miss this vital difference, especially since many, many years ago all the radio manufacturers (except Futaba) adopted the JR servo connector as their standard. The Hitec "S" and the Airtronics "Z" are exactly the same as JR. Why JR didn't change their transmitter charge connector at that time is puzzling? The point to all this rambling about servo connectors is that inside the RDS 8000 transmitter the battery is connected to the circuit board with an old style Airtronics (ATX) servo connector. I guess they must have had a huge inventory left over back when they changed over to the newer "Z" connector. There is an advantage to using a servo connector for the transmitter battery. Unlike common industrial connectors, servo connectors are designed for repeated connection cycles, and there is very little wear on the connector when removing the battery from the transmitter.

The battery is located under an easy to remove hatch on the back of the transmitter. The battery simply lifts out, and it is unplugged just like a servo. When it comes time to replace the battery, the plug can be inserted in only one direction. You must be able to connect to your tester or charger with a matching connector. If you have a Sirius "Super Test" your home free, because it comes with a universal connector.



Most folks will need to make up an adapter cable. All you need is an old style Airtronics connector on one end and a connector to match your charger on the other end. I used an old Airtronics servo extension cable. Lacking that, you can still purchase a receiver charge cable with an old style Airtronics (ATX) connector. The part number is HP 477035, and it can be ordered from Sandy. In my case all I needed on the charger end was a matching female coaxial power connector from Radio Shack.

Be sure to observe polarities. The transmitter battery wire is color coded, red (+) and black(-), which makes it easy to trace your connections. If you have a voltmeter, you can check your work before applying power.

If you have questions, just come to the meeting for Show'nTell.

