

# THE DISORIENTED TIMES

The Official Newsletter of the Guildhall Fun Flyers  
AMA Chartered Club #3325

GFF Web Page: [www.guildhallfunflyers.com](http://www.guildhallfunflyers.com)

GFF Facebook Page: [www.facebook.com/gffrc](http://www.facebook.com/gffrc)

April 2018

GFF: Get Flying Field (ready)

Issue #280

---

PRESIDENT Neal Wells III	228 342-7815 c	FLD MARSHL Jim Avery	603 788-8083
VICE PRES Dennis Ullery	802 673-8434 c	SFTY COORD Neal Wells, Jr	603 788-4432
SECTY Paul Herman	603 730-4762 c	EDITOR NL Don Sanders	603 837-3109
TREAS Pete Forlenza	802 427-3068	WEBMASTER John Brooks	603 788-3222

---

## CALENDAR OF EVENTS

(\* = GFF Event \*\* = Non GFF Event)

\*May 5<sup>th</sup>, Saturday at 10am. Monthly GFF Club Meeting at Weeks Memorial Library, Lancaster, NH. Possibly get GFF Flying Area ready for 2018 season, depending on weather.

\*June 2<sup>nd</sup>, Saturday is our Spring Float Fly & Boat Float at Waterford, VT boat landing on Moore Dam Reservoir of the Connecticut River. Starts at 9am.

\*July 7, Saturday, GFF Family Pot Luck BBQ. Flying starts at 9:30am. Lunch at noon. Club will provide hot dogs, hamburgers, cheese burgers and soda. Please bring a favorite dish to share.

\*Aug 11<sup>th</sup> & 12<sup>th</sup>, Saturday & Sunday, Fun Fly / North East Kingdom R/C Air Show. Flying starts at 9:30.

\*Sep 8<sup>th</sup>, Saturday, Fall Float Fly & Boat Float at Waterford, VT boat landing on Moore Dam Reservoir of the Connecticut River. Starts at 9am. All AMA flyers /

boaters and spectators are WELCOME to participate.

\* \* \* \* \*

## MAY BIRTHDAYS:

2<sup>nd</sup> Jack Provencher  
8<sup>th</sup> Paul Herman  
12<sup>th</sup> Ted Mitchell  
16<sup>th</sup> Marie Wells

## JUNE BIRTHDAYS:

1<sup>st</sup> Mena Mitchell  
7<sup>th</sup> John E. Brooks, Sr.  
17<sup>th</sup> Phil Faucher  
18<sup>th</sup> Ray Dubreuil  
23<sup>rd</sup> Pete Forlenza  
25<sup>th</sup> Coreen Irving

\* \* \* \* \*

## APRIL MEETING REPORT:

**10:01am** - The GFF April 7th monthly meeting was called to order by President Neal Wells III with 11 members present.

**10:02am** – President Neal called for the Treasurer's report. The Treasurer's report was read by Treasurer Pete Forlenza. Neal called for any discussion on the report and none was made. A motion was made, seconded, and passed to accept the report as read.

**10:03am** – President Neal called for the Secretary's report. The Secretary's report was read by Secretary Paul Herman. Neal called for any discussion on the report and none was made. A motion was made, seconded, and passed to accept the report as read.

**10:09am** – President Neal called for the Field Marshal's report. Field Marshall Jim Avery informed the club members that Neal Jr. was able to get the trailer out so Jim will call the repairman on Monday to make arrangements to bring the mower to him for repair. Jim informed the club members that the club road should not be traveled on at this time. President Neal suggested that Jim make up a list of what he will need for repairs to the field and equipment for next month's meeting. Jim stated that he will need some help getting the fence set up correctly to make it easier for one man to mow and he may be replacing some boards and the foam bumpers on the benches.

**10:12am** – President Neal called for the Safety Officer's report. Safety Officer Neal Jr. informed the club members That he now has the new AMA labels for club members planes that aren't labeled. If club members would like some labels please contact Neal Jr. Neal informed the club members that the AMA has changed the Safety Regulations. There are only ten or twelve regulations on the new poster and any regulations that are not there will have to be looked up in the AMA manual. Neal asked the club members if anyone had some stories related to safety for future meetings. John Brooks stated that club members would like to hear some happy ones and not all the bad ones. Neal informed the club members that he had contacted the editor of the North Country

Weekly and the News & Sentinel, Karen Harrigan. Neal put an article in both papers informing people of the club's meetings and Karen will accept any article for the club that is news related.

**10:19am** – President Neal called for any old business. Neal informed the club members that he had put all of this year's events on the club's Facebook page and for next winter, he would like to obtain some new pictures of projects any club member may be doing or some vintage pictures that he can post on the page. The club members thanked Joan Wells for bringing refreshments. President Neal informed the club members that he would like to have a club member volunteer to bring refreshments to the meetings rather than leave it open for anyone. That way we will not have six members bringing them to one meeting and none to another. Whoever volunteers to bring refreshments will be listed in the club newsletter. John Brooks volunteered to bring refreshments for the May meeting.

**10: 23am** - Neal informed the club members that he has a form for anyone that would like to be a trainer pilot and asked if any club member would like to be added to the form so that he can send it in all at once. Next month's meeting will be held at the Weeks Memorial Library as usual and if the weather is good club members will go to the flying field after the meeting to get it set up. Neal asked Don Sanders about getting the porta-pottie set up and Don stated that the club has its own materials to do that.

**10:25am** – President Neal informed the club members that pertaining to the Lancaster Fair project, Marie will give Ben Oleson Neal's card and have Ben call Neal to get

things set up. John Brooks informed the club members that last month's newsletter had him listed as a member of the clubs Lancaster Fair project and that is incorrect. My apologies to John for the misinformation.

**10:27am** – John Brooks started a discussion on the Whitefield Airport event that will be held on June 23, 2018.

President Neal informed the club members that he had received a phone call from the Lyndonville Airport and they would like the club back this year but their event is also on June 23, 2018 with a rain date of June 24, 2018. John showed the club members pictures of where the club would be flying at the Whitefield event. Neal Jr. stated that he will set up a booth as he did last year and President Neal stated that he will set up his laptop with a simulator for people to try. After much discussion the club members decided to take part in the Whitefield event and Pete Forlenza volunteered to take part in the Lyndonville event as he did last year.

**10:41am** – President Neal asked if there was any other old business. Don Sanders informed the club members that the club's indoor flying season has ended. Don stated that the season had an average of three fliers per week and that six had attended the last week. Don also stated that he had given the school the 2017-18 insurance certificate so the club is all set for the 2018 winter season.

**10:44am** – Neal Jr. started a discussion about sanctioning any of this year's club events with the AMA. After some discussion the members decided not to sanction any events due to the fact that the club really never had any results from listing events with the AMA and can inform people

more readily using newspaper articles, flyers, emails and the clubs Facebook page.

**10:47am** – President Neal informed the club members that Rusty is very involved with a different club that is not an RC club and probably will not be getting sponsors for our North East Kingdom flying event. Neal asked the club members to try and get sponsors for the t-shirts because we all need to help. Neal stated that he would like to get three more sponsors than last year for a total of ten sponsors. John Brooks volunteered his business to be a sponsor. Thank you, John.

**10:50am** – President Neal made a suggestion to the club to have "a people's choice award" at the North East Kingdom event for "best in show" and "best flight" and give out trophies to the winners. The club decided that this was a great idea and Neal will take care of obtaining the trophies. Neal Jr. asked about having a sound system at the airshow and Paul Herman will bring his pa system.

**10:52am** – President Neal asked if anyone would like to see anything different or any changes made to the air show. Neal Jr. suggested a flea market but club members thought that there may not be enough room for that as it would take away some parking space. John Brooks suggested having a mass launch like the club did at last year's float fly. President Neal informed the club members that an r/c flying show will be from 11:00am until 11:30am.

**10: 54am** – Paul Herman informed the club members that he will not be able to attend the Spring float fly so another club member will have to supply a rescue boat. Dennis Ullery will try to have his there and Neal Jr. stated that he has a twelve-foot aluminum

boat. John Brooks will be supplying the pizza the same as last year. Thank you, John.

**10:57am** - President Neal asked if there was any more old business. Dennis Ullery informed the club members that former club member Neal Illingsworth is not doing very well health wise and is still living in Florida.

**11:03am** – President Neal asked for any additional old business and none was brought forth. President Neal asked if there was any new business and none was brought forth. A motion was made seconded and passed to adjourn the meeting.

Respectfully submitted,  
Paul Herman, Secretary

\* \* \* \* \*

## **THE SAFETY BRIEFING-**

Neal Wells, Jr. GFF Safety Officer

### **Lithium Batteries**

How many times have we all heard about the dangers of LiPo batteries and thought those dangers to be wildly exaggerated? Last fall on a trip to North Carolina to visit my son, I purchased some airplanes from a former RC pilot in the area. He related the following personal story and I asked him to write it up in his own words and send it along. It brings home the realities of improper handling of LiPo batteries. Here is the incident in Tom's words:

"...local president of the now defunct RC club (runway lost to a solar farm) had changed over to lipo's almost as soon as they came out. He was into 1/4 semi-scale and used the extra oomph that lipos gave him.

He just never changed his ways very much over the old habits of nicads. I heard that he charged the RX batteries in place, rather

than taking them out of the AC and putting them in a good charging container. Plus, he got into the habit of charging his "stuff" in his outfitted trailer and walking away into the house for other things while charging the lipos. And he knew better, but had got into a bad habit.

Yep.....they overheated or whatever they do while charging, ignited inside the trailer parked in his driveway really close to the side of his home (so the house extension cord would reach the chargers and other items in the trailer. Trailer ignited, was going great guns with blazing and ignited the soffit and fascia of his home. Smoke was coming out of the attic vents on the other side of the home...about 30 ft. Neighbor across his street saw it and called 911, I saw it too and also called 911.

The FD guys are only up the street by 1/2 mile.....one traffic light...away. It is a fulltime-manned FD. They arrived and made short order of the structure fire and finally got the lipos out of the way on to the gravel drive way. The lipos were almost finished burning at that time. The trailer and all of the contents were a total loss, aircraft etc. Gone

With our loss of the flying field, the club folded and the President has not flown anything since the fire...more than 2 yrs ago. I guess he has lost the "SPIRIT", he was a good RC pilot, club president and general all around good guy."

### **Lithium Battery Fires**

Lithium batteries have become extremely popular for powering control and power systems in models because of their high energy density (capacity/weight ratio) compared to Ni-Cds or other batteries. With high energy comes increased risk in their use. The principle risk is fire, which can result from improper charging, crash

damage, or shorting the batteries. All Lithium-battery vendors warn customers of this danger and recommend extreme caution in their use. However, many fires have resulted from the misuse of LiPo batteries, leading to the loss of models and automobiles. Other property, such as homes, garages, and workshops, have also burned.

A Lithium-battery fire burns explosively at several thousand degrees and is an excellent initiator for ancillary fires. Fire is caused by contact between Lithium and oxygen in the air. It needs no other source of ignition, or fuel, to start.

*Note: In my blacksmith shop I regularly work with iron heated to 1800 degrees F. I can tell you from personal experience that even that temperature will instantly ignite nearly anything it come in contact with and Lithium burns at nearly double that or about one-half the temperature of an oxy-acetylene cutting torch.*

**• The AMA membership manual recommends the following for safe handling and charging of LiPo batteries:**

- The following is recommended for Lithium batteries to preclude ancillary fires:
- Store and charge in a fireproof container—never in your model.
- Charge in a protected area that is devoid of combustibles.
- In the event of damage from crashes, etc., carefully move the battery pack to a safe place for at least a half hour to observe. Physically damaged cells can erupt into flames. After sufficient time to ensure safety, the cells should be discarded in accordance with the instructions that come with the batteries.

- Never attempt to charge a cell with physical damage, regardless of how slight.

- Always use chargers designed for the Specific purpose; it's preferable to have a fixed setting for your particular pack. Many fires occur while using selectable/adjustable chargers that are set improperly. Never attempt to charge Lithium cells with a charger that is not specifically designed for Lithium cells! Never use chargers that are specifically designed for Ni-Cd batteries.

- It is strongly recommended that you use charging systems that monitor, control, and balance the charge state of each cell in the pack. Unbalanced cells can lead to disaster if the system permits a single cell in the pack to be overcharged. This means that the charging system must provide charge cessation as each cell reaches the proper voltage. If the batteries show any sign of swelling, discontinue charging and move them to a safe place—outside. They could erupt into flames.

- Never plug in a battery and leave it to charge unattended; serious fires have resulted from this practice.

- Do not attempt to make your own battery packs from individual cells. Use only professionally packaged and labeled units which contain safer charging features.

\* \* \* \* \*

**MAY MEETING REMINDER:**

May 5<sup>th</sup>, Saturday at 10am. Monthly GFF Club Meeting at Weeks Memorial Library, Lancaster, NH. Hopefully after the meeting, weather permitting, we can go to the Club Flying Field to set up for the 2018 Flying Season.

\* \* \* \* \*

Editor: Don Sanders [dons@together.net](mailto:dons@together.net)