



THE FLIGHTLINE



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

RRCC December Issue
December 14, 2025 Newsletter

WE ARE ON THE WEB
www.racinerclub.com

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Bad news: *Our Vice President recently had a bad accident with his right hand and an engine propeller recently. Hope for the best!*

Racine R/C Club Meeting Minutes

November 16, 2025

Time: 1:00 PM

Location: R/C Flying Field

Open Meeting - Jim opened the meeting at 1:00PM. 24 members were in attendance.

Welcome - New Member & Guests – No new members or guests.

Minutes - Last Meeting – No changes to the minutes.

Reports

President- Jim informed members that the Milwaukee RC Association meeting attendance has been decreasing over the past couple years. 2024-426 attendees, 2023-420 attendees. They are looking for a new venue for 2025 and are in need of people to help out. The swap meet will take place as usual. The December meeting the 2026 membership dues schedule will be voted on. None Flyers do not need a valid AMA card.

At the January meeting a vote will take place for 2025 club awards.

Vice President- Roger Nickolaus was unable to attend.

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

34

Open Members	11
Junior Members	
Family	<u>2</u>
Total	47

Newsletter Editor-Dennis Vollrath had nothing to report.

Field Chairman- Trygve Smalley thanked all who helped mow the field this year.

Tractor Chairman- Eric Armantrout reported all equipment is in good running condition.

Web Master- Ron Hayes had nothing new to report.

Safety Officer- Darrell Hossalla had nothing new to report.

Compost Director- Steve Knackert has the 2026 compost site sign-up sheet ready.

Old Business- Annual Awards Banquet: Estimated \$30.00 per member will be charged for the room fee at the new venue (room charge is \$150.00). The new venue is Tailgaters Bar and Grill on HWY 38 in Caledonia. The banquet will be held on March 7, 2026. Time to be announced. Hoss delivered the room fee to reserve the room for our club.

New Business –

1. Election of Officers- A motion was made and passed to keep the 2025 officers in place for the 2026 season.
2. Voting on proposed By-Law and Field

Rule changes.

a. By-Law change to move the club meeting date from the second Sunday of the month to the first Sunday of the month passed. (13)-yes votes, (9)-no votes.

Field Rule change to allow drones to fly at our field under special conditions did not pass. (3)-yes votes, (20) no votes.

All changes to By-Laws and Field Rules will take place at the start of the 2026 flying season.

New Pilots – None

Show & tell –Roman Kirkowicz brought two very nice glow engine planes to give away. Matt Holl took one of the planes and Pete Gehrig took the other.

Denny showed his LIFE battery checker. Denny also showed a commercial wire/switch meter, sells for \$65.00 shipping included.

Jerry Rose has an Aeroscout sale for \$200.00

Paul Westcott showed his plans for a Martin PBM he plans as a custom build.

Raffle Drawing – No raffle at this meeting

Close Meeting – Jim closed the meeting with a reminder the next club meeting will be Sunday, December 14th at 1PM at the club house.

JIM'S CORNER

As I write this article it is sunny, almost no wind, and a balmy 9°. Winter is here! Our next meeting, the last for 2025, will be held on Sunday, December 14th at 1PM.

At this meeting we will be voting on the membership dues for 2026, and a small clarification of Non-Flyer issues. The question is of requiring AMA membership for non-flyers. The AMA says non-flyers do not need AMA membership for

our club to retain its club status as an AMA club for insurance purposes. We need to more clearly state this in our club documentation, if the membership so approves.

CURRENT 2025 MEMBERSHIP DUES RATES: ANNUAL REGULAR MEMBER ... \$ 70.00

FAMILY RATE (Two adults residing at the same address) \$80.00

JUNIOR RATE (Under the age of 18 \$1.00

SENIOR MEMBERS (65 years old &

over)..... **\$40.00**
NON-FLYING MEMBER \$30.00
***After August 1st of each year, dues are 50% of the shown schedule for new members.**

After the meeting, club members may pay their 2026 membership dues, and sign up for their compost site duties.

The membership approved a meeting date change, so starting in 2026, club meetings will generally be held on the first Sunday of the month. The January 2026 meeting will be held on January 4th at 1PM. At this meeting we will be voting on the Club awards for 2025.

Also don't forget the New Year's Day "First In The Air" event. We recognize the first in the air for:

- Glider**
- Electric powered**
- Glow powered**
- Gas powered**
- Turbine powered**

No prizes, just personal pride!

Also on New Years day, the club sponsors a get together at about 11 AM. The club will provide brats & hamburgers & buns, soda & water. All those attending are requested to bring something to pass.

Hoss will be sending out his yearly email query to the RRCC membership to get a list of what to bring to the New Years Day fun fly. **HELP WILL BE NEEDED WITH THE GRILLING OF THE MEAT!**

At the November meeting, all incumbent club officers were re-elected to their positions. The only By-Law change was approved moving the club meetings from the 3rd Sunday of the month to the 1st Sunday of the month. The only Field Rule proposal reference flying of drones, was defeated.

I would like to wish everyone a festive and enjoyable holiday season.

Fly Safe & Have Fun

Jim Litwin
President

Dennys Stuff

Here is a continuation of the subject matter from last months newsletter. The subject matter is again, the radio control receiver power source used in all of our models.

As has been previously mentioned many times in the RRCC newsletter, the current pulled by the servos in our RC models isn't a simple Direct Current (DC current) but a series of pulse currents that run about two or three Amperes peak value for each servo. And, those peak currents can add up when using those high powered digital servos. I've measured these current values countless times over the

past decades.

This pretty much becomes a non-issue when the power source is a two cell 2600 MilliAmpere Hour A123 receiver battery pack. Even a 10 year old, well worn out A123 battery pack can easily handle 5 or 10 Ampere current pulses pulled by the receiver and its servos.

Same applies to the similar LiFe receiver battery packs. They also can easily handle the currents pulled by most models with varying servo types. And, considering the value of our RC models, the larger gasser models should really have a dual receiver power supply, with a primary and a secondary backup receiver battery pack

system. And, each receiver battery should have its own receiver switch, with each receiver switch plugged into a separate input to the receiver.

FYI, both the A123 and the LiFe receiver battery packs will work without issue by simply directly parallel connecting them to the receiver via their own receiver switch.

However, your editor has become aware of a failure mode type of the receiver LiFe battery packs that needs to be addressed.

As a comparison, a very old A123 receiver battery pack simply loses MilliAmpere Hour capacity as it gets old, or has been run completely discharged by leaving the receiver switch on for a week.

Typically, these A123's drop from their rated 2600 Mah capacity down to 1800 or 1900 Mah capacity after a decade or more of use. These old packs still function OK at a 6 Amp current drain.

It's been my experience that the LiFe's are very different. I've run across a dozen or so LiFe's that have had a failure of one cell. As a result, one cell of the pack can have a 2200 Mah capacity, compared to only a few hundred Mah capacity of the other cell.

These defective packs will charge up just fine, and will look OK after charging. But, they run out of power long before they should. As to why these failures, my personal guess is that the defective LiFe packs had a tiny tiny pin hole leak in their plastic baggie case, and the cell simply dried out after a year or three. (As a comparison, those A123 cells have a hermetically sealed aluminum case)

Problem is, a simple voltage test or load test on a defective LiFe battery pack will not identify a problem. The only way to find them is to conduct a test where the

battery pack is discharged while measuring its voltage and current levels. I've also done this countless times over the past many decades. A primary device to check this is a West Mountain CBA battery analyzer that I paid about \$200.00 for several years ago.

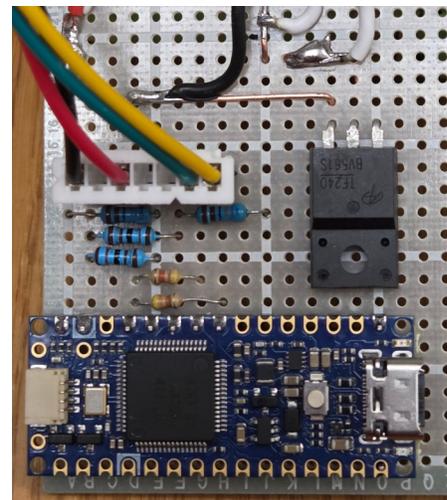
This CBA battery analyzer can test all sorts of battery packs, up to a 6S LiPo pack.

So, your editor has designed and built several battery analyzers capable of measuring the battery MilliAmpere Hour capacity over the past to many years.

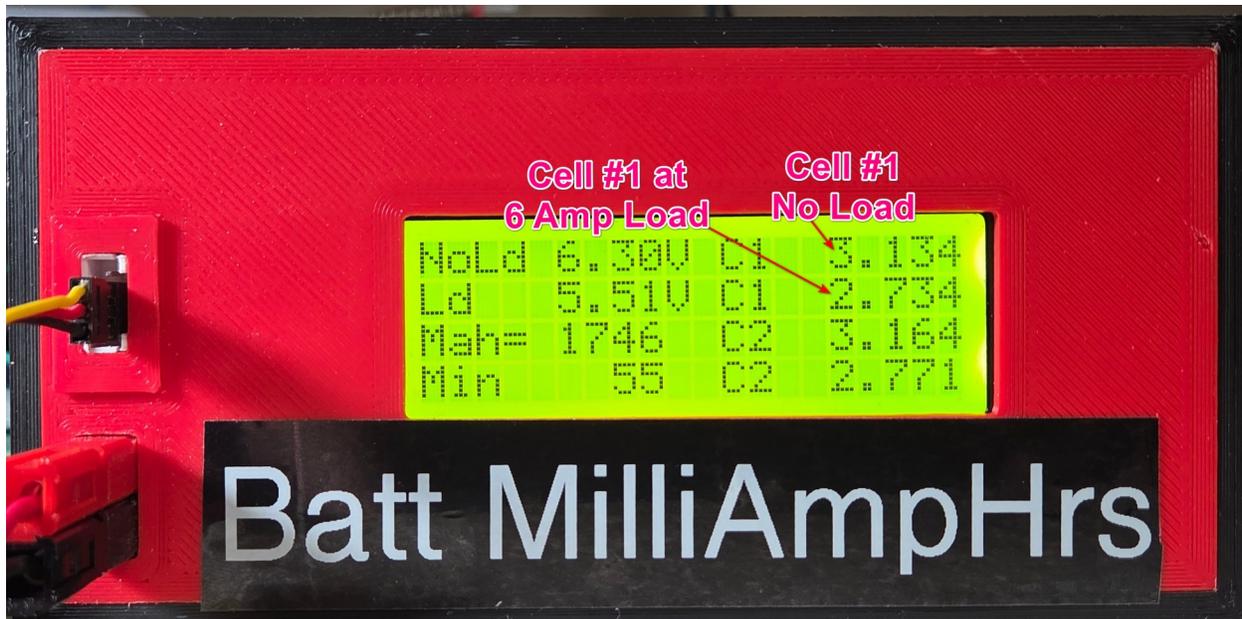
Recently I've been using a very high quality MicroController system (Arduino Nano R4 sold by Amazon for around \$13.00) for a design of a meter that can measure the battery Mah capacity.

This meter can measure both the A123/LiFe and the high voltage LiPo type receiver battery packs. It takes about one hour to run a battery cycle test with this meter.

I have built up two of these meters now, and both work very well. Using them is quite simple. First plug in the balance plug into the meter. Then, plug in the battery power plug into the meter.



The circuit board layout of the MAH project



This is Denny's meter that checks the takes place in the batteries wires, NOT the MilliAmpere Hour capacity of the receiver A123 cells them selves. batteries we use for our RC models.

Note the cell C1 3.134 Volt reading that shown is the no load voltage of 6.30 Volts takes place immediately after the 2.734 and 5.51 Volts under load for the entire Volt reading while the battery is putting out battery pack. It currently shows 1746 six Amperes. It's interesting, that 3.134 MilliAmpere Hours during the battery test- minus 2.734 Volt drop of 0.400 Volt drop ing cycle.

Cell C2 is similar in operation. Also



Above is a test of an RRCC club members charger.

2200 mah LiFe receiver battery that died

less than one minute after being connect- ed to the meter. This battery pack had

just been fully charged with a balance

The meter shows that cell #2 dropped to 2.59 Volts DC in less than one minute at a 6 Amp load test current.



This photo shows one of the two Battery MilliAmpere Hour test meters that your editor has built. Note the heat sink fins on the back side of the unit that allows the heat from the one Ohm 50 Watt power resistor to radiate away.

The meter is designed to test ONLY the two cell receiver batteries, limited to only the LiFe, A123, and the high voltage LiPo type receiver battery packs.

Connecting a 3 or more cell battery pack to the meter will be rejected.

The white receptacle is for the JST balance plug. Use the top three pins for the white JST type battery balance plugs.

Or use the bottom three pins for the servo type balance plug connectors your editor has used on his A123 receiver battery packs.

The battery cycle test should start off with a fully charged battery pack. The test takes about one hour. At the end of the hour, the LCD display flashes on and

off as an alert that the test process is complete.

If there is interest!

As an RRCC club service, I would like to make this meter available for the RRCC membership to check their receiver batteries over the winter season of our model flying.

Things to be worked out is keeping track of who has the meter, and who is next on the list to check their receiver batteries.

There will be more discussion on the subject at the next RRCC meeting.

DennyV

RRCC Newsletter Editor

R/C 47th ANNUAL
AUCTION
& SWAP SHOP

Sunday
January 25th, 2026
MILWAUKEE, WISCONSIN



Sponsored by
MILWAUKEE R/C ASSOCIATION



Chapter #7

Admission: \$8.00 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 \$8.00 Per person

Contact event Coordinator William for table
reservations and questions at 920-567-8656
or email: register.mrca@gmail.com

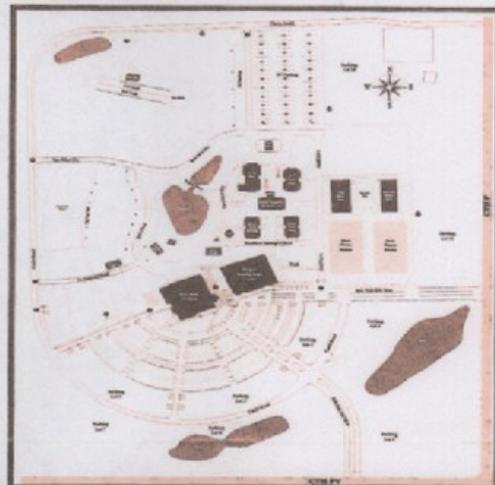
FOOD – BEVERAGES – AMPLE PARKING

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 Electronics, 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 Association (MECA); IPMS, Richard I Bong Chapter.



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have buyers for all!”***