



# THE FLIGHTLINE



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

**RRCC February Issue**  
**February 1, 2026 Newsletter**

**WE ARE ON THE WEB**  
**www.racinerclub.com**

**Club Officers**

**President**

James Litwin  
262-637-2787 (Cell 262-939-7926)  
president@racinerclub.com

**Vice President**

Roger Nickolaus  
414-405-8004  
vp@racinerclub.com

**Secretary/Treasurer**

Bob Johnson 847-421-5494  
secretary@racinerclub.com

**Field Chairman**

Trygve Smalley  
414-940-0929  
field@racinerclub.com

**Safety Officer**

Darrel "Hoss" Hossalla  
414-651-0968  
safety@racinerclub.com

**Tractor Chairman**

Eric Armantrout  
262-498-1035  
tractor@racinerclub.com

**Compost Director**

Stephen Knackert  
262-497-2824  
compost@racinerclub.com

**Webmaster**

Ron Hayes  
224-355-7651  
web@racinerclub.com

**Newsletter Editor**

Dennis Vollrath  
Cell 262-994-6342  
newsletter@racinerclub.com

**Racine R/C Club Meeting Minutes**

January 4, 2026

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** – Joe Spaulding, who has flown with the RAMs club, attended the January meeting as a guest and became a new member. Joe is an experienced pilot and fly's gas powered airplanes, so he'll fit in just fine. Welcome aboard Joe.

**Minutes - Last Meeting** – No changes to the minutes.

**Reports**

**President-** Jim reminded membership that the Washington County swap meet is January 25<sup>th</sup> at the Washington County fairgrounds.

Results of the "First in the Air for 2026"

- 1<sup>st</sup> Gas plane-Darrell Hossalla
- 1<sup>st</sup> Electric plane-Eric Armantrout
- 1<sup>st</sup> crash of 2026-Eris Armantrout

**Vice President-** Roger Nickolaus reported there were 30 members present at the New Years Day party and a good time was had by all.

**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	21
Open Members	9
Junior Members	0
Family	0
<b>Total</b>	<b>30</b>

**Newsletter Editor**-Dennis Vollrath Reported he has 8 receiver battery testers ordered and built.

**Field Chairman**- Trygve Smalley was unable to attend.

**Tractor Chairman**- Eric Armantrout had nothing new to report.

**Web Master**- Ron Hayes had nothing new to report.

**Safety Officer**- Darrell Hossalla had nothing new to report.

**Compost Director**- Steve Knackert reported there a few spots still open for 2026.

**Old Business**- Annual Awards Banquet: Tailgaters Bar and Grill. 7641 Hwy 38 Caledonia, WI (March 7, 2026)

Saturday March 7, 2026, at 5:30PM. Dinner served at 6:00PM. \$30.00 per member. We will be choosing the menu at the February meeting.

**New Business** – Pete Gehrig requested to be designated as an instructor. Nomination was made and passed.

Vote was held for 2025 club awards.

**Craftsmanship Award**-Nominees are

Roger Nickolaus, Jerry Rose and Paul Wescott.

**Sportsmanship Award**-Nominees are Darrell Hossalla, Dennis Vollrath, Eric Armantrout and Jason Fisher.

**Golden Propeller Award**-Nominees are Roger Nickolaus and Jim Litwin.

**Instructor Award**-Current instructors will meet and vote on the winner for 2025.

Awards will be handed out at the banquet in March.

**New Pilots** – None

**Show & tell** – Chuck Roberts provided an Aura 8 free of charge to a member interested. Terry Peterson took the Aura.

**Raffle Drawing** – Jason Gamble won the January raffle. \$14.00 went to Jason and \$13.00 to the club.

**Close Meeting** – Jim closed the meeting with a reminder the next club meeting will be Sunday, February 1st at 1PM at the club house. (First Sunday of the month).

### **JIM'S CORNER**

It sure has been cold lately, too cold to doing much outside.

As a reminder, our next club meeting is on Sunday, February 1<sup>st</sup> at 1 PM. At this meeting we will be selecting the food to be available at the Club Awards Banquet. The cost is \$30 per person, and you can sign up and pay at this upcoming meeting.

If you have a project you are currently working on, you might consider bringing it to the club meeting and show it to the membership during the "Show & Tell" portion of the meeting. For those of you that have not yet paid their membership

dues, you can also do that at the meeting.

This also will be your last Newsletter unless you have renewed your membership. The pad lock code will be changed on March 1<sup>st</sup>.

This time of the year not much club activity, so I'll see you at the February 1<sup>st</sup> meeting. Stay warm!

Fly Safe & Have Fun  
Jim Litwin  
President

## Dennys Stuff

There has not been a lot going on RC wise over the past month. Outside of a kidney stone that had to be removed for your RRCC editor. And, they found some other stuff during the kidney stone episode that has to be resolved over the next two weeks and beyond.

The Receiver Battery MilliAmpere Hour meter project is done. Ten were built, eight for the RRCC members. Those 8 units were taken to the January RRCC meeting, and all were paid for and picked up. Thanks everyone!

Just a refresher, there are a number of terms used for the rechargeable batteries we all use for our RC equipment.

They are "Volts", "Amperes", Ampere Hours, "C", "Watts" and a few others.

The Voltage measurement can be completed with a simple Digital Multimeter available at Harbor Freight and a hundred other locations. Typical voltage on a two cell A123 battery pack is 7.2 Volts DC, right off of the charger, settling down to 6.6 Volts DC after a bit of flying.

(DC is "Direct Current, vs AC is Alternating Current". DC is battery power, AC is what you have in your home)

FYI, the maximum continuous current rating of those A123 cells is some 10 times higher than the peak current ever pulled by your receiver and its servos.

Next is the MilliAmpere Hours function. Mostly, the big lead acid batteries used in your vehicle are rated in "Ampere Hours". A typical 12 Volt Deep Cycle lead acid battery has a 120 Ampere Hour rating. That indicates in theory, you can pull 120 Amps out of it for one hour, 12 Amps out of it for 10 Hours and so on.

Pull 120 Amps for one hour out of a 120 Amp Hour deep cycle battery, and you will kill it in short order, if it doesn't blow up in the meantime.

But to make the terms easier to use on our smaller battery packs, we use "MilliAmpere Hours". That is where one Ampere Hour equals 1000 MilliAmpere Hour. So your 2200 MilliAmpere Hour (Mah) battery can also be identified as 2.2 Ampere Hours.

The LiPo battery packs we use for our models has a term identified as "C". This is a term that suggests the maximum safe current that can be pulled out of the battery. This has no connection to the Ampere Hour function. It's just a peak current rating.

The "C" term is used by simply multiplying that "C" term by the Ampere Hour capacity of your battery pack. Again, in theory, if you have a battery pack rated at 40C, the maximum safe current that battery can deliver is 40 times the battery Ampere Hours. So, a 5000 MilliAmpere (5 Ampere) hour pack can deliver up to 40 times 5 Amps, or 200 Amps.

Unfortunately, most of those "C" ratings supplied by the battery manufacturer are provided by their battery mfg. sales department, not their Engineering department. If you pull 200 Amps out of a 6S 5000 Mah LiPo battery pack until it is discharged, you might want to do it outside to contain the resulting battery fire.

Also note, if you pull 200 Amps out of your 5000 Mah LiPo battery pack, your flight time will only be 1.5 Minutes!

So, we have the two important features of any battery. They would be "Amperes" and "Ampere Hours". (For smaller battery packs, that's

“MilliAmperes” and “MilliAmpere Hours”)

There are direct electrical formula's that relate all of this stuff together. The main one is “Watts”. The Watts put out by a battery pack is the product of the batteries Voltage multiplied by the Amps.

The Ampere measurement is a rate of electricity flow. To be precise, it's the number 6.203 followed by 18 zeros electrons passing past a point in the circuit every second.

The Ampere Hour, and its cousin MilliAmpere Hour is a measurement of current flow for a given length of time.

Lets take a 6S 5000 Mah LiPo battery pack. Typical loads on these battery packs runs around 50 to 70 Amperes. Using 50 Amperes, multiply that times the batteries voltage, you get 50 times 22 Volts or 1100 Watts, That 1100 Watts is 1.5 Horsepower!

FYI, 1100 Watts is typical power output of a medium sized electric model airplane. And with a bit of mathematics, we can calculate that this battery will last 6 minutes running at full power for the entire flight.

If you back off the power during the flight, you can easily extend the flight time for more minutes.

Lets look at that 1100 Watts, and its equivalent 1.5 horsepower. One horsepower is 550 Foot Pounds per second, so our electric motor can put out 550 times 1.5 HP, or 800 Foot Pounds per second. That indicates in theory minus friction and so on, that motor can lift an 800 pound weight one foot in one second.

Using the built in altimeter functions of my RC models, I find that my 1200 Watt motors in my models can get my models up to some 400 feet in 10 seconds. The over

all efficiency of the motor and its propeller on a climb out of the model is somewhere around 30-50%.

Again, that 6S LiPo battery pack can put out some 1100 Watts for six minutes. That is enough energy, if connected to a suitable garage hoist mechanism with 100% efficiency, to lift your automobile some 20 feet in the air!

Yes, those LiPo battery packs do contain a LOT of energy!

As for building up RC battery packs with those 2500 Mah A123 cells, your editor has ordered a battery cell spot welder through Amazon to spot weld the cells, rather than soldering directly to the cells.

This should be interesting, and it will be determined if this is as reliable as the soldering process. The spot welder is shipping from China, and is scheduled to arrive in a few weeks from now.

Little bit of information on that spot welder. It uses capacitors to provide high level discharge currents for the spot welding process. Electronics typically uses capacitors on the order of MicroFarads or 1/1000000 of a Farad.

This spot welder on order uses a 12 Volt, 3000 **Farad** capacitor that can put out some 1000 Amperes for very short periods of time. The specs on it show that it takes some 10 Minutes to charge that Capacitor to 12 Volts with a charging current of five Amperes.

More to come. DennyV

# 01/01/2026 NEW YEARS DAY PHOTOS



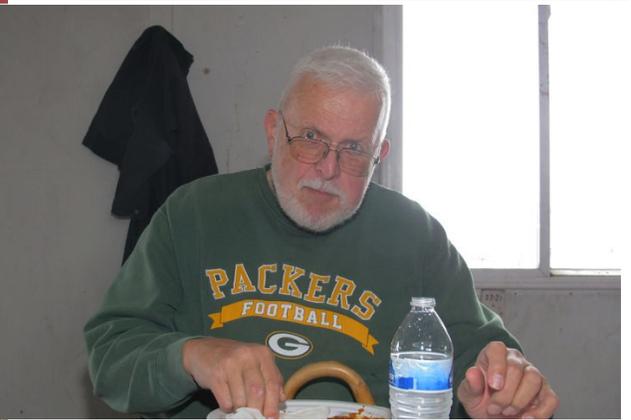
Darrel Hassalla

First Gasser of 2026



First Electric 2026

Eric Armantrout





**PROPOSED RACINE RC CLUB  
2026 CALENDAR OF EVENTS**

<b>January 1</b>	<b>Thursday</b>	<b>“First In The Air” Event</b>
<b>January 4</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>February 1</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>March 1</b>	<b>Sunday</b>	<b>Club Meeting</b>
	<b>Sunday</b>	<b>Change Lock Codes</b>
<b>March 7</b>	<b>Saturday</b>	<b>Awards Banquet</b>
<b>April 12</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>May 3</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>May 30</b>	<b>Saturday</b>	<b>Shelter Walls Down</b>
<b>June 7</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>July 5</b>	<b>Sunday</b>	<b>Club Picnic (No Meeting)</b>
<b>August 2</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>Sept 6</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>Sept 14</b>	<b>Monday</b>	<b>Noon Deadline for Proposed Field Rule/By- Law changes</b>
<b>October 3</b>	<b>Saturday</b>	<b>Shelter Walls Up</b>
<b>October 4</b>	<b>Sunday</b>	<b>Club Meeting</b>
<b>Nov 1</b>	<b>Sunday</b>	<b>Club Meeting (Vote Officers/Rule Changes)</b>
<b>Dec 6</b>	<b>Sunday</b>	<b>Club Meeting (Vote Club Dues Rate)</b>