



# The Transmitter

Suburban RC Barnstormers - P.O. Box 524, Bloomingdale, IL 60108

AMA CHAPTER 640

IMAA CHAPTER 194

August 2010

<http://www.suburbanrcbarnstormers.com>

## **Coming in August and September**

August 9<sup>th</sup>, Membership Meeting, Bloomingdale Public Library, 7:00pm

August 15<sup>th</sup>, Fun Fly #4, Pratt's Wayne Forest Preserve, 9:00am Trim Flights, 10:00am First Pilot Off

September 19<sup>th</sup>, Fun Fly #5, Pratt's Wayne Preserve, 9:00am Trim Flights, 10:00am First Pilot Off

September 20<sup>th</sup>, Membership Meeting, Bloomingdale Public Library, 7:00pm

September 26<sup>th</sup>, Giant Scale Fun Fly – To Be Confirmed

September 27<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm

## **August Fun Fly**

*By Mike Maciejewski*

The August Fun Fly will be a contest for all to participate. Gas or electric, it will not matter what power source you use. It is a how long can you stay up in the air contest. You will be given 15 seconds to get your airplane up as high as you can. Then chop the power to idle and glide back to the field. You will be timed for how long you can glide for.

### **Rules**

The plane can be launched by hand or a rolling takeoff. The timer starts when the airplane launches into the air. You have 15 seconds to get as high as you can, and then when the timer goes off you have to chop the power back to idle. A timer will start after the power is chopped. This glide time is what you are being judged on. If you power up the airplane the timer will stop or when you land the timer stops. Those who land off the field will be penalized by subtracting 10 seconds off their

time. The 10-second penalty will not count against student fliers. If you dead stick your landing on the field, 5 seconds will be added to your time. You do not have to make a good landing for your time to count. Student pilots can have an instructor take off the airplane for the student. At 15 second the instructor must level out the airplane and give control over to the student. The student will chop the power for the contest.

This is a contest for planes that will float like a good trainer. Gliders, Dynaflyes, U-2 spy planes, RB-57F and such will not be allowed. Judge has final say on the airplane you bring.

If anyone has a couple of stopwatches I can borrow it would help. Volunteers to help are welcome.

# Notes of the Suburban RC Barnstormers Membership Meeting

July 12, 2010

## ATTENDANCE

There were 28 members present and 4 visitors. Our meeting was held at the shelter on the west side of the Pratt's Wayne Preserve due to a threat of rain.

## OFFICER REPORTS

**President: Mert Mischnick** presided over the meeting. Mert had a number of topics to start off with.

Mert mentioned that he recently discovered Home Depot provides a 10% discount for military veterans. So, if you ever served ask about your discount!

Mert asked if anyone had tried a glue called TechBond. It is supposed to dry like CA but bond like epoxy. It must work well because they warn about gluing the top to the bottle and provide instructions to free it (it takes 3 days).

Many years ago our club started a plaque for members that have passed on. It has not been updated recently. Mert said John Kubitz has a contact for engraving the plates and Scott Taylor will provide John with the names of the deceased members.

Mert received a number of suggestions to bring attention to the proximity of the dog field. The result is a sign that Stan Warden will be putting together and posting on the flight stand.

A member asked about the availability of tee shirts and Mert said they are in stock, but at the library. If you want a tee shirt, please ask at the next meeting.

**Vice President: Mike Maciejewski** said there would be no raffle at this meeting due to the location. But at the next meeting, both the turkey and door prize drawings will be held using both the July and August attendance sheets.

**Treasurer: Bob Elsner** was absent.

**Secretary: Scott Taylor** had nametags for new members and AMA identification labels for sale.

Scott also said the next newsletter would probably be posted on our website and a link provided in an email to view and save it.

## COMMITTEES

**Fun Flys – Scott Stampfli** said the next fun fly would be a wiffle ball touch and go. Three passes will be made, and then a spot landing within the touch and go box. There will be three different sized areas within the box that will have different scores. More points will be awarded for touches in the smaller boxes.

**Mike Maciejewski** said he would be running the next fun fly.

**Flight Instruction – John Howe** said he has been doing some flight training but will be out of town the next couple of weeks.

## OTHER BUSINESS

**TIPS – Mert** provided a suggestion for a very inexpensive CA accelerator. Just create a saturated solution of sodium bicarbonate (baking soda) by dissolving as much in water as it will take. Then filter the solution using a coffee filter or paper towel and the resulting liquid is a great accelerator.

## PLANES

**Dave West** showed the members a 1974 Ace Pacer model that was designed to be powered by a .049 or .061 size engine. It has aileron and elevator controls but no throttle. It was meant to fly until the fuel ran out.

**Marty Schrader** had a new design to show the members called the Blue Star. His model uses blue foam wings, pink foam longerons, and carbon fiber cross members. It is powered mid-ship by a \$6 electric motor.

## RAFFLES

There were no raffles conducted at the July meeting due to the location.

## Understanding Deans Connectors

by Phil Laperriere

As I continue to discover more and more about the mysteries of electric flight, I'm never surprised when something that I initially think is a big problem turns out to have a simple solution once I understand the nuts and bolts about it. I'd like to share one of my latest learnings that supports this truth.

I've always been very mechanical and understood mechanical things. I also have always had a great deal of confidence about using tools and getting the feel for them very quickly in order to make them work for me. That being said, I found myself getting a little rattled just using a soldering gun as I was putting together the "system" on my first electric-power project. After purchasing the motor, speed controller, and battery, I eagerly started to string things together.

I started by soldering the bullet connectors to the three wires coming off the motor. I spoke with Matt at the Prop Shop and he instructed me to fill the pocket of the bullet connector with molten solder, then plunge the wire in, holding it until the solder cooled. The first obstacle I had here was that I simply didn't have enough hands to hold the clamp while trying to melt solder into the bullet connector. I overcame this by wrapping a rubber band around the handle of a pair of needle nose pliers. I was then able to position the bullet connector with no problem for assembly to the wire. I also quickly realized I had to slide the shrink tubing as far up the wire as possible before putting the bullet connector on. There is enough heat transmitted an inch or so up the wire to shrink the shrink tube.

Now it was time to solder the Deans-style connector onto the battery leads and the speed controller. One month ago I didn't have the foggiest idea what a Deans Connector was. Now, here I am buying them at the Prop Shop and trying to tie them into my power system.

I read the instructions on the back of the pouch that the connector set came in, and the instructions told me to tin (pre-apply solder) to the wires and connectors then touch the two together, add a little heat and you should have a good bond, ready for shrink tubing right? Wrong! By the time I was able to melt the solder on the connector, the tab had melted the outside of the connector, allowing the tab to move out of position. Also, it seemed like an extended period of time before the solder would cool enough for handling due to heat being retained in the connector body. I also found that the bond between the wire and the tab was not very strong and was easily pulled free.

After a long frustrating struggle, I was successful at getting one set of connectors soldered in place. However, when I tried to plug the two connectors together, the tabs were so far out of alignment due to the melting of the outside shell, they simply would not go together. After ruining three or four pairs of connectors, I finally stumbled upon a solution.

I found if I first plugged a set of connectors together and afterward started the tinning/soldering process. I had much better success at a well aligned connector. I also noted that the solder joint seemed to cool quickly along with the tab alignment remaining intact and showing great bond to the wire. Having the connector plugged together also gave me enough material to hold in a vise for soldering. A couple of other observations I want to point out that seem to make sense to me after going through the process of assembly are as follows:

- Lightly sand the tab where you intend to solder, giving the material an opportunity for "tooth."

- Always assemble the female portion of the connector to the battery side. By doing this, you won't be as likely to inadvertently short out your battery because the terminals are not exposed.
- Maintain a standard for your connectors for positive versus negative. Doing this, you'll finally have flexibility for switching between batteries and speed controllers. Typically, Deans Connectors recommend the wide end be utilized as the positive side.
- Have an extra set of connectors available that are used only for the assembly process. This way you won't power up the speed controller when doing assembly. Also, if you do utilize a set only for assembly, be sure to put the shrink tube

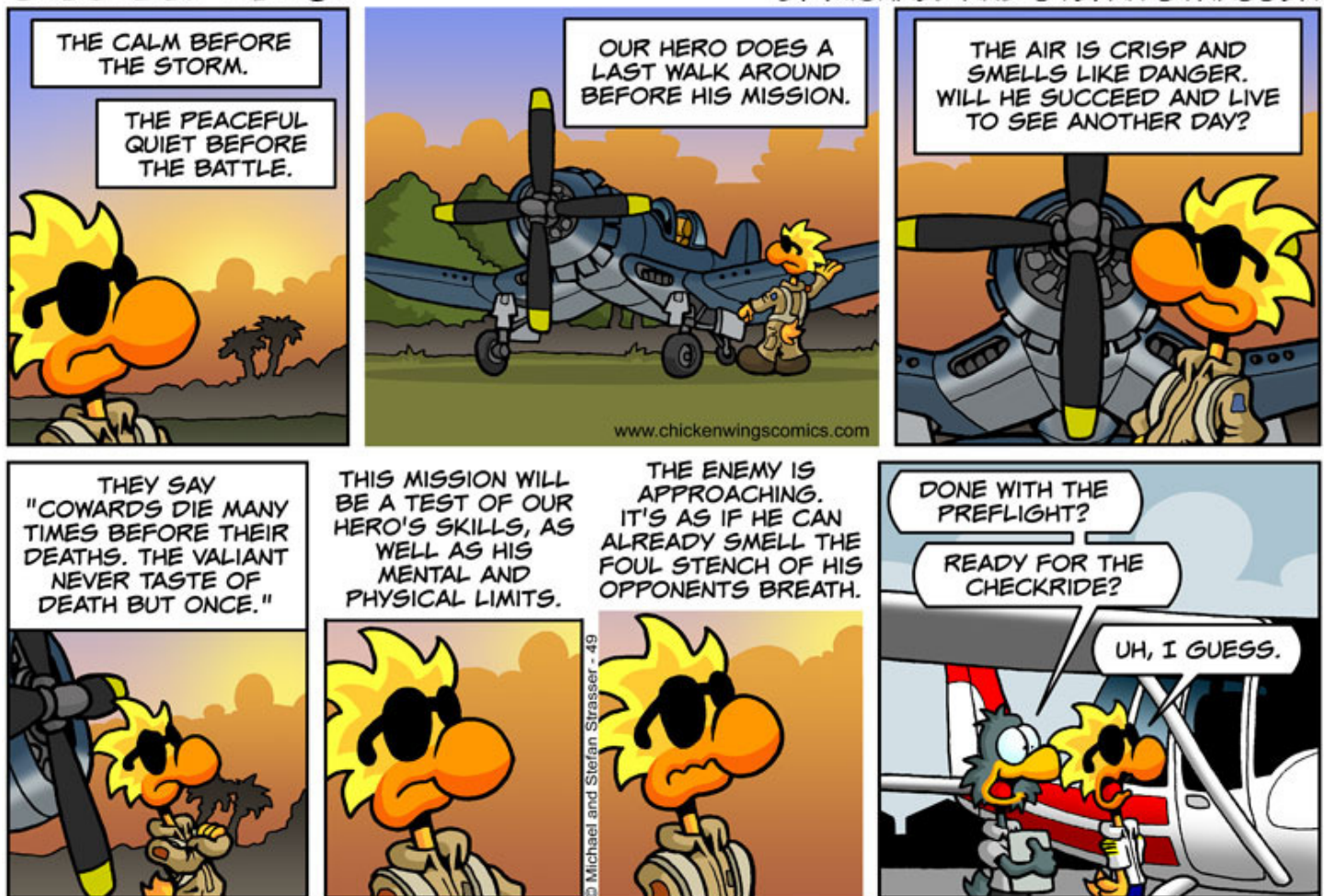
over the exposed terminals to minimize the risk of a short.

- Use shrink tube over your solder joints. Shrink tubes serve two purposes. First and foremost, it acts as an insulator, minimizing the potential for a short. Second, it adds strength to the wire just behind the solder joint reducing the opportunity for wire fatigue.

Good luck and don't let the electrics scare you. I've been finding that when I first started getting involved with electrics, the amount of confusing information was intimidating. Learning and understanding a piece at a time starts to add up quickly, making the process manageable. Hopefully I've been successful giving you a tip that will help you in your own building.

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



## The Transmitter

This newsletter is published monthly by the Suburban RC Barnstormers, Inc.

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Articles must be received by the 4<sup>th</sup> Saturday of the month to be included in the following month's newsletter.

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