



# The Transmitter

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

AMA CHAPTER 640

January 2020

<http://www.suburbanrcbarnstormers.com>

## Coming in January and February

January 1<sup>st</sup> Frozen Finger Fly – Pratt's Wayne, Photo taken at Noon!

January 6<sup>th</sup>, Monday, Member Meeting, St. John Neumann Church, 7:00pm, Room 104/106 (Lower Lvl)

January 20<sup>th</sup>, Monday, Board Meeting, Itasca Public Library

February 3<sup>rd</sup>, Monday, Member Meeting, St. John Neumann Church, 7:00pm, Room 104/106 (Lower Lvl)

February 17<sup>th</sup>, Monday, Board Meeting, Itasca Public Library

## Happy New Year!!

### January 1<sup>st</sup> – Frozen Finger Fun Fly

The skies were clear blue, the winds were gentle but increasing, and the temperature was nearing 40 degrees. There was a buzz in the air but it wasn't bubble bees in the middle of winter, it was the sound of electric power!

As has been tradition, we started off the 1<sup>st</sup> day of 2020 with our first "Fun Fly". We had 14

members join us for the get together, and of course stayed together for this snap shot at Noon!

Thanks to all that made it, and don't forget, we do this when the weather is nice too!!



# Meeting Notes for Membership Meeting

December 2, 2019

**Membership Meeting** was called to order on December 2, 2019 at 7:30 PM.

**Attendance:** There were 22 members present at the meeting held at the St. John Neumann Church.

## OFFICER REPORTS

**President: Hector Rivera** stated that Club Dues, AMA and FAA are all due now, so we need to get signed up and/or pay the dues. We also need to elect/sign up a new Fun Fly officer as the current officer will be leaving. Stan and Fran Crowe will be moving away. The next board meeting will be December 23<sup>rd</sup> and the next membership meeting will be downstairs in the small room on January 6, 2020.

Anyone flying on January 1 must have a 2020 permit and you can get the permit online.

**Vice President: Paul Kramer** recommended a pre email be sent to remind everyone for all meetings.

**Secretary: Ruth Egging** did not have any updates.

**Treasurer: Bob Vance** stated there were a couple of expenses he paid which brought the bank balance to \$4,697.

Bob also has a pamphlet about "Wonder of Flight" which includes a Light Test. This maybe an idea for our club.

## COMMITTEES

**Safety Officer: Larry Amiot** stated that we can fly above 400 feet outside of the control area.

Our web site now has a safety banner, so progress is being made on getting the web site updated.

**Membership: Merv Keeney** wanted to let everyone know that the Barrington Field House is available for indoor flying.

## NEW BUSINESS

### Christmas Raffle

A couple of airplanes were donated. One was donated by **Mike Cannata** and the other one was from the estate of **Art Peterson**.

The Christmas raffle was a success, and everyone won a door prize.

*Happy Holidays*

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## The Kress Creek Flying Field

As part of our clubs negotiating with the DuPage Airport (DPA) to create a "Letter of Agreement" for meeting the FAA requirements for flying within controlled airspace. We have taken the Kress Creek flying site under the wing of the Barnstormers to help simplify the agreement with DPA.

One of the advantages is we have a new location that you may not have considered flying at before. Ernie Blenkle is one of our members that frequently flies at this field and was nice enough to provide some useful information on the site.

### Q1: What are the open flying hours at Kress Creek?

A1: *The field is open for flying from sunrise to sunset on most days. The Park district does have an occasional event such as cross-country running events or lacrosse practice but these events are rare. We also share the field with dog trainers on many weekends, but this is a very well-maintained relationship.*

*Gary Major who oversees all things related to the West Chicago Park district has been very supportive and he is also a very close neighbor as he lives in the old Manville farm house South of the field, so if you fly at Kress Creek Flying field please be on your best behavior.*

### Q2: Types of models that can fly at the field?

A2: *We use the AMA's park flyer guidelines which does not allow nitro or gas, so our*

*choice is either non-powered such as DLG, hand launch, hi-start or electric powered. I think the guideline is also a limit on speed up to 65 mph.*

### Q3: Description of the field?

A3: *The field is a rectangle 1000' from North to South and 600' from East to West bordered by trees on the North and South and Fermi Lab on the West with our backs to Joliet Street to the East. The field is relatively flat and mowed, we have no runway. The flight line faces West which lends itself to morning flying. On any weekend day that has a reasonable forecast you would most likely find us at the field between 9am and noon....later if we find a boomer (powerful thermal).*

### Additional Information:

We often have **glider contests** and would welcome anyone who wishes to join a friendly competition. Even when the contests are running there is plenty of room for open flights. Contests usually have to do with thermal duration and possible landing points as well.

We also have **Winter Warriors** which a few modelers choose to participate in which requires the pilot to fly at least once per calendar month from November through April of the following year to earn levels. Currently we have three platinum members, one gold and five silver members all others are bronze. Bronze = 0, Silver = 1, Gold = 3 and Platinum =5+.

# LiPo Connectors

## Power Plugs

LiPo batteries have all sorts of power just waiting to be unleashed, and we want as much of that power to reach the motor as possible. But all too frequently, I have customers come in with a great LiPo battery attached to a terrible connector. Bad connectors increase resistance and prevent all that power from being used efficiently. So while it's not specifically about LiPo batteries, let's talk about connectors a little.

### Traxxas Connectors



Traxxas' High Current Connectors have been gaining in popularity over the last few years. These are seen mostly on R/C cars and trucks, though some airplane enthusiasts have switched over to them as well. The main appeal of these connectors are the ease of assembly. The terminals are separate from the plastic housing, making them easier for novices to solder. They don't require heat shrink, as the plastic housing shrouds the terminals completely. They are polarity protected, so they can't be plugged in backward. Finally, they have the most surface area of any of the high current connectors, and are probably the easiest connectors to slide together and apart. Recently, Traxxas locked their connectors down, and now only they can produce batteries with these connectors.

### Deans Connectors



Deans Connectors are really the king of connectors. They've been around seemingly forever, and have been the top choice for the discerning R/C enthusiast for quite some time now. They are somewhat difficult to solder, especially for novice users. Deans connectors slide together smoothly, and are very well designed. Like almost every modern connector, they are polarity protected. Currently, they are neck-and-neck with Traxxas connectors for the title of most popular connector - Traxxas has the edge in the R/C surface category, but Deans dominates in the air.

### EC3 Connectors



EC3 connectors came onto the scene because Horizon Hobby was looking for a connector to replace the Tamiya connector as its standard plug. So the story goes, Horizon approached

Deans with the intent to license the connectors and obtain them at a bulk rate (so they could install them on their batteries at the factory). Deans refused to be "reasonable" in negotiations, so Horizon was left to come up with an alternative. They found the EC3 and licensed that connector. From there, it's no surprise that the EC3 spread like wildfire. While they aren't much fun to assemble, they have a sizeable foothold in the R/C airplane market.

### Tamiya Connectors



Only through the sheer force of Tamiya's market share did these connectors take on their name. Originally called a 'Molex' connector, these connectors were the de facto standard of the hobby industry for years. Popularized by Tamiya in their bazillion R/C cars, these connectors came on every vehicle until very, very recently. Even today, some R/C manufacturers still use the Tamiya connector on their vehicles (Axial, I'm looking at you). This is a terrible connector with lots of resistance. You are more likely to melt these connectors than anything else. If you have a LiPo that has a Tamiya connector on it, cut it off and solder on one of the above connectors.

### Venom Connectors



Venom's offering to the connector world sounded really great on paper. When they were announced, I was quite excited about the idea of having a connector that would interface with the four most popular connectors on the market. However, when they came out and I got to see them in person... Let's just say that we pretty much always cut off the Venom connectors to solder on the connector that our customer is actually using. The Venom connectors come with adapters to interface with Traxxas, Tamiya, Deans, and EC3 plugs. None of these adapters work particularly well in my experience. The only reason I bring them up is because they come standard on all Venom's batteries.

## Anderson Power Poles



These connectors were wide-spread in the early days of radio control. As most of our stuff is borrowed from other industries, Anderson Power Poles are no different. Originally designed by the ham radio industry for their 12V DC standard connector, they were quickly adopted in the radio control community. Power Poles are the only plug on this list that is hermaphroditic, meaning that the plug is neither male or female. They are all the same - so no worrying about which gender plug goes on the battery or the speed control. They're much rarer in the R/C world today, but they are probably my favorite plug. They do take up a lot of room, though, and as such, may not be useful in many applications.

These are the most common connectors today. Other connectors have come out in recent years, but their adoption rate is minimal. Of the above connectors, the only ones you want to avoid are the Tamiya and Venom connectors. Other than that, go with whatever connector makes sense for what you're doing - if Bind-N-Fly Parkzone airplanes are your thing, it makes sense to use all EC3 connectors, as that is what all those airplanes come with. If you run Traxxas trucks, well, Traxxas connectors are an obvious fit. Most of the above plugs have similar specs, so go with what your vehicles come with. Don't make it more complicated than it has to be!

## XT-60 Connectors



XT-60s have gained a little bit of ground in the last few years. So far as I can tell, they were [developed by a Chinese company called AMASS](#), and then HobbyKing either purchased or licensed the patent from them. But whatever their origin story is, the XT-60 connector is getting some adoption due to their prevalence on the LiPo batteries coming directly out of China. As far as I know, there aren't many domestic battery manufacturers that use the XT-60 plug as their default. I do like the plug; it's easy to solder to. It's relatively small and compact as well. It's not my favorite, but I don't mind these connectors. You could do worse.

## The Transmitter

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

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Material can be submitted for publication: (1) at a meeting, (2) by mailing to Suburban RC Barnstormers, Inc., P.O. Box 524, Bloomingdale, IL 60108, (3) sending it to the email of the editor, Scott Taylor, at [Editor@SuburbanRCBarnstormers.com](mailto:Editor@SuburbanRCBarnstormers.com)

Articles must be received by the 3<sup>th</sup> Saturday of the month to be included in the following month's newsletter.

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