

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

President: Jim Scott - 209-985-0859

Vice President: Larry Maxfield - 209-404-0659

IMAA Charter# 623

Sec/Treasurer: Steven Howie - 209-847-0567

Membership Chairman: Mike Cummins - 209-985-1550

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www.rcflyersunlimited.com

Current News

I would like to extend the club's welcome to our new member.

Michael Diaz

Please make our new member welcome and give him any help and advice he may wish to have.

The new field lease has been issued and started July 2010. There are some changes for this lease. The annual lease will be \$792.12. Camping fees will be \$6 per camp (RV, Car, P/U, or tent camping). We are not to invite or have any outside vendors selling without providing the proper county fees at the field. There will also be a \$75 boat usage fee for the float fly area. Other details may be reviewed upon request.

During the August meeting, the membership will be voting on the proposed change to the by-laws by changing the senior dues to 1/2 of the open member's dues. The current bylaws states:

Article IV, section 4

SENIOR MEMBER is a non-dues paying member age 65 or over entitled to all the privileges of an Open Member. A one time initiation fee and a one time prorated annual Open Member dues (based on the month joined divided by 12) are required for all

non-members of age 65 or older wishing to join the club.

The proposal is to change the bylaws as follows:

Article IV, Section 4

SENIOR MEMBER is a non-dues dues paying member age 65 or over entitled to all the privileges of an Open Member. The dues shall be one half (1/2) of the Open Membership dues. A one time initiation fee and a one time prorated ~~annual~~ Open Member dues (based on the month joined divided by 12) are required for all non-members of age 65 or older wishing to join the club

All voting shall be concluded at the end of the August Club meeting.

A Yay vote of two-thirds (2/3) of the attending membership at the meeting including the count from any absentee votes shall be considered as ratification of the proposed changes to Article IV section 4 of the Club Bylaws.

There are a couple of events to be held during August. We have our 5th annual Warbird Extreme Fly-in to be held August 14 and 15, 2010. Please see announcement on the web site. We also have two scheduled Float Flies at the field. One to be held on August 5, 2010, and one held on August 21, 2010.

PILOTS CORNER

Understanding Deans Connectors

by *Phil Laperriere*

From the newsletter of the Radio Control Club of Detroit, Clinton Township, Michigan

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 electricians scare you. I've been finding that when I first started getting involved with electricians, 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.



Cash Flow Report

Income		Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$0.00	Port-o-potty service	\$240.00
Events	\$1,811.00	Raffle Expense	\$102.21
		Annual Lease	\$792.12
		Property Tax	\$30.28
Totals	\$1,811.00		\$1,164.61

Last Month's Total	\$6,777.59
Income	\$1,811.00
Expenses	(\$1,164.61)
Balance	\$7,423.98

**The August Club meeting is scheduled for:
 Sunday, August 8, 2010 at 10:00 am
 at the RCFU Flying Field, Woodward Reservoir.**