



# Deadstick Landings

Volume 4 Issue 5

May 2010

Web Site: [www.rcflyer.org](http://www.rcflyer.org)

AMA CHARTER # 3942  
2010 Officers

**President:**

Frank Bedard  
P.O. Box 157  
N. Anson, Me 04958  
207-566-5032  
fabone1@bellsouth.net

**Vice President:**

Dean Cates  
628 Valley Road  
Anson, Me 04911  
207-696-5525

**Secretary:**

Dalton Poulin  
10 Dominic St.  
Skowhegan Me 04976  
207-474-3696  
issy1@myfairpoint.net

**Treasurer:**

Arthur Aubé  
77 Hilton Hill Road  
Skowhegan Me 04976  
207-474-7563  
artshobby@beeline-online.net

**Safety Officer:**

Roland Woodworth  
1270 Clinton Ave.  
Benton Me 04901  
Tel.(207)453-9319  
roland1954@myfairpoint.net

**Contest Director:**

Art Aubé, Fun Fly  
artshobby@beeline-online.net

**Newsletter Editor:**

Joseph Gilbert  
jpgilbert@roadrunner.com

**What's Inside.....**

Indoor Flying / Lipo batteries.....	page 2
Safety Officer Tips.....	page 3
Secretary's Report.....	page 4
Soldering Wires to a Deans Connector.....	page 4

**Upcoming Events**

May 1<sup>st</sup> – Club Fly-In at Whispering Pines – No. Anson  
May 15<sup>th</sup> – Club Fly-In at Pease Field – N. New Portland  
May 16<sup>th</sup> – R/C Swap Meet at Granite Leisure Time - Oakland  
May 29<sup>th</sup> – Float Fly at Lily Pond – Concord Township

**Swap Meet**

May 16th

Shorty has organized a swap meet for both FCAM and KVMA to be held at Granite Leisure Time in Oakland. The meet will run from 8:00am to 1:00pm with setup starting at 7:00am. Bring your own tables and sell those items you no longer use or want. Rain or shine!

**Thanks!**

Received this note from Wayne.

*"I sent a check for \$225.00, from the donations received at the Anson school this winter, to Jean Butler, the school principle. My wife made a special card from the "Airplane Guys".*

*I also have a \$50.00 bill for Moe, the janitor, from the same donations. If I don't see her this week to give it to her, I'll mail her a check.*

*I want to thank every one of you who donated. We, the "Airplane Guys" as they call us, are very well thought of by the people at the school. The money will make some things available for the kids that wouldn't have been possible otherwise. It may also insure us a place to fly for years to come.*

*Thanks Guys."*

Wayne

**Welcome to New Members**

Peter Viekman of Anson  
Jay Webb of Madison

\*\*\*\*\* **Next Meeting** \*\*\*\*\*

**Sunday, May 29**

at

**Lily Pond**

### FCAM 2010 Event Schedule

Feb 26 Indoor Flying & Meeting - Anson

March 26 Indoor Flying & Meeting - Anson

April 16 Indoor Flying & Meeting - Anson

May 1 Club Fly-in - Whispering Pines

May 15 Club Fly-in - Pease Field

May 29 Float Fly & Meeting - Lily Pond

June 5 Club Fly-in - Whispering Pines

June 13 SUNDAY Club Fly-in - Pease Field

June 26 Float Fly & Meeting - Lily Pond

July 10 Club Fly-in - Whispering Pines

July 25 SUNDAY Club Fly-in & Meeting - Pease Field

Aug 7 Float Fly - Lily Pond

Aug 14 RC Display & Demo at Sugarloaf Regional Airport

Aug 28 Club Fly-in, Meeting & Picnic - Whispering Pines - Vern Duckworth Day - Rain Date is Aug 29

Sept 4 Float Fly - Lily Pond

Sept 19 SUNDAY Club Fly-in - Pease

Sept 25 Club Fly-in & Meeting - Whispering Pines

Oct 2 Float Fly - Lily Pond

Oct 9 Club Fly-in - Pease Field

Oct 23 Club Fly-in & Meeting - Whispering Pines

Nov 19 Meeting & Election - Anson

### Event Cancellation

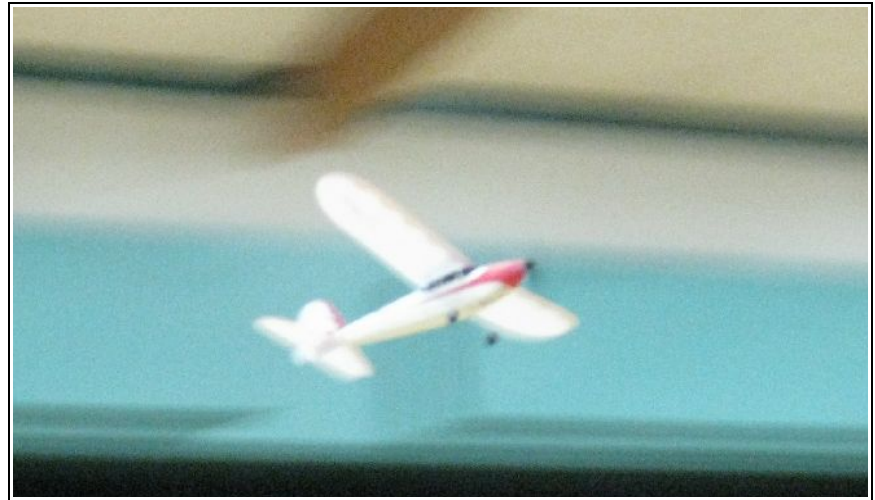
Should an event be canceled due to weather, it will be held the following day, Sunday.

## Indoor Flying

Again, I can report the indoor sessions are going strong and are well attended. Our newest young member, Peter, is getting plenty of air time with his helicopter and Vapor.

I tested a new electric indoor plane at the April 16<sup>th</sup> session, a Flyzone Playmate. Considering that it costs only \$80.00 and comes with its own small 2.4ghz transmitter, it does quite nicely inside. It will loop easily and can fly quite slow unlike some other indoor planes we have seen. It includes everything needed to fly. Inexpensive fun!

Joe



## Lipo Batteries Aren't Forever!

This really hit home this year as I discovered many of my more expensive high discharge lipos have seen their better days! Simply put, some batteries have deteriorated to the point they are no longer capable of generating enough power to fly a particular aircraft. They cannot supply enough amps due to an increase of internal resistance. Some can still fly smaller aircraft adequately.

So I replaced those necessary to fly some of my larger planes, such as my LT-25s and Seamaster. Of course, these are small to some of you!

And then I ran into other issues. First, make sure the new batteries you are purchasing will fit into the planes for which they are destined. And second, even more important, ensure the newer technology batteries you purchased are not generating so much more power that you are stressing components such as the ESC and motor. Hopefully, you weren't stressing your components when you originally designed your setup. Or, in some cases, just threw a bunch of parts together and hoped for the best!!!!

The new batteries for my Seamaster are so much better they can supply 56 amps compared to 46 amps previously generating over 1100 watts in a static test as compared to 900+ with the previous batteries. The ESC is 60 amps!

The moral of this *saga* is to verify your setup whenever you make changes to ensure you are not putting stress on components. As always, test, test, test! This kind of testing should be part of your yearly routine as much as the items Roland talks about on the next page.

Joe

## Safety Tips

It was suggested at the last club meeting that the Safety Officer have a column in the newsletter. So here it goes. The following is a list of things that you could be doing before your first flight of the year. I'm not trying to tell anybody what to do, but maybe I can suggest something that you might have not thought about doing.

1. Recycling of the batteries would be a good idea if you have a recycler. Recycling the NiCad batteries would be a good idea. NIMH's you really don't have to recycle. Also as a suggestion when you buy a new battery pack put year on that battery pack.
2. Next are your planes. Inspect your aircraft, go over the airframe very carefully. Make sure that all the clevises are not broken. Make sure that all the hinges are tight. Give a little tug on the control surfaces making sure that they don't move on the hinges. Check your landing gear too, checking the tires and the collars. Check all screws, nuts and bolts making sure that they are tight and not missing.
3. This part is the engine and the fuel tank. Over the winter it is a good idea to use oil that will keep the interior of the engine free of rust. If there are ball bearings, make sure that they are well oiled. Before you go to the flying field it is a good idea to start the engine at home (if you can) to make sure that the engine is in good working order. If the glow plug needs to be changed, then do so. With the fuel tank, if you can take the fuel tank out of the plane, check it for the cracks. Check the clunk, making sure that it moves freely. Also check the fuel lines to; if they are cracked or split they should be replaced.
4. After charging the batteries in the plane and the transmitter, turn everything on without the wing first. Check the servos, making sure that they are working correctly. Replace any servos that seems to be working slow or not working at all. Next put the wing on and check the servos in the wing, also if you have flaps check those as well too.

I know what I have described here is somebody with glow powered or even gas powered airplanes. But it can also apply to the guys that are flying electric powered planes too.

A few things to keep in mind even though this spring as has been pretty good don't, forget that it still can get cold! So make sure that you dress warm enough! Don't forget your hands, use a transmitter glove or wear gloves that will let you feel the sticks and keep you hand warm! If you can, also wear a hat. Don't forget sunglasses if you wear those too.

I hope that this will help! As I said before I'm not trying to tell anybody what do in this fun hobby of ours but just to make suggestions! I hope that you all have a fun an safe flying season  
More to come!!

Roland Woodworth

FCAM Safety Officer

## F C A M MEETING MINUTES

April 16, 2010

Meeting was called to order by President Frank Bedard, with 20 members present.

The minutes of the last meeting were accepted as published in the last newsletter.

The Treasurer's Report was also accepted as published in the last newsletter.

### Under Old Business:

1) Joe Gilbert reported the success of the Owls Head exhibition. Both FCAM and KVMA were well represented.

2) Art Aube was nominated and accepted to organize the annual club picnic.

3) It was announced that there is a new picnic table at Jackson field.

### New Business:

1) New Portland field needs to be limed.

2) Item 1 was previously voted on and passed and will be completed.

Meeting was adjourned at 7:10 p.m.

Minutes submitted by Shorty Poulin, Secretary

---

### **Soldering Battery Wires to Deans Connectors using “EZ Solder Coupler”**

Some time ago, I saw advertised in one of the R/C magazines a product that would make soldering larger wires to a Deans connector much easier so purchased some. They are available from Maxx Products (part 2818) and other resellers. Believe me, they work. Solder the wire to this adapter, slid it onto the Deans then solder it. I find it much easier than soldering larger wires to Deans.

Normally, I would suggest you first “tin” both parts to be soldered but I would refrain from doing so with these connectors as they are a tight fit when mated to the Deans connector.

One other thing to mention. I was talking to someone this past week about trouble soldering larger wires to Deans. He mentioned the wattage of his soldering iron and I felt it was too small for the job. I use a 42 watt iron for most of my work but also have 25 and 60 watt tools. 25 watts is just not enough to solder up larger wires. The result will be either a “cold” solder joint or damaged components.

Joe

