

Flite Lines

[Official Newsletter of the Manitow Flyers - AMA charter 1008](#)
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**Next Meeting is Tuesday
September 19th 7:00 PM
MM Lunch, Two Rivers**

Note From Prez:

Well can you believe it Fall is upon us, and you know what that means.....voting for New Officers is going to be sneaking up on us, I know for certain there will be some openings, as I will be stepping down from the President position and Tom will be stepping down from treasury position. I know there are people out there who have not taken a term as an officer yet, here's your chance. So if anyone is interested please contact me. And of course being as its Fall the season is winding down, as all can see alot has been done at the field over the summer and alot more to come, does not mean we still can't put on our gloves and go flying until the snow flies. And than of course we can all meet in the winter at the Mishicot gym for indoor electric flying. Happy Flying!!!!!!!!!!!!!!



Currently the field is under reconstruction. There may be some problems with dirt around the field so be careful where you drive. There should be room to fly but you might have to watch out where you taxi. Soon we will have water with a new well for the irrigation system and electricity to power the pumps. This should be great! When you see Jim Schneck be sure to give him a big thanks.

What Watt?, Jim Bourke, RC Groups

Watts is a measure of power. There are two kinds of watts that we are concerned with: watts "in" and watts "out". The watts coming "in" is the power going into the motor, and watts "out" is the power coming out of the propeller. Watts "in" is what most modelers measure, as it is much easier. Watts "in" is simply the product of volts and current drawn. Each cell will produce 1.2 volts without load, but less at maximum efficiency. You can count on 1.0 volt per cell, which means that: watts in = # of cells x amps drawn watts "out" will be some fraction of watts in, depending on the power system's efficiency. Most high quality ferrite, brushless, and cobalt motors are at least 70% efficient. Cheap ferrite motors range from 20% to 60% efficient, depending on load. Brushless motors can push 90% on a good day. It pays to buy a good motor!



Contact by phone or EMAIL

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Manitwo Flyers Schedule

Sept:

19th: Meeting MM Lunch Two Rivers

Oct:

15th Oshkosh Auction / Swap Meet

22nd Wausau Swap Meet 8:00 - 12:00seeflyer

October 27-29: Midwest Power 4, Princeton, Illinois. The biggest launch in the midwest; a must attend.

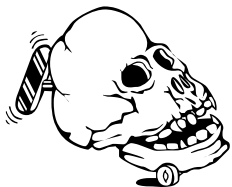
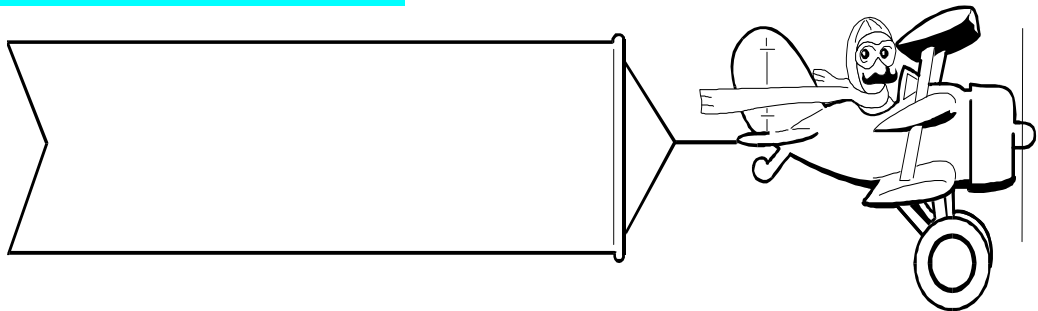
October 31st—Halloween

Nov:

12th Brillion Auction / Swap Meet

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Are soldered or crimped joints better?

Q. Are soldered or crimped joints better?

A. Steve Lewin

This always causes some debate. For many joints there is no choice but to solder e.g. the wires to a motor terminal. Solder makes a fine electrical joint provided it is done correctly i.e. heat the pieces up sufficiently, apply the solder to the items being joined not to the iron and do not allow the joint to move until it has cooled. Solder is intended to make electrical connections, not glue things together. Ideally solder joints should always be mechanically supported. Even a piece of heat shrink round the joint helps to take some strain off the solder joint itself.

For terminals designed to be crimped e.g. Sermos / Powerpoles, the general consensus is that crimped joints are better, but only if you have the correct crimping tool and know how to use it. You also need to use the correct size crimps for the wiring. Crimping a tiny wire into a connector intended for 14g will not work well. Even worse is cutting bits off the wire to get it into the crimp. However almost all electrical joints in modern aircraft and space vehicles are crimped and that's not because they can't afford the solder.

One of the main disadvantages of soldering is that the solder wicks into the wire and stiffens it. If the wire is then flexed it is likely to break just there. Crimping overcomes this but is it easy to make a poor joint both electrically and mechanically if you just attack the connector with an old pair of pliers. If you are not willing or able to use the correct tool, which can be expensive, it is probably better to solder the joint.