



What do you see
wrong with this
airplane? See page 5

B. Chang



Smoke Signals

June 2007

Official Newsletter of the Merokes RC Club

AMA Gold Leader Club #458 (established 1963)

Website <http://www.meroke.com>

Next Meetings: Thursday June 7th and June 21st @ 8:00 PM; check Smoke Signals for pre-meeting Lectures (begin at 7:00 PM)

Location: First Presbyterian Church of Levittown

474 Wantagh Avenue (1 mile north of the SS Parkway Exit 28N)

Photo provided by Brian Chang, taken at Cedar Creek

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Meeting Raffle	Mark Klein		
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Programs	Phil Friedensohn		
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Friends of Cedar Creek	Charlie Meyer		
Model Building Program	Charlie Lando	Ernie Schack	
Archivists	Ron Berg	Stan Blum	
Webmaster	Ted Evangelatos		
Social (Coffee)	Irv Kreutel	Al Hammer	
Raffles	Mike Loboza	Nick Lovisolo	
Show and Tell	Al Cagan		
Video Librarian	Lou Pinto		
Come Fly With Me	Mark Klein	Intro Pilots	
Open Fly-In	Ernie Schack	Tony Pollio	John De Sena
Monthly Fun Fly	Bob Maran	Gene Kolakowski	
One Fly	Tim Murphy	Mark Klein	Al Weiner
Picnic/Dinner	Bob Reynolds	Dave Bell	
Contest Directors	Allen Berg	John De Sena	Tom Scotto
	Tony Pollio	Ernie Schack	
Flight Instructors	Allen Berg	John DeSena	Douglas Frie
	Dan Gramenga	Mark Klein	Gene Kolakowski
	Ken Mandel	Tim Murphy	Tony Pollio
	Rick Porqueddu	Bob Reynolds	Bill Streb
	Ernie Schack	Al Weiner	

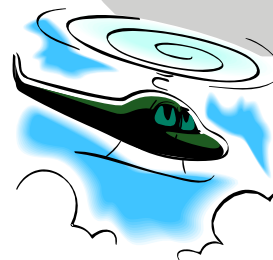


Calendar

June 7th	Club Meeting 8 PM
June 10th	Field is Closed
June 21st	Club Meeting 8 PM Tom Hunt - Fly RC columnist
June 24th	Monthly Fun Flies
July 5th	Club Meeting 8 PM
July 14th	Annual Picnic (Saturday)
July 19th	Club Meeting 8 PM
July 22nd	Monthly Fun Flies
August 2nd	Club Meeting 8 PM
August 16th	Ilan Nahoon - Discussion of RC Helicopters Come Fly with Us
August 19th	Club Meeting 8 PM
September 20th	Frank Granelli - Better piloting through trimming & aerobatic flying

Future Meetings

Steven Anthony NoBS Batteries



Don't miss Ilan Nahoon on August 16th and his lecture - "Everything you wanted to know about RC helicopters, but were afraid to ask".

June Birthdays

1	<i>Charles Folz *****</i>
3	<i>Pat Savarese</i>
5	<i>Bernard Zarem</i>
6	<i>Joe Longo</i>
7	<i>Bob Maran</i>
10	<i>John Severance</i>
13	<i>Terry O'Grady</i>
24	<i>Sal Seddio</i>
28	<i>Joe Cieslewicz</i>
28	<i>Doug Frie</i>
30	<i>Frank Anzaldi</i>

* Big One



President's News

Mark Klein



This "President's Message" is a milestone of sorts. It is the halfway mark of our current administration and I'd like to take this opportunity to reflect on our progress of the restructuring of the club.

First, I'd like to thank the officers and members of the board who have given the club good counsel and have managed to steer the club into sound fiscal management and provided us with the framework of a revised by-laws that will see us into the future. Next I'd like to thank the various committees who have worked to provide the membership with great programs and new features that have been warmly accepted. The video library is being well maintained, Show and Tell, the Fun Flies, the Smoke Signals transition, coffee and cake, the building and education programs, raffle and membership services are all running flawlessly. Also, the guest speaker and second meeting agenda program has succeeded well beyond our expectations thanks to Phil's tremendous efforts. Gary West and Rick Wallace had fantastic presentations. We were lucky to have them and hope that Phil may be able to persuade them to return.

However, with all these wonderful happenings we still need more "doers" than "watchers" to bring the club to a higher level. An indication may be the disappointing attendance figures averaging but 40 members per meeting. I am aware of late business hours but we've always had late workers but better attendance. Should you have any suggestions to increase participation, the members of the board would love to hear them. Also as we continue our Happy Fly and One Fly schedules it would be beneficial to all of us to see some new faces Sunday mornings at the field. You don't have to compete (but it doesn't hurt as the One Fly is really easy) to enjoy yourselves as we could use more timers, cheerleaders, kibitzers and food tasters. Please reconsider your time allocations and remember the club.

Looking ahead we will be sponsoring our Annual Fun Fly this weekend, our picnic and AMA TAG program. Our Intro Pilots have been busy attracting newbies to the hobby. Should you know of anyone interested in the program please contact any of the pilots. See you at the field!

Smoke Signals / June 2007

From the Editor

Russell Rhine



The Meroke website was recently moved to a new server and at the same time, Ted Evangelatos took over as the Webmaster. Many thanks to Tom McManus, who designed the new site last year, and will stay on as a consultant for the website. Many of you have had issues regarding the downloading of the Smoke Signals newsletters. Following is the procedure - remember that the newsletter can be anywhere from 5 to 6 MBs per issue. Those with hi-speed access (Cable, DSL, etc.) will be able to download the newsletter in about 5 to 10 seconds, while dial-up users will take much longer.

Logon to the meroke.com site, and click on the "Newsletter" tab at the top of the page. Those issues of Smoke Signals that are available are highlighted. Left-click on the issue you want and it will begin to download. Once it is downloaded, the issue will open in the Adobe Reader software that is installed on your PC. You can save and/or print the issue at this time.

The above is assuming that you have the Adobe Reader software installed and your PC is configured to use this software when it sees the downloaded file (of Smoke Signals).

If this doesn't work, then an alternative is to right click on the issue you want. A menu will pop-up with a number of options. Choose the option "Save Target As" and select a place on your PC to save the file. Once the file is successfully downloaded, open the Adobe Reader software on your PC, click on the tab "File" on the top toolbar, then "Open". Once the file window opens, go to the "Smoke Signals" file you just downloaded, highlight it and click on "Open".

If you don't have Adobe Reader installed on your PC, go the site www.adobe.com and download the "FREE" Adobe Reader software.

If you have any further problems, send an email to merokenews@optonline.net and I will try to assist you.

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Battery Corner



Temperature? I thought voltage was how you could tell the pack was charged??

More packs have been fried by guys looking for a 'number' instead of temperature on a charger than any other cause of premature battery failure. The 'finish' voltage of a pack will vary under an astounding number of variables, but temperature rise ALWAYS signals that the cells are charged in a slow charge routine. Why? Because when the cells can no longer absorb the energy being shoved at them by the charger, they begin to give the un-stored energy off as heat.

Taking the temperature story to the next level, fast charging. Here we can generate even more heat. Some high-impedance cells like AA NiMH's can get warm when being charged at 'normal' 1C (fast) or even 10% (slow) rates. They can get warm BEFORE they get to full charge. Why? Because high-impedance cells don't absorb energy as efficiently at high current levels, just like they don't give up energy efficiently at higher discharge rates. So, before you crank up the current on your charger on your new NiMH Tx pack, check the pack label on our packs, and set the charge rate recommended; which is often LESS than the 'industry standard' for NiMH cells.

Final word on temperature: Aside from being a key indicator for correct charge time, rate and final charge condition bear in mind that heat is the bitter enemy of NiMH Cells. Drive the pack into thermal overload (hot) on the charger and it's likely you'll ruin it. Pay attention to the temperature!

Do you like the photos that are in Smoke Signals each month? Many of them were taken by Brian Chang. If you do - Brian has many more on his website: http://www.pbase.com/cleanmaxx_brian



Ask Dr Phil



Dr. Phil,

I am most frustrated. Every couple of weeks I loose the back half of my 2 stroke muffler. I've tried tightening down the nut that holds the assembly in place, but to no avail. Any ideas?

WrongWay Peachfuzz

Hi Wrongway,

Boy, I must have seen at least five mufflers come apart at the field in recent weeks. They are designed to fail. There are many ways to secure your muffler halves together. Here is one of the simplest and secure ways to lock up those suckers. After you tighten down the nut, take some NYLON thread and wrap it around the threads of the screw. Shoot a little thin CA on the thread. This will melt the thread and permanently jam the nut into place. (Thanks to Joe Scotto for this tip). This still will not guarantee that your muffler won't come apart from some other source, but that nut will not move.

Dr. Phil

(Here is another observation I made at the field. It is an absolute truth that if you do not check your equipment on a regular basis, it will eventually fail. I will give you a couple of small examples. Every time I prepare to fly my plane I make sure that ALL of my equipment has been checked and serviced. I always make sure my carburetor set screws are properly tighten. The other day I decided to forgo this inspection (shear laziness on my part) on my OS 46 AX. During my fourth flight of the day, there went my carburetor set screws and you want to know why, because I neglected to check them.

We were helping a novice flyer with his airplane's control services. We were adjusting the servo linkage for the ailerons. Guess what!, we found that there was no servo screw attached to the servo arm. If we would have flown the plane it would have failed in flight and the pilot would have been blamed. In short, ALWAYS do your preflight inspections. Stuff will still bite you in the butt, but at least you cut down the odds.)

See you at the field - Dr. Phil

Special TV Report

For those of you who didn't have the opportunity to watch Lou Young's special report on CBS-TV a few weeks back about the threat our hobby presents.

(CBS) NEW YORK For most, it's a harmless hobby, flying radio-controlled airplanes. But in the wrong hands, the little planes can become big weapons.

CBS 2 HD has learned more on the power of the planes and what the government is doing, if anything, to regulate them.

It could happen in the middle of Manhattan. A remote controlled model airplane, an all-American hobby, can turn into a weapon, in the hands of a terrorist.

"You can literally go into a shop tomorrow and buy radio-controlled aircraft or a radio controlled helicopter that will carry a payload of explosives anywhere you want to," said David Hambling, a defense technology analyst.

The threat is real. Accused terrorists have already tried. In Maryland, a teacher was found guilty of helping a terror group get an electronic autopilot system and video equipment to use on these little airplanes.

Federal prosecutors say an Ohio man was indicted for conspiring with al Qaeda before he could use his remote controlled helicopter in an attack.

These are model airplanes, they're not toys. They can actually fly. The fastest can go over 100 mph with a theoretical range of five miles or more, which is why the feds have asked model airplane enthusiasts to keep their eyes and ears open.

"It's gonna take a long time to get to that point where they could possibly be able to fly one of these things and pinpoint an area where they could be doing some harm," said model enthusiast John Brown.

The hobbyists love the planes, but they also know that in the wrong hands they could become undetectable air born weapons, literally flying under the radar. Some of the bigger craft can carry up to 20 pounds and 20 pounds of explosives can create quite an explosion.

"They present a real danger," New York Sen. Chuck Schumer said. "The difficulty is figuring out how to regulate them."

Schumer said even the Department of Homeland Security sees them as a threat. DHS sent a classified bulletin out to federal departments a few years ago.

"I think the appropriate thing is to ask DHS now that they've said these are a danger, what they intend to do about it," Schumer said.

So far the feds have decided against additional regulations on the little planes. Instead, they're relying on the very same hobby enthusiasts to keep their eyes and ears open. It would take an outsider quite a while to learn enough about the planes to modify them. The hobbyists say they'd spot the danger in time.

Small Mishap, Major Crash



During flight, the canopy came off the airplane and stayed attached by a thread causing air to enter the cockpit resulting in an uncontrollable plane.



Product Review

BatShare

While surfing the web, I came across this interesting set of products. In addition, they offer a large assortment of other products of interest. When you have a few minutes, use search engines like Google and you will be surprised to see what you find.

The Smart-Fly BatShare enables you to use two battery packs and two switches to provide Dual-Redundant security to your airborne system, just like in full-size aircraft. With the Smart-Fly BatShare, you can tolerate a single failure (open-circuit, short-circuit, low voltage) in either battery pack, or switch, or battery wiring, without losing radio control.

The Smart-Fly BatShare continually monitors both battery packs and switches for the one with the higher voltage, and routes that to your Rx and servos. You may combine different size packs. In practice, with two good packs, the BatShare draws power equally from both packs, adding their individual capacities. I.e., if Battery #1 is a 6V/1350mAH pack, and Battery #2 is a 6V/2700mAH pack, you will have 4050mAH power supply onboard, with at least 1350mAH to fly on, in case of a failure.

BatShare Features:



- 3A continuous current per input (connector limited)
- Very Low Voltage Drop, 0.47V @ 6A, 0.55V @ 12A

- Visual power indicator (LED)
- All 22ga wiring on inputs and outputs
- Dual 22ga outputs for minimal voltage drop

BatShareHD Features:



- 3A continuous current per input (connector limited)
- Very Low Voltage Drop, 0.47V @ 6A, 0.55V @ 12A
- Visual power indicator (LED)
- All 22ga wiring on inputs
- 18ga wire with Deans UltraPlug on output

BatShareUltra Features:



- 8A continuous current per input (dissipation limited)
- Very Low Voltage Drop, 0.47V @ 6A, 0.55V @ 12A
- Visual power indicator (LED)
- 18ga wire with Deans UltraPlug on inputs
- 18ga wire with Deans UltraPlug on output

For this and many other items, go to www.smart-fly.com.

Meroke Lecture Series

The 2007 Meroke Lecture Series is continuing to be a great success. So far, we have limbered our flying fingers in a Virtual Fun Fly. We stimulated our minds with design theory in our Paper Airplane contest. We learned how to turn a non-descript ARF into a work of art and last month's lecture, the fourth of the series, we learned to fly our contraptions by studying the fine art of Pattern Flying, hosted by Rick Wallace, District I Vice president of NSRCA (National Society for Radio Controlled Aerobatics).

Those of us who were lucky enough to be available during that afternoon were treated to a number of demonstration flights. After previewing Rick's two meter pattern plane, he enlisted a number of folks from the field to be callers and talked us through each maneuver as they were executed. We were following the 2007-08 AMA Precision Aerobatic Sequences for the Sportsman class and the Masters class. He did some beautiful flying. At the evening's lecture, we sat down to a multimedia show and demonstration on the general aspects of Pattern flying and how competition events are held.

It was apparent that Rick Wallace stirred up some keen interest amongst the club members. During the week after the lecture, club members were flying their pattern planes. Tony Mazzella even decided to purchase a pattern plane and bring it to the field and show it off. A number of members are even interested in going to the SIRCIM Pattern Primer on Sunday June 17, 2007 in Staten Island.



It was a great day, and a big thanks go out to Rick Wallace who came up from Toms River, NJ on a Thursday night to entertain the troops. This was no small feat to do. If you are interested in more information about NSRCA or pattern flying please visit the website www.nsrca.org, or contact Rick Wallace at Rickwallace45@hotmail.com. Links include "Getting

Started", "FAQ", "Judging Rules" and a sample of the K Factor the monthly newsletter of the NSRCA.

For those of you who do not attend these lectures you are missing out on a great evening's entertainment that you have paid for through your annual dues. We should all try and support and participate in all of the clubs activities. Remember the 2007 Lecture Series is held on the second meeting of each month. Anyone who is interested, club member or not, are invited to these lectures. A list of events has been posted on the bulletin board on runway 1 at the field. Our next lecture will be held on June 21, 2007, hosted by Tom Hunt - RC Fly RC Magazine Electro-Active Columnist. The subject, "Everything you want to know about electric flight but are afraid to ask". LET'S SUPPORT OUR LECTURERS.

Our thanks go out to Phil Friedensohn, our lecture coordinator, who makes these lectures possible



Recently seen at the field, this electric RTF is an amazing airplane at \$159. See next month's Smoke Signals for a review.

Air Traffic Control Talk



One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough for another one."

One Fly - April 29th

Our first Happy Fly for the 2007 season was held on April 29th. We normally hold our Happy Flies on the Sunday after our second meeting of the month. Delayed one week this month, we had 6 pilots competing. The events were - spot landing, timed 5 top & land, speed & stop in box and touch & 360 degree taxi & land.

Our second Happy Fly was held on May 20th and we had a slight rain delay at the start of the day, but we got underway about 10:15AM. We had 9 pilots competing and the events were - spot landing in 90 seconds, dead-stick landing, NATS Special, and the bomb drop.

The point system is as follows:

First through fifth place - 1 to 5 points, respectively,
 Sixth place & above - 6 points, Contestant DQ - 7 points, and Contestant did not fly - 8 points, everyone gets a mulligan for the season.

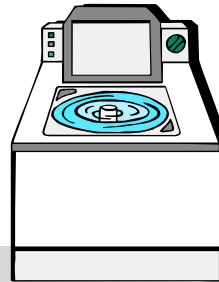
Standings

- 1 Bob Reynolds, 21 points
- 2 Gene Kolakowski, 25 points
- 3 Tim Murphy, 39 points
- 4 Ted Evalgelatos, 41 points
- 5 Allen Berg, 44 points
- 6 Elias Miranda, 45 points
- 7 Bob Maran & Tony Pollio, 47 points (tied)
- 9 Rick Porqueddu, 51 points
- 10 Peter DeVita & Curtis Underwood, 52 points (tied)

Gene Kolakowski



Just a great photo from Brian Chang to show what a great hobby RC Flying is. A hobby for everyone, and for every age.



No results from last month's One Fly as Mark left the score sheet in his pants, and it was obliterated in the wash



FOR SALE!

Mark Klein (516-326-0855) is selling his Giles 202 ARF (previously shown as a monthly raffle prize) for \$100.

Bill Streb has a large assortment of kits and ARFs for sale. Give Bill a call at 516-378-4872.

Call Bob Weber at 631-608-8209 for a V-MAR Extra 300L ARF, with a JR F400 radio and an MDS .58 engine. All items are NEW and only for \$325 (will break down and sell items individually).

Charlie Folz (631-587-7471, cfolz@suffolk.lib.ny.us) has a Sig 72" Sundancer Biplane ARF (new in box) for sale. Requires a 3.2 gas engine. Price - \$325.

CHICKEN WINGS™

BY MICHAEL AND STEFAN STRASSER



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* Junior Members 7
 ** Lifetime Members 9
 *** Associate Members 3
 Regular Members 84
 Total Members 103

Check your listing and report any corrections and/or updates to the staff at merokenews@optonline.net or call 516-484-0368

The Meroke RC Club supports these local hobby shops

Big Apple Hobbies
 171-67 46th Avenue
 Flushing, NY 12345
 718-460-5671
 sales@bigapplehobbies.com

Long Island Raceway & Hobby
 909 Conklin Street
 Farmingdale, NY 12345
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 bnatort77@aol.com

Willis Hobbies
 123 Willis Avenue
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Xtreme Hobbies
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 631-254-9873
 www.xtremehobbyshop.com



Toughing landing at the first "Happy Fly" of the season (Photo by Brian Chang)

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