



# Smoke Signals

**July 2007**

**Official Newsletter of the Meroke RC Club  
AMA Gold Leader Club #458 (established 1963)  
Website <http://www.meroke.com>**

**Next Meetings:** Thursday July 5th and July 19th @ 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 Elias Miranda (taken during the Introductory Pilot Session At the Open Fun Fly)

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



## Calendar

July 5 <sup>th</sup>	Club Meeting 8 PM
July 14 <sup>th</sup>	Annual Picnic (Saturday)
July 19 <sup>th</sup>	Club Meeting 8 PM
	Dean Pappas - Engine Care & Feeding
July 22 <sup>nd</sup>	Monthly Fun Flies
August 2 <sup>nd</sup>	Club Meeting 8 PM
August 16 <sup>th</sup>	Club Meeting 8 PM
	Ilan Nahoom - Discussion of RC Helicopters
August 19 <sup>th</sup>	Come Fly with Us
August 26 <sup>th</sup>	Monthly Fun Flies
September 6 <sup>th</sup>	Club Meeting 8 PM
September 20 <sup>th</sup>	Club Meeting 8 PM
	Frank Granelli - Better piloting through trimming & aerobatic flying
September 23 <sup>rd</sup>	Monthly Fun Flies
October 4 <sup>th</sup>	Club Meeting 8 PM
October 18 <sup>th</sup>	Club Meeting 8 PM
	Steven Anthony - NoBS Batteries

## New Members

John Sciacca

Dave Strunk

## July Birthdays

5	Michael Lovisolo
12	Stan Blum
12	Bob McClay
13	Tom Scotto
20	Gene Garavelli
25	John DeSena
25	Phillip Miceli
28	Fiore Acovino*****
29	Tom Abruzzo*****
31	Jack DeFranza
	* Big One



## **President's News**

**Mark Klein**



As we approach the peak of the flying season, I am hopeful that we keep in mind how we became involved in RC modeling. Was it through a friend? Maybe you built models as a child or were involved in aviation. Could it be that the kids moved out and you finally had time for a hobby?

In my case it was all of the above. As a kid I started with simple plastic kits which I went on to paint and detail. Then it was into the Comet type of balsa and tissue paper free flight kits of the type that Ben brought in to the last meeting. When I was about 15, with the help of Marshall of America's Hobby Center, I had my first R/C kit- a Mini Mambo powered by an .049 and controlled by the then ultra modern transistor radio setup of a Vanguard single-channel pulse transmitter and an Echo receiver. We had rubber band Bonner escapements, along with the problems of other radios on the Citizens' Band.

In high school I became caught up in the rocket frenzy (ever see "Rocket Boys"?) and designed a self oxidizing liquid fueled engine that eliminated the fuel pump as the cone's cooling/fuel feed coils would provide a heat exchange to pressurize the fuel for a short burn. The metal shop teachers were unable to fabricate the necessary parts and it stayed a dream.

It was then on to college and Cal Tech was definitely on my list but as my dad waved a subway token and said "You may go to any school that this can take you.", it was off to CCNY. They didn't have an aeronautical department but I guess M.E. was close enough. I never ended up in the aviation field and my priorities changed with a family etc.

As my kids grew older, I found that I had some time for myself. I re-entered the field of RC, but boy did the hobby change! CA glues, heat shrink coverings and larger engines with reliable four-channel radios sure made a difference. I found Cedar Creek, met Tony Polio who I knew through business, and was flying again.

I'm sure you may have a similar story and I hope we can make these stories become realities for new and returning modelers with our "Come Fly With Us" program.

**Smoke Signals / July 2007**

The hobby really needs younger people to become involved. We have the expertise, so let's share it. Next time you see a youngster playing a video game, or admiring a plane at the field, ask him/her if they would like to learn to build and fly their own plane. Please promote the hobby and become a mentor to a newbie while remembering how and why you became involved yourselves.

Our annual club picnic is coming and Bob has promised to make it bigger and better than ever. I heard that he is currently aging steaks for us from his prized herd of steers that should be ready for the grill. Bring the family, your appetite and some new stories to tell and I know I'm looking forward to another great time. Also, we are looking into having our awards dinner/meeting the first week of December at a local restaurant instead of meeting at the church. More details to come.

The Merokes have purchased the Meroke.com domain name and content should be directed to our new webmaster, Ted Evangelatos ([tevangelatos@yahoo.com](mailto:tevangelatos@yahoo.com)). Also, as we have moved forward with the change to internet access, some issues of accessibility have come up. If you are unable or if it takes too long to download files please be aware that you may access and print Smoke Signals at any public library. Another avenue may be to ask your fellow member to print a copy for you. We are no longer making copies of Smoke Signals available at meetings or through the mail as the costs of printing and mailing are not acceptable. Next year we may consider a subscription charge added to the dues for those wishing to have a printed copy. Thank you for your understanding.

## **From the Editor**

**Russell Rhine**



As most of you are aware of, there have been quite a number of issues regarding the distribution of the monthly Smoke Signals. We are presently working on a solution to the problem. Starting with the August issue, the basic format of the newsletter will change, but not too significantly. The issues that will be available on the Meroke webpage will be greatly reduced in file size and allow more ease in downloading the issues. Because of this, we will re-institute the emailing of the newsletter to all members who have a valid email address filed with the club. More to come in August.

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# Battery Corner



**Q: How long should I wait between charging and discharging for capacity checks?**

A: I actually had a guy that sounded like he knew what he was doing run me through hoops for days regarding low cycle numbers on his new packs. Finally he dropped the little missive, "I've been waiting 24 hours after the charge to start the cycle...." ARRRGH! Where do folks come up with this stuff? Here's the deal.. ALL battery technologies have a self-discharge characteristic. NiMH self discharges at a higher rate than Nicad. Lithium has the lowest self-discharge rate.... but the point is, waiting a day (or an hour) to start a discharge after a charge will trend the capacity return downwards. Nominally, depending on cell type, age, impedance and temperature; a 10-15% capacity drop over 24 hours is not unusual. So.. whatever goofy procedure you use.. do it the same way each time, because if you change ANY parameter in a cycle test procedure you will effect a result in the returned capacity number. Time span between charge termination and discharge start impacts test results. Long leads impacts test results. Cycling through switch harnesses impacts test results. Cycle testing in cold or hot conditions impacts test results. Here, we cycle immediately after the charge completes. If your cycle a day later, your numbers won't even be close to mine.. or the cell MFG's. Same goes for long leads, cold days, running your cycler through system switches.. ENGAGE THE BRAIN... YOURS, NOT THE CHARGER / CYCLERS!

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## Show and Tell - June 2007

Ron Berg showing his Kaos

Jerry Liebmann with an old type kit

Joe MacDougall with his scratch-built (winner of fuel)

Patrick Boll with RC Truck

Lenny Schroeder with a Magnum 160 Twin engine

Ben Corbett with his Guillows Hellcat

# Ask Dr Phil



Hi Dr Phil,

I'm assembling an H9 Warbird and I would like to include a scale pilot. How do I figure out the proper scale?

John S.

Hi John,

*Simple!!! Follow the chart below:*

Wingspan	Scale
442"	Full
147"	1/3
111"	1/4
88"	1/5
74"	1/6
63"	1/7
55"	1/8
49"	1/9

Dr. Phil,

Is there another way to prevent the fuel from foaming when the engine causes vibration besides padding the tank?

Lay Z.

Hi Lay Z,

*Sure is!! Just squirt a little WD-40 in your gallon of fuel. It will not foam when vibrated. Trust me.*

*I'd like to say a word about the new Spektrum DX7 and the AR7000. At the field, I have heard that some of you MAY have experienced loss of radio control using this system. Please check out RC UNIVERSE. Go to forums and do a search on "Spectrum DX7 batteries". Find the thread [Loss of control in flight using AR7000 & DX 7 UPDATE](#). It makes for an interesting read. There are other threads discussing similar problems. Let me know what you think.*

*Thanks see you at the field,*

Dr Phil



Open Fun Fly  
June 3rd, 2007



Overall  
Winner  
Ben Corbett



Team Meroke  
bested by Team  
Whitman 826 to

759

# Product Review

## Art-Tech's P-51D Mustang (RTF) Distributed by Hobby-Lobby.com

Reviewed by: Eyal Akler (Love2FlyRC@gmail.com)

As far as 'bargains' go in the hobby world, there are quite a few. When I saw that Hobby-Lobby lists a 4-channel P-51 Mustang that "anyone can fly" for around \$200, I was skeptical to say the least. At that price one would normally expect some



corners to be cut; perhaps no rudder or ailerons to control, no landing gear or just a cheap-stick-looking airplane that slightly resembles the real aircraft. Much to my surprise, this foam WWII bird exceeded most of my expectations. It sports fully functioning ailerons and a rudder as well as the standard elevator and throttle controls. It comes complete with static landing gear, so you can take off and land like a real pilot would. The details and decals as well as the perfectly molded foam fuselage and wings make this plane unmistakably identifiable. It simply looks great, but how well does it fly?

### First flight:

I needed to do some minor trimming and adjusting before it was ready to taxi and fly for the first time. After takeoff, the P-51 climbed quickly and effortlessly. The combination of the inexpensive, utilitarian motor and the authentic looking 4-blade prop gave this aircraft more than adequate thrust; what a feat! After a couple of left and right turns, I tried some basic aerobatics. The silky brushless motor propelled the P-51 right in and out of a loop and then a number of rolls, Immelmans and split-S turns. Passing low over the runway, I loved how well its form and maneuvers mimic a real P-51 Mustang. Needless to say, there are far nicer and more accurate scale replicas of the P-51, but let's keep in mind that my review remains in the context of a \$200 all-inclusive RTF.

### Several more flights:

After 20-30 flights, most landings went well as I held some up elevator to keep the nose up, but in some cases the plane just seemed to want to pitch forward and nose over into the ground. I admit I am not a highly experienced pilot and I may have been touching down too fast, but sometimes it just seemed like the

aircraft was nose heavy. A small fix (bending the main wheels a bit forward), and then my landings seemed to improve dramatically.

The battery seems to last for about 10-12 minutes. Once the battery is exhausted, the motor seems to lose power quickly and if you are not close enough to your runway, get ready for a grass landing. I had two undesirable, crash-like, emergency landings but except for a couple of minor scrapes and battle scars, no significant damage was done to the aircraft.

### Build quality:

This aircraft is made mostly of foam. The fuselage is a marriage of two symmetrical molds with a plastic firewall and nylon screws to secure the wings. The motor mount is very thin and flimsy (but I suppose anything more robust would add too much weight to the nose). The motor is a very basic brushless motor (a bit odd looking) that works well to give this particular aircraft plenty of power. In my experience, this is a beautiful, scale replica of the real thing right down to its flight characteristics.

### Conclusion:

For the money, this is a very well built and forgiving aircraft. Is it a P-51 Mustang that "anyone can fly"? - I am not so sure about that. I would say anyone with a little trainer experience, who knows how to take-offs and landings without assistance can easily handle this warbird. Most beginners would probably need to purchase some replacement parts even after their very first flight (replacement parts are offered at reasonable prices through Hobby-Lobby.com). If you are a first-timer, you could start with this aircraft, but you should have an experienced pilot assist you and teach you how to fly it.



For the entire review and more photos look online at:

[http://www.yesorknowit.com/reviews/rc/rtf\\_planes/art-tech\\_p51mustang.asp](http://www.yesorknowit.com/reviews/rc/rtf_planes/art-tech_p51mustang.asp)

*I met Eyal at the field a few weeks ago and he told me about this review he wrote. Seems like an excellent electric RTF airplane for a relatively low price. The plane has a 37&3/4" wingspan and a flying weight of 20 ounces. All of the electronics are installed, as well as a brushless outrunner motor. Also included is a 3-cell 1300mah lithium battery and a wall-mounted charger. All you need are 8-AA batteries for the transmitter (72 MHz).*

## **Spektrum Air Receiver Power Requirements**

### **Receiver Power System Requirements**

With all radio installations it is vital the onboard power system provides adequate power of 4 volts or more without interruption to the receiver even when the system is fully loaded (servos at maximum flight loads). This becomes especially critical with giant scale models that utilize multiple high torque/ high current servos. Inadequate power systems that are unable to provide the necessary minimum voltage to the receiver during flight loads have become the number one cause of in flight failures. Some of the power system components that affect the ability to properly deliver adequate power include: the selected receiver battery pack (number of cells, capacity, cell type, state of charge), switch harness, battery leads, regulator (if used), power bus (if used).

While Spektrum's receivers' minimum operational voltage is 3.5 volts, it is highly recommended the system be tested per the guidelines below to a minimum acceptable voltage of 4.8 volts during ground testing. This will provide head room to compensate for battery discharging or if the actual flight loads are greater than the ground test loads.

#### **Recommended power system guidelines:**

1. When setting up large or complex aircraft with multiple high torque servos, it's highly recommend a current and volt meter (Hangar 9 HAN172) be used. Plug the volt meter in an open channel port in the receiver and with the system on, load the control surfaces (apply pressure with your hand) while monitoring the voltage at the receiver. The voltage should remain above 4 volts even when all servos are heavily loaded.

2. With the current meter inline with the receiver battery lead, load the control surfaces (apply pressure with your hand) while monitoring the current. The maximum continuous recommended current for a single heavy duty servo/battery lead is three amps while short duration current spikes of up to five amps is acceptable. Consequently if your system draws more than three amps continuous or five amps for short durations, a single battery pack with a single switch harness plugged into the receiver for power will be inadequate. It will be necessary to use multiple packs with multiple switches and multiple leads plugged into the receiver.

3. If using a regulator it's important the above tests be done for an extended period of 5 minutes. When current passes through a regulator heat is generated and this heat causes the regulator to increase resistance which in turn causes even more heat to build up (thermal runaway). While a regulator may provide adequate power for a short duration it's important to test its ability over time as the regulator may not be able to maintain voltage at significant power levels.

4. For really large aircraft or complex models (35% and larger or jets) multiple battery packs with multiple switch harnesses are necessary or in many cases one of the commercially available power boxes/ busses is recommended. No matter what power systems you choose always carry out test #1 above making sure that the receiver is constantly provided with 4 volts or more under all conditions.

5. The latest generation of Nickel Metal Hydride batteries incorporate a new chemistry mandated to be more environmentally friendly. These batteries when charged with peak detection fast chargers have tendencies to false peak (not fully charge) repeatedly. These include all brands of NiMh batteries. If using NiMh packs be especially cautious when charging making absolutely sure that the battery is fully charged. It is recommended to use a charger that can display total charge current. Note the number of mAh put into a discharged pack to verify it has been charged to capacity.

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#### **Ten Reasons Why Model Planes are Better than Woman**

1. Your plane wants to go to the field with you.
2. If you plane gets away from you, you don't have to worry about it showing up with another plane.
3. If a plane doesn't perform well, you can leave it hanging from the ceiling.
4. You can figure out how a plane works.
5. You can always make a plane a little lighter.
6. If a plane is too tail heavy, just add weight to the nose.
7. If the covering begins to wrinkle, you can iron it smooth again.
8. Planes from WWII still look good.
9. Two words - quick chargers.
10. Planes don't mind if you're finished playing with them after ten minutes.

*Submitted by Mike Lobozza*

# Meroke Lecture Series

Our June 2007 Lecture was a big success. Hosted by Tom Hunt, Electro-Active columnist for Fly RC Magazine, the topic of discussing was: "Everything you wanted to know about electric flight but was afraid to ask" If anyone was ever interested in venturing into this area of our hobby, this was the lecture NOT to miss. Tom gave us a great overview of the history and use of the electric power plants used for electric flight. If ever a lecture left us with more questions than answers, this one did. But as they say - "Not to worry". Tom Hunt is more than willing to help you out with any questions you might have. He may be reached at [tomhunt@optonline.net](mailto:tomhunt@optonline.net).



Thanks goes to Phil Friedensohn, our lecture coordinator, who makes these lectures possible and a big thank you to

Tom Hunt who entertained us so pleasantly. 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 and on our website. Our next lecture will be held on July 19, 2007, hosted by Dean Pappas noted FAI (top class) Pattern Flyer and top builder/designer. The subject, "Gentlemen start your engines". LET'S SUPPORT OUR LECTURERS.

**The One Fly for June was cancelled and the results for June's Happy Fly have not been tabulated as of the printing of this newsletter**



## FOR SALE!

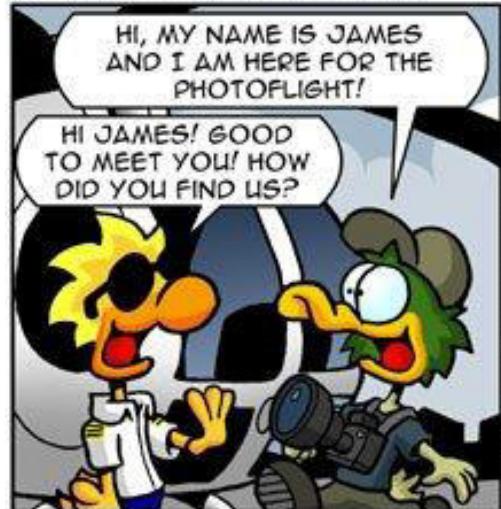
Mark Klein (516-326-0855) is selling his Giles 202 ARF (previously shown as a monthly raffle prize) for \$100.

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](mailto: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™



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Malin, Marvin***	561-374-8680	mem3033@adelphia.net				
Mandel, Ken	516-935-3536	kenski@optonline.net				

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  
631-845-7223  
bnator77@aol.com

Willis Hobbies  
123 Willis Avenue  
Mineola, NY 12345  
516-742-5599  
steve@willishobbies.com

Xtreme Hobbies  
1815 Deer Park Avenue  
Deer Park, NY 11729  
631-254-9873  
www.xtremehobbyshop.com

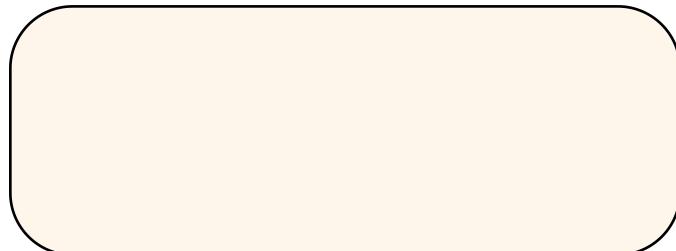


**Lino mesmerized  
the crowd with  
his dazzling  
aerobatics  
routine**

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