

# Smoke Signals

Monthly Newsletter of the Meroke RC Club

December 2008

AMA Gold Leader Club #458 - established 1963



## Tony Pollio - Elected as the President of the Merokes for 2009

*In an unanimous support of Meroke voters, Tony Pollio was elected the President of the Merokes for 2009. Having held the office of President in the past, Tony brings a wealth of experience to his new position. A complete slate of all of the officers, directors and volunteers will be printed in the January 2009 issue of Smoke Signals.*

Message from the President Elect:

First, I'd like to wish everyone a happy and healthy holiday season.



As President of the Meroke R/C Club in 2009, I would like to work closely with the members to develop programs to attract and retain new members, retain current members, encourage member participation and development, improve club operations, review existing programs, develop new

programs, and enhance the Clubs stature and reputation. I believe we should place emphasis on flying and hobby related activities and minimize business related activities. The Club members will be consulted and will be asked to participate in all important Club decisions and will be encouraged to volunteer to direct existing programs or recommended new programs. Members should submit detailed written proposals and estimated costs for any proposed new changes.

Existing members are encouraged to think about: why they joined the Club; why they remain as Club members; what Club programs or functions they wish to keep, delete, or add; and what changes or improvements they would like the Club to pursue in 2009.

Members' comments, suggestions, written proposals, etc., can be sent to me by e-mail at [rctony@optonline.net](mailto:rctony@optonline.net), by telephone at 516-317-7252, or in-person at meetings or at the field.

Tony Pollio

## Meroke Calendar

December 18 <sup>th</sup>	Last meeting of the year. Food will be served
January 1 <sup>st</sup>	No meeting due to Holiday
January 15 <sup>th</sup>	Club Meeting 8 PM - Show & Tell
February 5 <sup>th</sup>	Club Meeting 8 PM - Show & Tell
February 19 <sup>th</sup>	Club Meeting 8 PM - Program to be Announced
February 20 <sup>th</sup> to 22 <sup>nd</sup>	41 <sup>st</sup> Annual WRAMS Show to be held at the Westchester County Center in White Plains,

### Some Important Future Dates

Open Fun Fly, Come Fly with Us.  
Picnic and the 2009 Awards Dinner  
- Dates to be Announced

Meetings are held the first and third Thursday of each month at 8:00 PM at the First Presbyterian Church of Levittown located at 474 Wantagh Avenue. The church is about 1 mile north of Exit 28N on the Southern State Parkway. Additional information can be found on the club website - [www.meroke.com](http://www.meroke.com).

## Don't Forget to Pay Your Dues

## Club Officers & Volunteers

<b>President</b>	Dave Bell 516-633-0034	dave.bell0323@verizon.net
<b>Vice President</b>	Lou Pinto 516-785-6890	meroke36@aol.com
<b>Treasurer</b>	Herb Henery 631-665-6274	hahenery@aol.com
<b>Recording Secretary</b>	Al Weiner 516-868-5674	
<b>Corresponding Secretary</b>	Curtis Underdue 917-213-4459	curtisu@msn.com
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	Ed Wiemann 516-735-0733	eww46@man.com
	Nelson Ramos 631-420-2889	nel98rc@optonline.net
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<b>Asst Chief Field Controllers</b>	Tony Pollio 516-794-9637	rctony@optonline.net
	Ed Wiemann 516-735-0733	eww46@man.com
<b>Field Safety Officer</b>	Tony Pollio 516-794-9637	rctony@optonline.net
<b>Smoke Signals Editor</b>	Russell Rhine 516-484-0368	rrhine@optonline.net
<b>Membership Programs</b>	Frank Lasala Phil Friedensohn	
<b>Education</b>	Charlie Lando	
<b>Friends of Cedar Creek</b>	George Carley	
<b>Building Program Archivists</b>	Charlie Lando Ron Berg	Ernie Schack Stan Blum
<b>Webmaster</b>	Ted Evangelatos	
<b>Social (Coffee) Raffles</b>	Irv Kreutel Nick Guiffre	Al Hammer Curtis Underdue
<b>Show and Tell</b>	Ed Wiemann	
<b>Video Librarian</b>	Bob Cook	
<b>Audio/Visual</b>	Tom Cott	
<b>Come Fly With Me</b>	Mark Klein	Dave Bell
<b>Open Fly-In</b>	Ernie Schack	Tony Pollio
<b>Monthly Fun Fly</b>	Bob Reynolds	Gene Kolakowski
<b>One Fly</b>	Ted Evangelatos	
<b>Picnic/Dinner</b>	Al Weiner Nick Guiffre	Chris Mantzaris
<b>Contest Directors</b>	Allen Berg Ernie Schack	Tony Pollio Tom Scotto
<b>Flight Instructors</b>	Allen Berg Douglas Frie Mark Klein Ken Mandel Tony Pollio Bob Reynolds Ernie Schack	Ted Evangelatos Dan Gramenga Gene Kolakowski Tim Murphy Rick Porqueddu Bill Streb Al Weiner

## From the President

Here we are in December. The finale of the year will be the Awards Dinner on December 3<sup>rd</sup> at the Wantagh Inn. Thanks to Jackie and Ed for making it possible.

To recap the year:

The building Club started in January with Charlie and Ernie at the controls. This was followed by the start of the Spring Flying season in April. Then we held the Open Fun Fly in June, which was run by Ernie. Our second successful TAG program, was spearheaded by Mark in August and it took place over a three day period. In between, we had the Monthly and Top Gun events which were successful and lots of fun. Thanks to Bob, Gene, Ted, and of course our in-house Chef, Al.

We were able to purchase a laptop computer and video projector to be used for our Virtual Fun Flies, guest speakers and for our President's use to keep Club records on. Thanks to Russ for his research into the right unit for us.

During the year, on the first meeting of the month we had our Show and Tell where we were introduced to some very interesting topics like engine tuning, scratch building techniques, Also War Bird finishing details, personal accomplishments and designs of different types of aircraft. The second meeting of the month brought us outside Guest speakers who brought us topics such as glider principles, Pattern Flying principles, AMA familiarization and a host of other topics and they were all very interesting.

Thanks to Phil for making those programs possible. We also had some very lucrative raffles. Thanks to Nick and Curtis for running the raffles. We installed BBQ pits at both runways and had some very nice BBQ's during the year. Thanks to Mike Hagans, Phil and Russ for making that possible. We faced a dilemma with the Cedar Creek security booth during 2008. Thanks to all who stepped up to the plate in an attempt to squash what we felt would be a major issue for us. All in all, 2008 was it was business and fun filled and I want to again say thanks to all who helped make it a successful year. I know not

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everyone agreed with some of the decisions that were made throughout the year, be assured, they were made on your behalf. I want to say thank you to the 2008 Board of Directors, the Executive Board and all who served on the various Committees. Without you volunteering your time, we would have not been able to remain a Gold Leader Club and be only 1 of the 2 Clubs in AMA District II to receive the TAG Program award for the second consecutive year. I had a very interesting year as Club President and enjoyed the different facets of running the Club, both with the AMA and our local Club business. I was fortunate to have a hard working Executive Board. I wish the incoming President - Tony Pollio - and the incoming officers and Directors a very successful 2009.

May you all have a safe, happy and fun filled Holiday Season and a great 2009 club and flying season. Once again - thank you all for your support this past year.

## Letters to the Editor

Having attended the Awards Dinner, I thought that it turned out to be a great time. The only downside was that for the second year in a row - no Mr. Meroke. It has always been the highest honor bestowed on a Meroke member for many years. I can't imagine that the past Mr. Merokes couldn't decide on someone - as I can think of quite a few members who deserve it. Maybe one of the past Mr. Merokes can tell us what the qualifications are?

Name held by request of the submitter

*I certainly can't address this letter. Maybe someone else would like to tackle this in a future issue of Smoke Signals.*

## Permits for 2009

The permits for use of the Cedar Creek Aerodrome will begin being issued on January 6<sup>th</sup>. From that day on, you will need a valid 2009 permit to fly or even occupy the impound and pit areas.

## Remember

Winter is setting in and it's time to work on new planes, repairs of broken ones and cleaning up. When the 2009 flying season begins, let's all of us ----

- Remember to speak up at the flight stations. Repeat what you've heard to make sure that others have heard or have been heard.
- Remember to double check that transmitters are turned off and properly stored in the transmitter impound when not in use.
- Remember to offer help to others when starting up a plane by holding for them.
- Remember to use drip containers or preferably overflow tanks when fueling.
- Remember to range check new radio gear or a plane that has been repaired.
- Remember to enlist the help of another person as a spotter or be a spotter for another flier.
- Remember to clear your plane and equipment from the start-up area when you're not flying.
- Remember to check for valid permits when you see a flier at the field whom you do not recognize.
- Remember that there are field rules to insure a safe flying environment
- Remember to have a good time and share the experience with someone else.

## December Birthdays

- 2 Alvan Hammer
- 2 Nicholas Lovisolo
- 8 John Sciacca
- 11 Robin Smith
- 12 Chris Mantzaris
- 21 Nelson Ramos\*\*\*\*\*
- 22 Lyndon Patterson
- 22 Bill Streb
- 26 Irving Kreutel
- 30 Tony Pollio
- \* Big One



## Ask Dr Phil

Do you have any tips on how to get rid of the scratches on my plastic canopies?

Harvey S.

*Even when carefully handled, plastic canopies are easily scratched. The result is a dull finish that detracts from your model's appearance. Future floor finish is a neat acrylic product that can hide the scratches and restore that nice clear sheen.*

*Start with a canopy that's trimmed to its final shape. Then pour Future into a container large enough to fit the entire piece. Using tweezers, completely immerse the canopy in the liquid and hold it there for a few seconds.*

*Now begin drawing the canopy out very slowly. By going slowly you prevent the formation of bubbles.*

*Once the piece is out of the liquid set it right-side-up on a paper towel or rag. Place a box over your canopy to keep dust away as it dries. After 8 hours the finish should be completely dry, and you should see a marked improvement. If scratches are still evident, try applying a second coat.*

*Good Luck,  
Dr Phil*

I'm wondering if there is a way to remove dents in balsa sheeting which is covered in monokote without removing the covering?

Thanks,  
Jacky T.

*Absolutely. Get a syringe with the smallest needle you can find. Fill it with water and stick the needle into the wood where the dent is. Then inject the water into the dented wood. Now using a covering iron (a clothes iron will work here if you don't have a covering iron) heat the dented area. The heat will turn the water to steam and push the dent in the balsa back out.*

*Enjoy the results,  
Dr. Phil*

Hi Folk,

*If you are looking for a great website on everything related to building and maintaining RC airplanes. Go to [www.airfieldmodels.com](http://www.airfieldmodels.com) Our friend Ed Wienmann came across this site the other day and called me with the information. Thanks Ed!!*

*Finally, I hope everyone enjoyed this years tips and ideas. I wish everyone a happy and healthy holiday season.*

*See you next year at the field.*

Dr. Phil

## Battery Corner

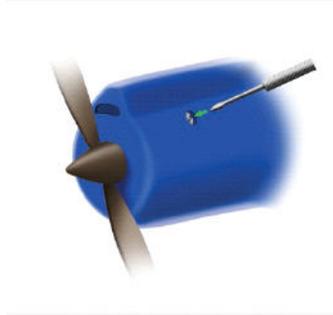
**Q: My NiMH pack is not warm, and the charger still keeps cutting off. Now what?**

A: Most 'smart' chargers employ some form of 'peak detection' circuit... this or cruddy charger cabling (leads too long or too light gauge, worn connectors and plugs, etc) is usually the culprit. Replace your charger cords and on-board switches every few seasons and use decent quality field gear. If the pre-mature cutoff persists, (the pack is not warm) try charging the pack DIRECTLY instead of through the Tx charge port or the Rx pack charge port/switch. If cycling confirms that indeed, the charger has shut off early you can attempt to get around the chargers peak detection circuit by using a higher Mv cutoff point or by using a different charge sub-routine, like using the Nicad charge routine instead of NiMh routine (higher Mv cutoff). Again, as always, don't check your brain at the door. Check the temp often and stop charging when the pack warms up... since your charger 'detection' circuitry is being by-passed in this work around, you become the control system. I suggest you check out Red's Battery Clinic and eyeball the charger reviews, he details how to turn most 'smart' chargers into constant current slow chargers for forming and timed slow charging routines without a confused peak detection circuit stepping in and shutting the charger down early. Bear in mind, again and as always, temp is the key.. when the pack warms up YOU have to stop the charge.

# A Whole Bunch of Useful Hints

## Simple Motor Adjustment

Many of us have had a cowl that fit so tightly that to make motor adjustments with the cowl on, we needed a needle-valve extension. And what a hassle it was to have to remove that extension every time we needed to remove the cowl! One way around this is to slot the top of the needle valve using a hacksaw or a Dremel tool. Then, all you have to do is drill a hole in the cowl to match the position of the needle valve and insert a flat-blade screwdriver into the slot to adjust your motor.



## Plug it In

Here's a simple way to set up a remote glow-plug connector. Buy a small, light, single wall receptacle at the hardware store. Connect one wire (the ground) anywhere on the motor and connect the other one to the top of the glow plug. Mount the receptacle plug in a convenient location (it can even be behind a hatch to maintain the plane's scale look). Make sure that the glow-plug wire is securely attached and can't be vibrated off. Attach a standard 110V plug with wire to the power panel or starter battery, and simply plug it into the receptacle plug.



## Trust, but Reinforce

Lite-ply control horns simplify construction and keep your ARF's weight down, but they're subjected to a lot of stress during violent 3D maneuvers. If you ever worry that the pushrod might be ripped out of the hole in the lite-ply horn, here's what you can do. After selecting the correct hole in your control-horn, CA hinge material to both sides of the horn to



strengthen the area around the hole. If the wood ever splits, chances are the CA hinge material will hold.

## White-line Fever

On electric planes, the throttle should not always be at full but must often be at a lower position to control speed and extend battery life. But I found that electric models do not make enough noise to determine the throttle setting. To make it easier to find that position I highlighted the throttle marks on the stick by adding white paint to act as hash marks. With a quick glance at the stick, I can confirm the throttle setting that I want to fly at. Different marks represent separate power settings for maximum performance.



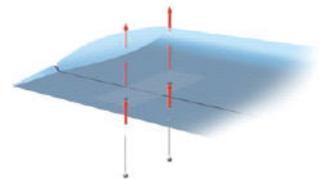
## Workbench Protection

Buy inexpensive puppy-training pads at your local pet store. These absorbent pads are backed by leak-proof vinyl, so they're ideal for messy jobs such as repairing and cleaning engines. They cushion anything you drop on them—especially useful for tiny screws and nuts (they won't bounce off the pad and onto the floor). Most puppy pads come in packs of 20.



## Clip Wires to Remember

I try to have enough batteries on hand so I can fly a plane most of the day without having to charge packs at the field. The only problem was that when I got home, I was not sure which packs were used and which ones were charged. I remedied this problem by adding plastic clips found on bread packaging to my discharged packs. On a recent trip to the arts and crafts store I found something even better: tiny clothespins. Now when I get home, I just pull out all the battery packs with the clothespins on them and start charging.



# E-Flite Micro CX RTF

## Features

- 100% factory-assembled, test-flown and ready-to-fly right from the box
- Includes everything needed to fly—there's nothing extra to buy
- Ultra-micro size and weight perfect for indoor flying
- Innovative airframe design and electronic components offer incredible durability and precise control for excellent maneuverability
- Coaxial, counter-rotating rotor head design for unsurpassed stability and ease of flight
- 4-channel transmitter equipped with Spektrum™ 2.4GHz DSM2™ technology, digital trims and dual rates
- Factory-installed 5-in-1 control unit with Spektrum 2.4GHz DSM2 compatible receiver, main motor ESCs, mixer, gyro and fully proportional servos



## Overview

The Blade® mCX is an ultra micro-sized version of the Blade CX/CX2, offering first-time pilots the ability to learn how to fly with ease and experienced heli pilots the ability to fly anytime, anywhere indoors. The Blade mCX offers unsurpassed stability and incredible control

through the coaxial, counter-rotating head design and

Spektrum™ 2.4GHz DSM2™ control. And, thanks to its rotor span of just 7.5 inches and one-ounce flying weight, the Blade mCX can be flown indoors almost anywhere—from an office to a small bedroom or living room.

The Blade mCX comes 100% factory-assembled, flight-tested and ready to fly right out of the box—no assembly or setup required. Included in the box is the LiPo battery and convenient AA battery-powered DC LiPo charger, 4-channel transmitter equipped with Spektrum 2.4GHz DSM2 technology, and 8 AA batteries (4 for the transmitter, 4 for the charger). The DSM2 technology offers freedom from frequency restrictions and allows the Blade mCX to be flown anywhere, anytime indoors with precise 4-channel control.

When it comes to ultra-micro heli fun everyone can enjoy, you simply can't beat the value and performance of the Blade mCX. It's just another way E-flite is advancing electric flight.

Also available in a Bind-N-Fly™ version (EFLH2280).

## Specifications

- **Type:** Ultra Micro Coaxial Helicopter
- **Main Rotor Diameter:** 7.5 in (190mm)
- **Gross Weight:** With Battery 1.0 oz (28 g)
- **Length:** 7.9 in (200mm); **Height:** 4.7 in (120mm)
- **Motor Size:** Micro Coreless (2 installed)
- **Kit/ARF/RTF:** RTF
- **Experience Level:** No Experience Necessary
- **Recommended Environment:** Indoor
- **Is Assembly Required:** No

## CHICKEN WINGS



BY MICHAEL AND STEFAN STRASSER