

SMOKE SIGNALS

NEWSLETTER

CALENDAR

FEBRUARY 4

Club Meeting
Show & Tell

FEBRUARY 18

Club Meeting
Lewis Schwab



Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

Jack Tramuta
Gene Kolakowski
Michael Canale
Richard Boll
Ed Wiemann
Joe Petrozza

UPCOMING PROGRAMS

February 18 - **Lewis Schwab** and R/C racing engines.

March 17 - **Meroke Winter clearance Auction** - Hosted by Mark Klein - Get the best stuff your money can buy. MAYBE!!!

April 21 - **Tom Hunt** - AMA Hall of Fame Honoree , NEAT fair CD and Organizer, Aeronautical Design Modeling Engineer - "Everything Electric" Discussion on all things from Design, construction, power plants and how to understand all the electrical components.

May 20 - **Meroke Engine repair clinic** - Bring us your tired, weak huddled engines to be reinvigorated with new Bearings .

UPCOMING RAFFLE PRIZES

Roy Southard notes that the raffle prizes will be OS 46, Kaos, Dolphin gp/ep, Avistar gp/ep.

If you can not make a meeting have your buddy buy some raffle tickets for you and support our club.

FIELD SAFETY OFFICER REPORT

All Meroke members should be registered with the FAA before the deadline in February. The labeling issues will be addressed at the next meeting.

NOTE: The club will be ordering fuel for the upcoming season with distribution at the Whitman Swap meet - same as last year.

SMOKE SIGNALS



MEETING MINUTES - January 7, 2016



The meeting was opened at 8:02pm with the Pledge of Allegiance. Roll Call: 30 members signed in.

There was no previous meeting minutes so the vote to accept was

Report Of Officers:

- President:** 1) Mark talked about the AMA & Club Dues. Those members not paid up by the end of the month will be dropped from the club roster. Also AMA membership must be paid up already and if not you will not be able to renew your field permit.
2)The Paintball events will be Saturday May 21st with a rain date of Sunday May 22nd and Saturday September 24th with a rain date of Sunday September 25th.
3) In April we will be having a seminar on rebuilding engines. Mark noted that R/C Bearings has offered that if you put "Meroke" in the code box on their web site you will get a 10% discount.
4) A new program is going to be started called "Ask a Meroke" which will be a question and answer forum.
5)There will be a "Virtual Team Fun Fly" at our next January meeting.
6) We are going to have our annual auction in March which will be open to all clubs.7) The Picnic is scheduled for September 17th.

Treasurer: Treasury is in excellent health.

Vice President: Joe talked about the application for the \$1000.00 AMA grant and also spoke on applying for the 10% Field Improvement grant that the AMA gives towards monies that we layout.

Recording Secretary: No Report due to lack of previous minutes.

Corresponding Secretary: Will send out cards to delinquent dues members.

Video Librarian: Mel reported that Rich Waldman donated some reference books on full scale aircraft

Web Master: No Report

Building Program: Nelson reported that an e-mail was sent out on programs that he will be holding at the building club.

Meeting Programs: Aside from the topics that Mark reported on, Phil reported that he hoped to have Lew Schwab at the February meeting further report on Pylon Racing and engines. He's also hoping to get Tom Hunt down to report on the electric side of the hobby and Bill Anderson on Gliders.

Flight Instruction: No Report **Friends of Lufbery:** No Report

Field Safety: 1)Ted talked about holding off on the FAA registration as per the recommendation of the AMA.

2) Ted is going to hold a field controllers meeting on January 26 at 7:30pm and at 7:00pm before that meeting he is going to meet with the Examiners in regard to making sure all the new pilots are capable.

3) Ted stressed the urgency of staying inside the field boundaries especially over the new solar panel area. If your plane goes down in that area you have no access and possible liability for damaged panels.

4) He said that we may possibly use a drone to photograph The field to show the boundaries.

Membership: No first timers or any other potential new members.

Old Business: No report

New Business: Refer to the President's report. Mark also reported due to the new registration situation he is asking for volunteers to take a club trainer and put it under that volunteer's certificate number, this will be addressed again at a later meeting.

Raffle Winners: 1st Prize: Frank Pawlowski - .46 FX 2 stroke engine

2nd Prize: Tim Vess - 10% fuel

3rd Prize: Frank Pawlowski - Epoxy

Due to a medical situation the January 21 minutes are not available for this publication but will be read at the next meeting.

SMOKE SIGNALS

MESSAGE FROM THE PRESIDENT

Although it is still January as I'm writing this, it's never too early to plan for the flying season and our club's events. The Board has made recommendations for the Paintball Shootout this May and we will be looking for ways to enhance fund raising. Changes will be made to food and beverage dispensing that should increase revenue. Also a decision was made to drop the raffle as it wasn't as profitable as predicted with a risk/reward outcome of only \$50.

Rather than going through the process of asking for volunteers for the various positions I am asking that previous volunteers consider manning the same stations as last year. If there are any outstanding conflicts, please let me know in advance. We'll discuss the various positions at a future meeting to confirm availability.



Mark Klein

This issue has an article that some of you may want to consider should we again have snow – skis for your planes. A corrected roster should be in everyone's possession as of this writing too. Thanks Mel, Russ, Dennis and everyone who put it together. Happily some delinquent members chose to stay active.

Presidents of the various clubs will meet at the Levittown swap meet to discuss the future of LIAMA here on Long Island. I will report the findings at our next meeting and don't miss Lewis Schwab's lecture at the second meeting. Start getting your stuff ready for the March RC Auction at our club. I've invited other club members to attend and there may be treasures to bid on.

So stay dry and no- it's not a good idea to use the front end of a running RC plane to blow away snow!



ASK A MEROKE

A few years ago I bought a gallon of fuel at the Levittown Flea Market and stored it in my garage. The gallon of fuel is in a non transparent tin container and is unopened. My question is in three parts: First...is the fuel I stored still usable? Second...what is the best way to store GLOW fuel that is in a nontransparent container and Thirdly...what is the best way to store GLOW fuel in a see-through plastic container?

Dennis O



Hi Dennis - As long as the container has not been opened, the fuel is perfectly fine especially as it is in an opaque container. The main nemesis of alcohol is moisture which is why some fuel stations with the jug cap drilled do not do a good job of keeping water out of fuel especially if it is stored for period of time.

As for the length of storage, the fuel components will blend better over time as the amyl nitrate is better absorbed by the methanol. Ultra violet light will cause the nitro component to degrade and it is therefore best to store fuel in opaques containers in a dark place or in the box it came in away from light. Also, fuels containing castor oil may, in cold conditions, separate from the blend but as the fuel warms the castor will blend itself back into the fuel (a good shake would help).

Hope this helps.
Mark

SMOKE SIGNALS

IT'S SKI TIME - By B. Barbosa

It's Ski Time! Time to think about trying skis on your R/C airplane if you live in an appropriate part of the world. Since several articles have been written about the actual construction of the skis themselves, that will not be detailed here. We will concentrate on the mounting of the skis. Aluminum and laminated thin plywood seem to be the most popular materials used for the skis, We selected stiff aluminum and had it cut and bent by a sheet metal shop for a very reasonable price.

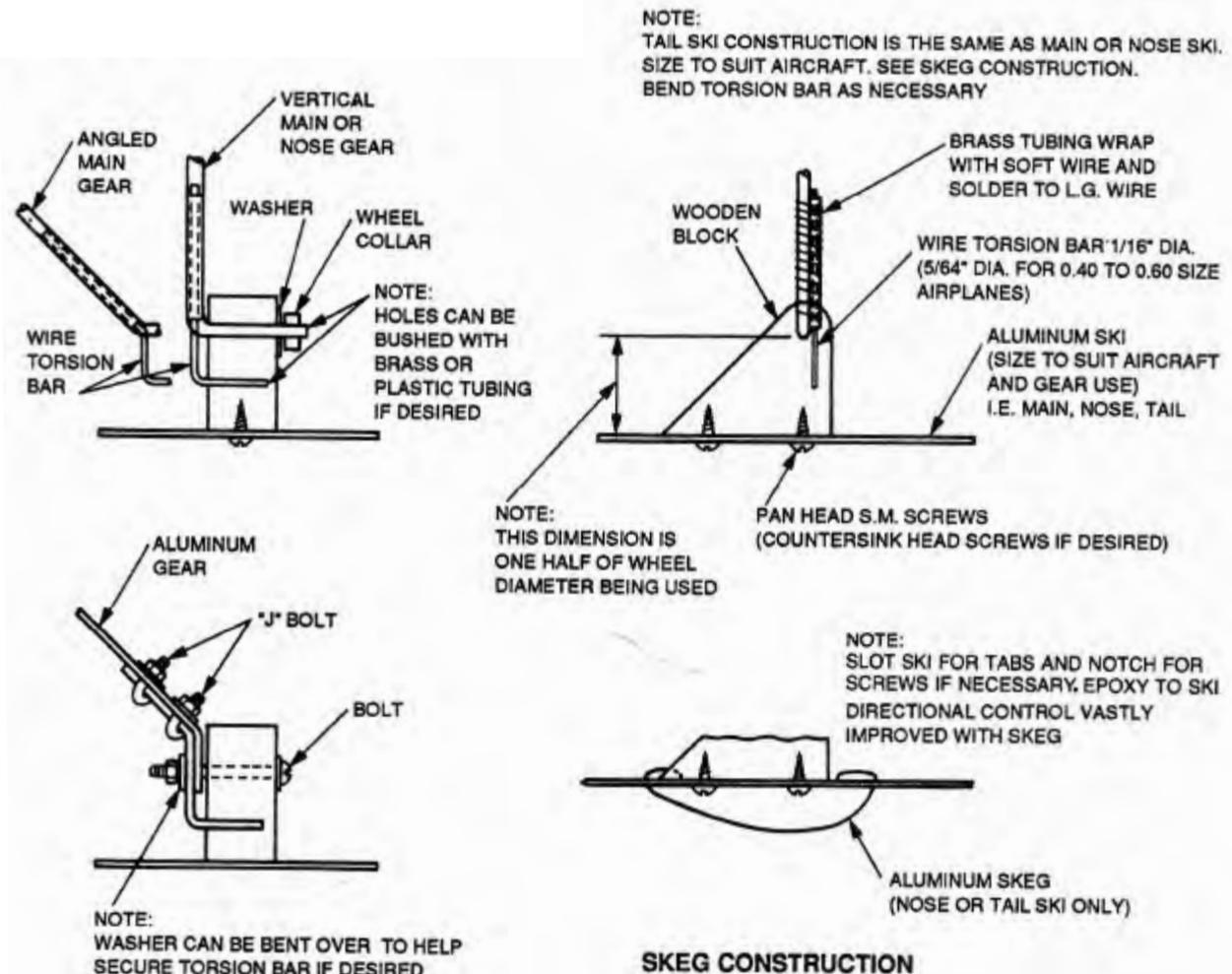
An approximate size to start with would be: .20 size airplanes, 2" x 12" main skis, 2" x 5" nose ski or 1" x 2" tail ski; .40 size airplanes, 2 1/2 x 13", main skis, 2 1/2" x 6" nose ski or 1 1/2 x 2 1/2" tail ski; .60 size airplanes, 3" x 16" skis, 3" x 7" nose ski or 2" x 4" tail ski. These dimensions may need to be changed slightly according to the weight of your model. Don't forget to add a "skeg" to your nose or tail ski for better directional control while taxiing.

A very inexpensive and simple method for attaching the skis to the axles involves the use of wood blocks cut to shape and fastened to the skis with countersunk wood screws. The height of the block is such that the ski bottom is the same distance from the axle as the bottom of the wheel would be.

The "torsion bar" arrangement we used simply slipped into a piece of brass tubing which had been wired and soldered to the landing gear wire, or fastened under a couple of "J-bolts", if your airplane has a sheet aluminum gear. For .20 or .40 size airplanes, 1/16" music wire will work fine but you will need 5/64" or 3/32" wire for a .60 size airplane.

Since snow tended to stick to our aluminum skis under certain conditions, we used ski wax purchased from the sporting goods store with very good results.

We had no problems with the mounting system or torsion bars, even after many landings, and the taxiing performance was superb. You can change from wheels to skis or vice versa in just a few minutes. C'mon and get out of that nice warm shop and give 'em a try!



MEROKE RC CLUB EST.1963

SMOKE SIGNALS

Update Meroke R/C Club Building Program by Nelson Ramos



We're deep into the winter now, as I'm writing this page a snowstorm is in the weather forecast starting late Friday ending on Sunday.

The members in the building group are continuing their project, ARF building, repairs and resurrecting those battle torn paint ball models, plus recovering those existing birds.

This is what's going on every Saturday morning. We have a group of guys (three) kit building the Meroke Fun One. Another group of three started the ARF trainer; this model is for our COME FLY with US -plus introductory into our hobby. Another team is covering a profile control line model with Monokote.

OK lets' continue, we have one 40 size Kaos, we balance (CG) plus adjusting the throws, this one is ready for flight. We have our Meroke photographer Mark T. he's assembling

a trainer ARF. John C. also completed a TOM CAT ARF now it's ready for this Spring. Good Luck on the maiden flight!

We had Curtis with an ARF that needed some serious TLC. The motor mount and firewall would move in flight (no wonder he couldn't trim it). With the help of Keith the firewall got re-enforce (mucho fiber glass!) plus he learned how to use an incident meter. (Something about down thrust and right thrust) Another group removed the old coving from a 90-size glow pattern model and started recovering with film using a very sophisticated color scheme plus they learned how to work with a form core wing. Changing this wing from a single servo to a double servo aileron wing.

We continue our lectures at 9 AM before the group starts to build.

This year we covered information on how to set up linkage from servo arm to the surface control horn. How to listen for that servo buzzing noise and how to correct it. We also covered the three axis (yaw, pitch.roll) how to balance a model and why this is so critical and how it affects the axis. After this snowstorm passes the next schedule lecture is on ampere rating, which connector to use and why.

Anyone attending the Meroke building session wishing to discuss a particular topic just let me know.

In the mean time I have this giant P51 Mustang in my workshop to continue building. As of now this bird weighs 24.9 lbs dry and still not finish. A little information on this model. The engine, 50cc gas with a custom exhaust system (MUCHO BUCKS), 9 digital programmable servos. 4 on the wing (2-ailerons 2-flaps). In the fuselage 5 servos (2-elevator 2- rudder 1-throttle). A sliding canopy, for this I install a robotic actuator. A scale pilot and cockpit. A power board capable of managing 30 amps /13volts with a built in ignition optical kill switch. Plus two batteries. (Wow!) That's it for now.

Nelson



SMOKE SIGNALS

ASK  DR PHIL

I recently wrote to Phil Friedensohn asking if he could remember any past articles that dealt with winter storage for batteries. With that in mind here is the back and forth between Phil and myself. Hopefully if Phil can find the time I will post more information when available regarding batteries and their care.

To: Philip Friedensohn
Re:NEWSLETTER

I am just wondering if you remember ever an "ASK DR PHIL" re: winter battery storage. I would like to include something like this in the Feb Newsletter. Thanks for all your help and ideas...

Dennis,

There is so much information on battery conditioning. To do it justice I need much more time to write the article than I have right now. NiCD and NiMH batteries are slowly being phased out. Lipo and LiFe , A123 (and varieties of Nimh's) are the batteries being used more readily today. Each type of battery has it's own maintenance features. To discuss each one would be a project in itself.

Try to go back to some of the earlier Newsletters and pull some of the Dr. Phil Articles. As for storing batteries for the winter months. If you are storing your UAS for months at a time and you are using our standard 4.8 V or 6 V NiCD or NiMH battery pack , disconnect you RX. battery. This will prevent Black Wire disease. Store the battery in a nice dry, cool environment. These batteries do self discharge over time. Each cell should not discharge below 1 V. (ie. 4.8 V pack - 4 cells 4 V). When you place the pack in service again after the winter season, place the battery pack on a overnight charge at 1/10C for 14-16 hours then cycle the battery to test the condition of the battery and make sure the mA rate for charging and discharging are correct (ie. If your charging at a 200 mA rate the battery should take in 200 mA per hour, the same holds for discharging). A simple wall charger will not give you this information. If at the end of your cycle the battery is only holding 80% of it's rated value don't use it in a flight pack. When everything checks out and you are ready to go use the battery. Don't keep charging a charged battery. This can lead to voltage suppression. Remember, you can't do this all the night before your first flying day of the season.

NiCD or NiMH Transmitter battery packs which are usually rated at 9.6 V should be treated the same way. That said, you do not need to pull the battery from the transmitter as long as you monitor the batteries charge during the off season. Simply turn on the radio and look at the voltage readout. After a long winters nap the same charging procedures apply.

As for Lipo and LiFe batteries, In a dry,cool environment store them in a fire prove container away from your house with the battery leads wrapped to protect them from shorting out. For any long term storage these batteries should be storage charged at 3.8 V per cell. All of the micro-processing chargers have this option (READ THE MANUAL) . Remember Lipos and LiFes cells have different voltage capacities. Lipo battery's nominal voltage is 3.7 V and charges to 4.2 V per cell. LiFe's nominal voltage is 3.3 V per cell and charges to 3.6 V. Once charged you can leave the batteries alone until you need them. Always balance charge the batteries at the proper 1C rating only. Puffy, fat, squishy batteries are batteries that have been misused and should be thrown away. Anyway, I could go on and on about the care and feeding of the different batteries.

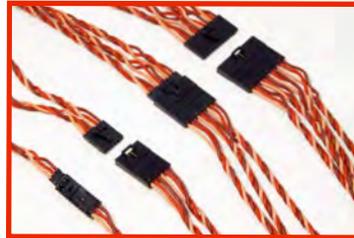
Thanks,
Phil

SMOKE SIGNALS



Mark Klein showed off his scratch built pattern plane modeled after a "Hammer" kit. Powered by a .75 2 stroke.

SHOW & TELL



Nelson Ramos talked about scratch building your own servo harnesses built to work with your specific needs.



John Rapp with a "Seawind" electric seaplane ARF with retractable landing gear for use on land.

I came across the following web site www.sportys.com that is very informative for pilots and those interested in aviation. One site that "Sportys" directs you to is "Wright Bros." a magazine packed with aviation related items. Authentic reproduction propellers, wind socks, wall clocks necklaces, earrings, a bomber jacket for you or your kids ,T-shirts, books, DVD's & the list goes on and on. A real fun site I thought you might like.

AIRCRAFT MODELS	PROPELLERS	AVIATION SIGNS	WATCHES, CLOCKS	APPAREL, CLOTHING	ALL OTHER