

# SMOKE SIGNALS

## NEWSLETTER

### CALENDAR

#### **JUNE 2**

Club Meeting  
Show & Tell

#### **JUNE 16**

Club Meeting

**Lewis Schwab**

"High Performance Engines"



Send all suggestions to:  
[newsletter@meroke.com](mailto:newsletter@meroke.com)

### BIRTHDAYS

No club members born in  
June

### **UPCOMING PROGRAMS**

June 16 - **Lewis Schwab** - lecturing on High Performance engines and how to convert them for use in sport aircraft.

July 21 - **Stuart Chale** - **NSRCA** (National Society Radio Control aerobatics) lecture on Pattern planes and flying. He will be giving demonstrations at the field during the day and will conclude his talk at the evening meeting.

August 18 - **Pizza Meeting** - at the Field, Lufbery Aerodrome 7 PM

### **UPCOMING RAFFLE PRIZES**

Roy Southard notes that the raffle prizes will be OS 46, Kaos, Dolphin gp/ep, Avistar gp/ep. Magnum 70 4 stroke "blue head" and an OS 55 AX.

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

### **FIELD SAFETY OFFICER REPORT**

See meeting minutes.

### **IMPORTANT MESSAGE: From Mark Klein**

Yellow card holders should make and keep appointments with your instructors. You can't expect an instructor to be there when you are at the field and planning in advance will help get you a blue card faster.

## SMOKE SIGNALS



### MEETING MINUTES - May 5 2016



The meeting was opened at 8:07 pm with the Pledge of Allegiance.

Roll Call: 27 members signed-in.

April 21, 2016: Reading of minutes were suspended to facilitate a quicker meeting.

#### Report Of Officers:

**President:** Mark went over the preparation for the upcoming Paintball event. He mentioned that the Board decided that there will be cold food for the members instead of the BBQ and that as people purchase their paintballs they will get a small bottle of water and a bag of chips, pretzels, etc.

Mark mentioned also that the permit for this event still hasn't arrived but was assured by Katie the the permit will go through so no problem.

"Hot Dog" Sunday has been changed to the Sunday after our second monthly meeting , not every Sunday, and that we will alternate between hot dogs and pizza. Mark offered his apology to any non member flyers who were denied a hot dog.

The request for ideas on possible club member functions was put out to the membership and these were some of the ideas:

Party Boat fishing trip.

Visit to the Cradle of Aviation Museum.

Possibly having a meeting at the Air Power Museum instead of here.

Pizza at one of our meeting.

Discussed the need to assign instructors to new members (Trainees). It was stressed that these new members must make their appointment with an instructor and show up.

**Treasurer:** Treasury is in excellent health.

**Vice President:** Joe tabled an idea for a bus trip to Atlantic City as a possible club function and bombed.

2) Joe also mentioned that he had read an article that talked about the possibility of an engine starting up instantly when the glow ignitor was attached. This is a real safety item that should be noted by all.

**Recording Secretary:** No Report   **Corresponding Secretary:** No Report   **Video Librarian:** No Report

**Web Master:** No Report   **Building Program:** No Report

**Meeting Programs:** Mark mention that our next meeting seminar will be on bearing replacement.

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

**Membership:** We had one "First Timer" tonight. Arnel Aquino. We also reinstated Mike LoBozzo back into the membership.

**Old Business:** Refer to the President's and Vice President's reports.

**New Business:** Refer to the President's report.

**Coffee Break.** (Prepared by: Al Weiner)

**Raffle Winners:** 1st Prize: Eppie Santiago: OS 61 2-stroke engine

2nd Prize: Nick Ferrante: 15% fuel

3rd Prize: Nick Ferrante: Epoxy

Meeting Adjourned at: 8:35 PM

## SMOKE SIGNALS



### MEETING MINUTES - May 19, 2016

The meeting was opened at 8:00pm with the Pledge of Allegiance.

Roll Call: 22 members signed-in.

April 21, 2016: Reading of minutes were accepted and seconded.



#### **Report Of Officers:**

**President:** President: Mark went over the preparation for the upcoming Paintball event.

The Board discussed the possibility of getting club jackets and that would be subsidized \$15.00 by the club. The jacket discussed was a zip-up gray windbreaker with elastic cuffs, drawstring waist with "Meroke R/C" on the back and your name once on the front.

June 26 will be the next "Hot Dog Sunday".

The visit to the Cradle of Aviation as a club program was canceled due to high cost.

The "Air Power" museum is still being investigated.

Mark suggested that any potential new member who comes to the field should be taken up by an instructor on a club trainer as soon as possible to give them a feel of the hobby and allow them to feel and understand what they will expect of the hobby.

It was decided that the "orphan" Dolphin ARF from the raffle be saved for the Christmas party raffle.

It was decided that we will make the third Thursday in August a "Pizza Meeting" at the field which will begin at 7pm. It's a possibility that Tom Hunt may be able to come and give demos.

**Treasurer:** Treasury is in excellent health.

**Vice President:** Joe talked about an article in the April issue of the AMA magazine which discussed the methods that the more successful club use in luring new members. They seem to stress hands on as opposed to too much talking about the downside of the hobby which could mean the expense, possible loss of equipment, difficulty of training, etc.. He recommended reading it.

**Recording Secretary:** No Report **Corresponding Secretary:** Sent a get well card to Charlie Lando.

**Video Librarian:** No Report **Web Master:** No Report **Building Program:** No Report

**Meeting Programs:** Phil went over the upcoming events. These have been outlined in previous meetings. On a sadder note the engine bearing seminar was cancelled to lack of interest, no one brought an engine.

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

**Membership:** We had two "First Timers" tonight. Rob Severino and John Wolkiewicz.

We also had a "Second Timer". Arnel Aquino.

Mark reiterated that requirements of three meeting doesn't necessarily have to be club meetings. If you help out at our events, each event will count as a meeting.

**Club Archives:** Nothing new to report.

**Old Business:** Refer to the President's report.

**New Business:** Refer to the President's report.

**Coffee Break.** (Prepared by: Al Weiner)

**Raffle Winners:** 1st Prize: Mark Klein - OS 46AX  
2nd Prize: Curtis Underdue - 15% fuel  
3rd Prize: Ted Evangelatos - Epoxy

Meeting Adjourned at: 8:35 PM

# SMOKE SIGNALS

## MESSAGE FROM THE PRESIDENT

The nicer weather has finally arrived but a week too late for Paintball. I wish to thank all the committee members who arrived early, set up perfectly and fulfilled their obligations well. I guess we are getting good at this and I'm looking forward to the next Paintball in September. At least all Meroke's who attended had their bellies filled with the great sandwiches and drinks provided.

The event broke even as we have material left for the next one (for financials will be reported at the meeting). We also learned that signage at the Merrick Rd entrance to the park may be applied for through the park office. Now if we could only pay to have great weather!

I'd appreciate suggestions from the members regarding programs for the club. If you have a specialty or idea that relates to modeling we'd love to hear about it. I was disappointed that there wasn't one engine brought to the bearings replacement meeting as I have witnessed a few members having problems with and getting their bearings at the field. This is your club and the officers would relish nothing more than providing you with interesting programs.

We have hashed out the issue of windbreakers and we will discuss again pricing and ordering at the meeting. Those of you who are interested in purchasing a jacket but can't attend a meeting should make arrangements for payment and size requirements.

The club will be providing a subsidy but payment must be made prior to any order. More details to follow.

Please try to attend our summer meetings as the summer travel season approaches. Remember that our second meeting of August will be at the field at 7 PM with pizza served.

## 2016 MAY PAINTBALL



# SMOKE SIGNALS

ASK!  DR PHIL

Hi Dr Phil.

I'm am assembling an H9 War bird 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



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## How to Fix Adverse Yaw (Model Airplane News)

Adverse yaw is an inherent opposite yaw or skid that occurs with aileron deflections. A positive angle of attack is generally required to produce the wing lift needed to keep an airplane in the air. When the ailerons are deflected at a positive angle of attack, the down aileron presents a wider frontal cross section, thus creating more drag and causing the airplane to yaw in the opposite direction that the ailerons are applied. When two aileron servos and the flaperon function are used, adverse yaw can be lessened by programming a small amount of differential aileron travel, e.g., approximately 5 degrees less down aileron than up, improving control and producing cleaner axial rolls. The exception is when the airplane has a flat bottom wing. Drag on the side of the down aileron and adverse yaw is so much more pronounced with a flat bottom wing that differential aileron travel has little effect. To eliminate adverse yaw, rudder must be coordinated or mixed in the same direction with the aileron. As a rule, a symmetrical wing plane may require only a 3-5% rudder mix with the aileron to eliminate adverse yaw, whereas a flat bottom wing plane requires nearly as much rudder deflection (in degrees) as aileron. Not only does eliminating adverse yaw improve control, pilots who initially learn to fly with aileron/rudder mixing are also able to more easily transition into higher performance symmetrical wing airplanes, since they are already accustomed to flying with minimal adverse yaw. Contrast that to those who learn to fly with adverse yaw, and then have to retrain their flying habits when they switch to a symmetrical wing plane with very little adverse yaw.



## SMOKE SIGNALS



### ASK A MEROKE



I have a trainer that has unfortunately been crashed a few (ok a lot) of times but I was able to rebuild it each time. Now I'm having problems landing it. I've been told that I need a better engine. What's wrong?

Crash

Dear Crash

There can be any number of problems with rebuilt planes such as alignment, CG and the most prevalent, weight. All the extra materials, CA and that weight builder – epoxy can contribute to a sluggish flying plane. A more powerful engine will get off the ground quicker but that speed will not help you slow to a speed you are comfortable with. Nothing flies better than a light plane. A heavier plane will have a higher wing loading which is why some warbirds will tip stall landing too slow.

Your heavier trainer is now stalling at slower speeds than you are used to and a better engine will not correct the deficiency. You should consider a newer, lighter plane and save the clunker for when you are more proficient.

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### SHOW & TELL



Rich Waldman brought in a C/L model that was fashioned after the Gloster Gladiator. It originally was a Brodack 38. Special kit. He did a little modification to mirror the Gladiator. It's markings were of the Latvian Air Force. One really cool thing he did was to install a servo controlled throttle which gave him the ability to taxi and land.



Stan Blum brought in a vintage "Sr. Playboy" which he scratch built from the Cleveland Models plans. This used to be a free flight model in which he added an electric motor, rudder and stabilizer control. Really a beautiful plan

# SMOKE SIGNALS

## Charging Multiple Packs

Article thanks to Phil Friedensohn who found it in



Lithium-polymer cells have revolutionized electric flight, but as any e-flier knows, LiPo charging and maintenance can be time consuming. For optimum service life, LiPos should be stored around 3.8 volts per cell, which creates a bottleneck for spur-of-the-moment flying, and recharging batteries at the field can be a chore when you'd rather be in the air. Many electric fliers compensate for this by using a whole phalanx of chargers, but all those chargers are an extra expense, extra gear to transport, and they each have to be operated individually. A neater, more compact solution is to parallel charge groups of batteries simultaneously with a single charger equipped for parallel charging.



### How it works

As the name implies, parallel charging works by connecting a group of batteries in parallel, to a single charger, using a wiring harness or a parallel charging board. To the charger, the batteries then look like a single pack with the sum of their capacities. For example, six 1000-3S packs appear to the charger as a single 6000-3S pack and can be charged accordingly. The batteries do need to be the same cell count, but the cool part is that they don't even have to be the same capacity; pack voltage will equalize during the charge cycle so that even packs of different sizes reach full charge at the same time. The only catch is that the batteries need to be at roughly similar voltage levels before connecting them.

It's this last caveat that made me a little slow to embrace parallel charging. Like many of you, I don't always "fly out" my batteries, so I find myself with a pile of packs to charge, all at various levels of discharge. But, a proper parallel charge setup will tolerate a reasonable voltage spread, so it's really not much of a problem.

What happens when a group of batteries are connected in parallel is that current flows from the fuller packs to the emptier ones. As long as the voltage difference isn't too great, the current won't be high enough to be an issue. For example, in bench tests I found that two 5000-6S packs with a 0.25V differential showed an initial current flow of 12 amps, and this tapered off rapidly to 8 amps after 30 seconds and less than 7 amps after a minute (in other words, well within normal charging limits). By all means, you should keep a pocket battery monitor handy so that you can check the voltage of each pack before you connect it; you don't want to be plugging in a fully charged pack with a group of discharged packs.

### Let's get started

For this demonstration, we'll use the iCharger 306B from Progressive RC (progressiverc.com). While there are other chargers suitable for parallel operation, the 306B has a couple of features that make it particularly adept. First, it can provide up to 30 amps output so that even batteries in the 5000-6S class can be charged at their optimum rate. Second, it can handle higher input voltage than most other charges, further boosting its effective power. Making the most of these features depends of course on your power supply or generator; high-rate charging requires a power source with enough muscle for the job (see "Selecting a Suitable Power Supply").



The methodology described here applies to all suitable chargers, but in combination with Progressive RC's parallel boards, the iCharger 306B makes the process particularly simple. There are only three items required: a suitable charger like the 306B, a parallel board with connectors compatible with your batteries, and a balancing cable to connect the two. Progressive RC supplies parallel boards with the most popular connectors, as well as a "universal" board with plain wire leads so that you can install the connectors of your choice.

To see this full article go to: [http://www.modelairplanenews.com/newsletter/?nid=221999#utm\\_source=MagnetMail&utm\\_medium=email&utm\\_term=friedensohnp@hotmail.com&utm\\_content=ManEnews\\_2.5.16&utm\\_campaign=Winnings%20Wildcat%20%20Charging%20Multiple%20Packs%20%20Scale%20Props](http://www.modelairplanenews.com/newsletter/?nid=221999#utm_source=MagnetMail&utm_medium=email&utm_term=friedensohnp@hotmail.com&utm_content=ManEnews_2.5.16&utm_campaign=Winnings%20Wildcat%20%20Charging%20Multiple%20Packs%20%20Scale%20Props)