

President Joe Mauriello  
Vice President Bob Demola  
Secretary Neil Stokes  
Treasurer Brian Beer

Web site - [www.wjrc.org](http://www.wjrc.org)



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WJRC Page 1

## West Jersey R/C Club January 8, 2013

The meeting was called to order at 8:02 pm by club President Joe Mauriello with 35 members in attendance. The minutes from the December meeting were read by the Secretary and accepted by all present. Club Treasurer Brian Beer gave some of the activity on the checking account and, due to not having full access, gave an approximate balance. All present accepted the Treasurer's report as given. Joe Mauriello and Bob Demola went over club membership and there are still approximately 30 members unpaid. Membership cards will be sent out shortly to those who have paid. Just a reminder, any dues paid after March 1st will have a \$20.00 late fee attached. Dennis Buttocola was not at the meeting to give field conditions; but, some of the members present, said that the field is ok with no major changes. President Joe Mauriello asked for some volunteers to step up and be field Marshalls, Jay Honigman has accepted. More people are needed so please contact Joe if you are interested.

### Old Business

President Joe Mauriello said that the First Fly on New Years day was a close race between Bob Bradshaw and Barry Prather; but, after a lot of excitement, Barry came out as the winner. Many thanks go out to Bob Bradshaw for organizing and tracking the channels for the participants. Paul Gross stood up and said he had a senior moment at the last meeting and forgot to express his thanks to Bob Lanard for all of his time given as Treasurer over the past years.

### New Business

President Joe Mauriello set up an event schedule and sent it out by email. He said he was open to any suggestions and may need to move the club Flea Market date. The first event is Bi-plane Sunday, March 17th, weather permitting. Neil Stokes said Thank You notes were sent

out to Steve Althouse and Bob Lanard thanking them for their time and dedication as past officers. Neil also got a gift from the club for Mr. Landolfi and gave it to him before Christmas. Neil got a quote from English Sewage for the service on the portable toilet for the full year; a motion was made and passed to use their service and pay in full. JJ Deluca brought up the idea of having another First Fly/Free ForAll in July to maybe get a few more competitors, name it Crash and Burn. Gregg Clement thought it would be a good idea to have weekend events, not just on a Sunday, not all members can make a Sunday event. Steve Althouse said he sent in information to AMA recognizing the club's display in the Philadelphia Airport. He will let us know when they plan to publish it. Paul Gross had all the names of members who have brought in aircraft to the Bull Meetings for the "Plane of the Month" drawing. Andrew Askew won with his F9F Panther which gained him a \$25.00 prize.

With no further business Brian Beer ran the 50/50 with Neil Stokes winning \$26.00. The next Bull Meeting is January 22nd and the next Regular Meeting is February 12th.

The meeting was adjourned at 8:30 pm

Respectfully Submitted,

Neil Stokes WJRC Secretary



## Upgrading to 2.4? Here is some information from Bill Froeder and what he found out during his conversion from 72MHz to 2.4GH.

### Better check on a few things to make sure all is well:

#### 1. Batteries:

Need to check the size and voltage capability of your packs as brown outs may result. Most 4.8 volt packs do not have enough oomph to provide enough power. Switching from 4-cell NiMH (4.8v) receiver pack to a 5-cell (6.0v) pack will resolve most issues when using 5 analog servos or less. If running more than 5 analog or all digital servos you may need to go a step further by replacing your NiMH receiver packs both 4.8v and 6.0v with Lithium Iron Phosphate (LiFePO4), often called LiFe batteries.

Although several companies manufacture LiFe batteries, only ones produced by A123 Systems Company are specifically called "A123 batteries". They are 6.6 volts, cost more and are respected as very high quality. Their ability to output much greater amperage up to 70C with much less internal voltage drop than Nickel types and even other LiFe types. They have a number of other advantages, some of which include: no self-discharging, thousands of charge/discharge cycles, charge and discharge at a higher "C" and, they don't present the fire hazard of LiPos. You can actually charge them in your plane with no worries. True A123 cells only come in amperages of 1100, 2300, and now 2500mah or combinations thereof. Any other amperage amounts such as 1500mah are copies and not true A123 cells.

Note: In order to upgrade to 6 volt Nickel or 6.6V, A123 batteries you need to make sure your servos can handle 6 volts.

*Info on LiFe batteries:*

<http://www.hobbypartz.com/life.html>

*Info on A123 Systems LiFe batteries:*

<http://www.electrodynam.com/rc/EDNano/index.shtml>

*Best price and good quality A123 batteries:*

[http://epbuddy.com/index.php?main\\_page=index&cPath=22\\_7&zenid=ahsmve24cfhjppquo22eggijh20](http://epbuddy.com/index.php?main_page=index&cPath=22_7&zenid=ahsmve24cfhjppquo22eggijh20)

*Another good Place. A little more expensive than EP Buddy (above) but packs are custom made:*

<http://www.shop.kavarootusa.com/category.sc?category/d=10>

#### 2. Charge/Power Switches:

Even after upgrading you may still have a problem with brown outs. This time it could be your switch.

Even though the switch may work properly, it can cause

a voltage drop in the system. A good source for switches is from Electro Dynamics. The Electro dynamics charge/power switches are of a higher quality than many others. They cost \$16 vs. \$12 for the EMS switch at Tower; although, many hobbyists don't think twice about that higher cost because of the importance of that component. Electro dynamics says their switch has heavier wiring and can carry more current than others (4 amps vs. 3 amps). Electro dynamics also makes a switch with Deans type connectors for carrying up to 10 amps. However, to carry that higher current all the way to your components, Deans type connectors must also be used elsewhere in the system.

*Info on Electro dynamics' switches:*

<http://www.electrodynam.com/rc/usw/index.shtml>

#### 3. Converting 72 MHz to 2.4 GHz:

Looking to convert to 2.4 at a reasonable price? Check out Xtreme Power Systems (XPS). They have XPS 2.4 GHz conversion modules for your 72 MHz transmitter and 6, 8 and 10 channel receivers.

#### 4. Onboard Power Monitor:

Xtreme Power Systems also has a device called the "Tattle Tale" (\$20). It has an LED that monitors the voltage of the system and displays the lowest battery voltage. It can also tell you if you had any glitches while you were flying. You hook it up to your plane and go fly. Then check the LED when you land and as long as the LED is a solid green you are good. Any other color, or blinking, and your system had a problem during the flight. It's a good tool to use to confirm your system is working properly when setting up the throws.

*XPS Tattle Tale:*

<http://www.xtremepowersystems.net/proddetail.php?prod=XPS-TT>

Check out the XPS web site at the link below for features and prices. At the very bottom of the below link is a comparison guide between XPS and other manufacturers' systems.

<http://www.xtremepowersystems.net/index1.php>

*XPS transmitter conversion modules:*

<http://www.xtremepowersystems.net/products.php?cat=12>

*XPS receivers:*

<http://www.xtremepowersystems.net/products.php?cat=13>

*XPS Forum on RC Groups:*

<http://www.rcgroups.com/xtreme-power-systems-483/>

**Flying Reminder:**

Don't forget, colder weather isn't just for building. Even with the holidays, I was fortunate enough to make it to the field 6 times in December and 4 times in January with plenty of company there each day. There were actually several additional good flying days in that time period that I couldn't make. The photo on the left shows a number of flyers even on a bleak Saturday day.

**Jan 22: Bull Meeting** (with donuts!)

About 15 members attended, some of whom came expressly to talk with Tony Severino who had stopped-up from his recent Florida relocation. Tony said he'd be making it up this way occasionally through the year, including for some of the larger swap meets. He said he's enjoying his new home area, especially with the RC flying there.

Rich Onorato brought his kit built (60") FW-190 with split flaps and retracts; even just wearing unpainted Coverite, it looked great.

Chris and Greg Green brought an Eflite UMX ASK-21 glider. Although it's for outdoors, with its 33" wingspan and weighing just 2.5 oz., it'll be a bit of a challenge. Chris was flying a Mini Vapor around the meeting hall - it's the most maneuverable fixed wing indoor flyer I've seen.

Gus Takenakos brought a Globe Swift (photo) indoor flyer he'd made basically from an old set of rubber band plans. The wing is built-up, and the fuse is from a solid block of foam. (When it's available on Wednesdays, several members have been flying indoors at the large Moorestown High School Gym. 6 - 9 PM, \$5)

**Medical Stuff:**

We're aware that, if we think we're having a heart attack, chewing and swallowing a 325 milligram (full size) aspirin is a good idea, that is if our doctor hasn't advised us against it. And to then call 911 - don't try driving. But, because our flying field is somewhat out of the way, medical assistance can be slow in finding it and in negotiating the roads. An aspirin in a small pillbox or wrapped in foil and kept with our flying gear can be of great help.

**Meeting: next Tuesday - Feb 12 @ 8:00**

Valentine's Day: Thursday - Feb 14

Happy Flying,

JJ  
A sign outside a Towing company:  
"We don't charge an arm and a leg. We want tows."

Sign at a Chicago Radiator Shop:  
"Best place in town to take a leak."



Saturday, Jan 12: Today the sky was bleak, but not the 8 flyers.

WJRC Picnic photo sent by Neil Stokes.



Warmer days: Sheldon Parker on a buddy box with club president Joe Mauriello; backing up is Tony Severino.



Gus Takenakos with his indoor Globe Swift