Smoke Signals

Monthly Newsletter of the Meroke RC Club November 2007

AMA Club #458 - established 1963

AMA Presidential Elections

Postmark ballots by November 9th

As AMA members, we all received a very important piece of mail recently. It was the election ballot for selecting the candidate who you wanted to be elected the next AMA President. Our own District II Vice-President - Dave Mathewson - is one of the candidates. Smoke Signals backs Dave as our candidate of choice. Following is Dave's campaign statement and remember; the ballot must be postmarked by November 9th.

My name is Dave Mathewson and I'm running for the office of AMA President. I am currently the AMA District 2 VP, holding this position for the last six years. Prior I was an AVP for John Grigg and Wes DeCou. There are several areas that AMA needs to focus on going forward. I have identified four that I think are a priority- flying site acquisition and retention, enhancing our working relationship with government agencies, expanding AMA's education programs, and promoting model aviation as a worthwhile recreational activity.

Flying site issues have dominated my time as a district vice president. I have met with every level of government in an attempt to create flying site opportunities for our members. In 2005, as a result of these efforts, I was invited to testify before a Congressional committee in Washington investigating public access to federally owned land. Experience gained through these opportunities is cumulative and will enhance our ability on a national level to successfully negotiate with those that control potential flying sites.

Spread spectrum technology is clearly our future. Yet there are tens of thousands of members who are still using, and have a significant investment in, radios that operate on 72 MHz. We need to work with the FCC to protect our continued use of those frequencies.

It is clear that our government is concerned with UAV activity in our national airspace. Federal regulations will eventually be created to address these concerns. Our job will be to separate what we do as model aviation enthusiasts from the commercial and military UAV activity that concerns the FAA. At the same time, we need to embrace new technologies and encourage those that offer innovative ideas to help find ways to safely incorporate them into aero-modeling. (continued page 3)

Meroke Calendar

November 1st	Club Meeting 8 PM
November 15th	Club Meeting 8 PM - Elections
November	Monthly Fun Flies (date to be determined)
November 18th	Whitman Flyers Swap Meet (Camelot Hall, 585 Broadhollow Road (Route 110) Melville) from 9AM to 2PM
December 6th	**Club Meeting 8 PM – Holiday Party to be held at the Sunrise Kafe**
December 20th	Club Meeting 8 PM
January 3rd	Club Meeting 8 PM – first meeting of 2008

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.merokes.com.

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

From the Editor

There are more and more 2.4 GHZ, or Spread Spectrum transmitters showing up every week, as they continue to prove their reliability and performance. One of the great features of these systems is that there is no need for a frequency pin to show ownership of the frequency. On the other hand, one of the faults of these systems is that there is no need for a frequency pin to show ownership of the frequency

The good of course is that by using these systems, the danger of a frequency conflict is greatly reduced or eliminated, allowing one to turn on his or her transmitter or fly their planes without fear of being "Shot Down" or responsible for "Shooting Down Another".

So what's the bad? The fear is that a flier using the spread spectrum type of system will become accustomed to not getting a frequency pin. So, one day, he brings out one of his older transmitters, or is helping someone else, and proceeds to turn on his 72 MHz transmitter without first ensuring that the channel is available. Or he may be flying with this transmitter while another flier finds the frequency pin available and proceeds to legally turn on his transmitter. In either case the result will be a loss of a model and possibly a serious incident.

That's why there is an area assigned to those fliers using 2.4 GHZ radio equipment. It's important that you adhere to still using a pin to eliminate confusion, as well as maintaining the importance of pins even when using spread spectrum radio equipment. I know that I personally get a little concerned seeing a transmitter in use or in the pits with no frequency pin. Happy Flying!

November Birthdays

1	*Thomas McManus*
2	*Louis Pinto* ******
7	*Herb Henery*
7	*Ken Mandel*
11	*Bill Dougherty*
25	*Bob Wohlgemuth*
26	*Linda Murphy*
	* *Big One*

President's Message

November is the most important month for the Meroke R/C Club as our members decide the direction our club will take into the following years. Elections are conducted the second meeting of the month and although it appears that few if any members wish to burden themselves with the responsibilities of leadership we always manage to have most competent candidates for the various posts.

Sure, many members are content with sitting back and letting "Joe" do it' but these are the same Monday quarterbacks who always seem to know how to do it better! It is time that all members, both new and veterans, step up and make the changes that need to be made or to carry on with policies and programs that work.

Please discuss with your buddies how you would like to have the club managed and decide to run for office or committee chairperson with them. This club is only as good as its leadership as well as the participation of its members.

Also, November is the start of the new fiscal year for our club. As per the by-laws, dues are due now so that the club has a better handle on next year's budget. We need to know the number of members we will retain in order to plan for programs beginning January one. Please pay your dues on time.

Lastly, our awards dinner is coming up in December. We will need to give a headcount after the second meeting of November. Herb is collecting the $10 fee that will cover a delicious dinner at Chris' Sunrise Kafe. Besides eating and schmoozing (not necessarily in that order) we will recognize members whose service to the club is greatly appreciated. I hope to see everyone there.

Show & Tell

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We had 4 participants in the October Show and Tell:

- Ted Evangelatos spoke about his source for inexpensive radio crystals
- Tim Murphy displayed his 2 small ARFs and won the fuel
- Charlie Meyer once again brought in one of his new toy mini RC airplanes
- Tony Mazzella spoke about his China Models Extra 300 (a great ARF for only around $150)

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Potential threats to national security continue to concern our government. We need to work with the DHS to become a source of information and advice on issues concerning aero-modeling. In our district we have worked toward developing that relationship. In New York, law enforcement authorities have reached out to AMA clubs asking us to be observant and judicious in reporting any unusual activities involving model aircraft. In doing this, the modeling community has become an asset to authorities. We need to build on this success to incorporate strong working relationships with law enforcement throughout the country.

AMA has worked hard to develop programs to introduce model aviation into our education system. However, most of these efforts are directed toward the teaching profession. We need to create programs our members and clubs can use to reach out to the younger members of their communities through organizations like Scouting, CAP, and community recreational programs. These programs would allow our members direct involvement in introducing model aviation to the children of their friends and neighbors, resulting in a growing membership for the club along with a more visible and positive presence in its community.

Good programs that promote model aviation are key to our future. A greater public awareness of the value of model aviation as a recreational and educational activity can only have positive implications, especially in the areas I've touched on. Our best resource to realize this goal lies with our members. For you to accomplish this we must provide you with the proper tools and support.

Member organizations like AMA rely on those who posses a clear vision and enthusiasm to remain a viable organization meeting the needs of its members. I believe that I have these qualities and ask for the opportunity to lead AMA.

Visit www.mathewson4pres.com

Remember – Postmark your ballot to the AMA no later than Friday – November 9th!

Dr Phil

Dear Dr. Phil,

I've heard the word WACO, as in WACO YFM-3, pronounced so many different ways my ears are hurting. What is the correct pronunciation?

It's not pronounced "way-co", nor is it pronounced "whack-oh". The correct pronunciation is "wah-co". The YFM-3 was originally produced in 1934/1935 by WACO Aircraft Company (Weaver Aircraft Company of Troy, Ohio).

Dr. Phil

What is the main difference between the Spektrum system and the FASST system?

The Spektrum systems utilize what is known as Direct Sequence Spread Spectrum modulation, or DSSS. Using this methodology, the system selects a channel, or channels, and remains on this frequency indefinitely. It requires two receivers and four antennas, positioned 90 degrees to each other. Futaba's Advanced Spread Spectrum or FASST is utilizing channel shifting or frequency hopping whereby the system continuously changes frequencies every two milliseconds thus preventing signal conflicts and eliminating interference issues. It uses one receiver with two antenna set at 90 degrees to each other. Choose your poison.

Hi Folks,

Here is another interesting observation I've noticed. With many set ups converted to the 2.4 GHz technology, flyers are getting comfortable with the short transmitter antennas. This may present a problem when switching back to a standard 72 MHz set-up. I've noticed a couple of the fellows are forgetting to extend their transmitter antennas for the non-Spread Spectrum rigs. In one afternoon, two flyers forgot to extend their transmitter antennas. One of the fellows was lucky, the other took home a box of splinters. I place a colored piece of string on my Rudder/Throttle stick to remind me to extend the antenna when I am using non Spread Spectrum radios. Put some type of reminder cue somewhere so you will not forget which radio you are using.

See you at the field……

Product Review

ST Labs 5-In-1 eDVR

This small device is a digital video recorder, a digital still camera, a digital voice recorder and a WebCam, all in one small device that weighs a mere 3/4s of an ounce.

The 5-In-1 eDVR recharges when connected to your computer's USB port. The 128MB version records 5 minutes of video and the 64MB version records about 2-1/2 minutes.

Accessories that are included are FlexStand USB extension cable, mini driver CD, quick start guide and a neck strap / carrying case.

The eDVR makes taking aerial photos or even video as easy as pressing a button. The built-in USB connector allows easy transfer of photos, video, or even a live Web cam image directly into your PC. One button sets the mode and the SNAP button starts the action!

The Mini Driver CD also includes a utility to convert the native .STJ video file to .ASF for playing with Windows Media Player.

This is a great little video camera that is easy to install on your plane and with its low weight doesn't affect any flight characteristics.

One hint: It has a built-in LiPo battery, but you can also remove the LiPo and wired the camera to your airplanes battery.

The unit is approximately $90 and can be purchased from tufflight.com. Do a search on youtube.com for RC aerial camera videos and it just might tempt you to buy a small video camera like this unit.

Submitted by Phil Friedensohn

Meroke Lecture Series

This year's final presentation for the Meroke 2007 Lecture Series was held on October 18th and was hosted by Roy Vaillancourt of Vailly Aviation. The topic of discussion was "You too can build a giant scale Warbird". A Hawker Typhoon and a Focke Wulf FW-190A-5 (shown below) were presented by Roy for the evening's entertainment.

I can safely say that everyone who saw these magnificent works of art had their mouths open very wide. Roy took us through the specifications for each Warbird. Then he talked about building techniques and finally discussed how to prepare, collect documentation, build and present models for competitions like Top Gun or the U.S. Scale Masters Championships. Everyone in the room was on the edge of their seat as Roy described the process and how, if you have the desire, time, and space you too can build a giant scale Warbird. Roy also won one of our raffle prizes. Those of you, who did not attend, missed something special. Roy Vaillancourt is the president of Vailly Aviation. His specialty is giant scale WWII Warbirds. He can be reached at his WWW.VAILLYAVIATION.COM, his informative website. Additional information can also be obtained by visiting the World Miniature Warbird Association website:

WWW.WMWA.ORG or WWW.RCWARBIRDS.COM

I hope all of you who attended the lectures this year enjoyed them. Let's hope that next year will be as successful. It was pleasing to see many of our friends from other clubs and Cedar Creek Park joining us for these presentations.

Anyone interested in contacting this year's speakers on an individual basis can get their information from the monthly Meroke newsletters. Some of this years speakers - Rick Wallace, Dean Pappas, and Frank Granelli offered to help us set up Pattern Events at our field for next year. Let's not let this opportunity slip through our fingers. If your interested, let's hear some feedback.

Please note - in November, club elections will be held. In December, we will be partying with all the little elves. Remember, this is your club and participation is part of the process. Those of you who did not attend the lectures missed out on a whole lot of fun.

Phil Friedensohn

Heard Around the Merokes

OK, so what is your favorite plane?

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I have been in the Club and flying the same amount of time, a wee bit over 2 years. I have a Tower Hobbies 40 Trainer that I fly because it is the only plane I have, hence the only one I fly. If by some chance it ends up as a kit once again, I will be seeking out Bill Streb and making an offer for one of his many planes for sale.

Dave Bell

My all time favorite, including all of my original designs, was the Goldberg Cub. It was easy to build, flew beautifully, was the plane I flew to get my private pilots license, and made me look like I knew what I was doing

Ernie Schack

Favorite plane? I have a bunch. But my late Father's Senior Playboy, and 1/5th scale P47 are some of my favorites. The Playboy I converted to electric. The P47 (94 inches wingspan) which is airworthy, just can't fit in my car.

Frank Strobel

Don't print this. I've been around 3 yrs. & cracked up 5 planes. Ouch! Sorry, no help this time.

Bob McClay

Quit Stalling

People who are unfamiliar with flying think that an airplane is said to "stall" when the engine unexpectedly quits. But as we fliers know, that isn't right. Even a glider (which doesn't have an engine) can stall in the sense that pilots use the term. It is important to understand stalling because unintended stalls can cause a crash. But some aerobatic maneuvers require stalling! Just what causes stalls and how to avoid—and use— them is sometimes a puzzle, even to pilots. A common—but misleading-explanation of stalling is that a plane stalls when it tries to fly too slowly. But that isn't the whole story; a plane can stall at any speed!

Angle of attack

The angle of attack (AoA) measures how much a line, drawn from the leading edge to the trailing edge of a flying surface, is not aligned with the direction of the oncoming wind. At a very small AoA, a wing may provide only a small amount of lift. As you increase this angle, however, the wing provides more and more lift. Increase the angle and you increase the lift, but at a certain point, the AoA stops producing more lift and instead starts to add drag. This happens rather abruptly for some wings; for others, the transition is gradual.

If you continue to increase the AoA past this point, the wing's ability to produce lift is severely diminished, and it stalls. When we say that a wing has "stalled," we mean that its AoA has increased to a point at which the wing produces little or no lift and lots of drag. Without lift, gravity causes the plane to head for the nearest planet: Earth.

Stall control

You can change the AoA of the wing of a typical 3- or 4-channel model plane in only one way: by operating the elevator. Stalls are always caused by the pilot's pulling back on the transmitter stick! Always!

Let's look at the stall that can happen when you are landing. The plane is close to the ground, and you have throttled back or are perhaps gliding in. As a plane slows, the wing develops less lift. So to go still slower, you gradually pull back on the stick to increase the AoA. This increases the lift of the wing to compensate for the loss of lift caused by flying more slowly. If you overdo it (that is, if you pull back too far on the stick), the AoA will get too high, the wing will stall, and the plane will fall.

Stalls can occur when you are in a turn, too. A conventional airplane turns by banking (with the rudder or ailerons, depending on the model), and then by the pilot's pulling back on the stick to make the plane go around the turn.

Did you catch the key phrase? It's "... by the pilot's pulling back on the stick." If you pull too far, the plane will stall. This can happen at any speed. If you have enough elevator authority and if you pull back far enough, you can stall the plane. Many trainers have tiny elevators to help minimize the chance of stalling inadvertently, but these planes can still be stalled.

A third kind of inadvertent stall sometimes happens at the bottom of a loop, when you are trying to pull out. The plane is going very fast, straight down, and you pull back on the stick. If you pull back too far and if there is sufficient elevator authority, you will stall even though the aircraft may be going as fast as it can.

To summarize: whatever its speed, a plane stalls whenever too much elevator is used. This is true for inverted flight also, but in that case, you've pushed too far forward on the stick.

Getting out of a stall

If you are high enough and if the plane is trimmed well, just letting the stick go for a second or two will usually solve the problem. Removing the excess elevator removes the cause of the stall, and with enough altitude, the plane resumes non-stalled flight, and you can use the controls to get it straight and level. Adding power will speed stall recovery.

Some planes just drop their nose when the wing stalls; this is the easiest kind of stall to cure. With other planes, both one wing and the nose drop, and then the plane enters a spin. Releasing the elevator usually turns the spin into a dive, and you can gradually pull up into level flight. Sometimes, releasing the elevator and using opposite rudder is required. It depends on the design of the airplane and where it is balanced. The farther back a plane is balanced, the more aggressive is its stalling behavior.

Aerobatics with stalls

In snap rolls, you deliberately stall only one wing half. The other half is still lifting, so the plane rolls very quickly. In a snap roll, you usually start with full up-elevator and also apply rudder. The up-elevator brings the wing near to the AoA at which it will stall, and suddenly applying rudder makes one wing stall while the other is still flying. The plane makes an incredibly fast, gyrating roll. Not every airplane does a snap

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roll in quite the same way; some need a bit of aileron to get it going, others can hardly snap at all. Some require elevator application ahead of rudder, and so forth. That's why it's an advanced maneuver. Also, unless you start it heading upward somewhat, your plane will lose altitude.

Planes with strongly tapered wings are usually easier to snap-roll than planes with less tapered or un-tapered wings. A lot of washout (where the wingtips are twisted to have a lower AoA than the wing roots) can help prevent snap rolls. That's why good first airplanes often have rectangular platform wings and some washout.

Stall recovery 101

One of the hardest things to learn when you see a stall starting on a straight-ahead landing is that you should push on the elevator stick. This is difficult because all your instincts tell you to pull up! But to save the plane, you need a lower AoA, and you can get that only with some down-elevator. This takes a lot of practice, which is most safely obtained by practicing stalls and stall recovery high up in the air. Get to know what a stall-about-to-happen looks like and just how much elevator has to be applied to kill the stall before the stall kills the model.

Many fliers crash by unintentionally doing a snap roll when they turned onto final for landing. They are trying to go slowly, so they have input a lot of up-elevator, and then they use the rudder to make that last turn. But that's exactly what you are taught to do to start a snap roll! Suddenly, and without enough altitude to recover, the plane does a snap roll into the ground. Here are a few key facts about stalls:

- On a conventional plane, stalls are always caused by the overuse of the elevator and can happen at any speed.
- The use of rudder or aileron while holding up-elevator can cause one wing to stall, and the plane may start a snap roll.
- The times when you may be holding too much up-elevator without realizing that you are doing so are when landing, when making sharp turns and when pulling up at high speed.

These are the times when stalls usually get pilots into trouble. What is the best defense against unwanted stalls? Understanding why and how they happen.

New Members

Congratulations to our new members, who were voted into the Merokes during the month of October:

Robert Cook, Peter Lombnes and Daniel Lombnes

The Infamous Meroke Bench

Now, do we have the 2nd generation bench?

For the past few years, we have received many accolades from RC flying clubs around the world regarding the bench designed by our club members. The "Meroke Bench" seems to show up everywhere. As RC modelers are a very resourceful and handy bunch, we have also seen a few modifications. But, certainly not as many as our friend – Gunter Doell – has incorporated into the bench that he modified, built and donated to the field.

One of the most needed improvement to the bench is the ability to easily move it to one side of the impound or the other. Many attempts were made to add wheels to the existing benches, but the wheels used and the weight of the benches proved unsuccessful. One of the other needed improvement was to decrease the weight of the bench through redesign and the use of less and lighter materials.

Gunter took the task on and developed a bench based upon the original design, but with many needed improvements. His bench is lighter, has more useful storage, a longer "nose" for propeller safety, a fuel-proof deck, a handle to allow one person to maneuver it and most importantly – good wheels among other major modifications. Gunter installed a heavy pipe as an axle and specially designed wheels.

The only problem for Gunter is that he doesn't show up early enough at the field and someone has already grabbed his bench. Maybe we (Friend's of Cedar Creek) can at least follow Gunter's design and install his wheel and axle modification to the existing benches at the field.

Indoor Electric Flying

Here's one for Charlie Meyer

The Suffolk Aero Modelers have an indoor electric flying season at Islip High School. The season has already started, but at the publishing of this newsletter, there are still 11 evenings still open for your pleasure. The sessions are held on Friday evenings from 8PM to 9:30 PM. All you need is your favorite electric plane, a valid AMA membership card and the $2 entry fee (a season pass is available for $15). The next session is Friday – November 2nd. Islip High School is located between Union Boulevard and Montauk Highway, east of Saxon Avenue. Further information is available by calling Richard Green at 631-957-5123.

Holiday Party

Instead of our annual Holiday Dinner Dance, we are having a Holiday Party. The party will be held on Thursday night – December 6th. It will be held at:

Sunrise Kafe & Grill
216 Pettit Avenue, Bellmore

Sunrise Kafe & Grill is located across from the Bellmore LIRR train station. This is a members only party and the cost is $10 for a very sumptuous buffet (please pay by check to Herb Henery).

Tech Tip

Reminder: In-flight Check for Center of Gravity

Test 1: Throttle back slightly, lower the nose, and put the model into a shallow, 30-degree dive. Center the controls, and see what happens. If the model maintains a straight, shallow dive, the plane's CG is very close to where it should be. If the nose rises quickly, the model is nose-heavy. If the model noses downward into a steeper dive, then it's tail-heavy.

Test 2: Roll the model into a 90-degree banked turn, and note what it does. If the nose drops, add tail weight. If the tail drops, add nose weight.

Test 3: Roll the model into sustained inverted flight. If you have to use a lot of down-elevator to hold level flight (more than 10 percent), you must add tail weight. If you have to add up-elevator to hold level inverted flight, you must add nose weight.

Land the model, and adjust the CG appropriately, adding weight in small increments. Check the balance again by performing the same maneuvers.

FOR SALE!

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).