Smoke Signals

Monthly Newsletter of the Meroke RC Club **October 2007**

AMA Club #458 - established 1963

Meroke Lecture Series

On September 20th, the 2007 Meroke Lecture Series had it's second to last lecture for the season. Hosted by Frank Granelli, AMA's Model Aviation's Sport Aviator Editor and magazine contributor. The topic of the day was "Better piloting through trimming and aerobatic flying". Frank showed us that by using the proper set up and understanding how the control surfaces act upon each other we could take a basic sport plane and fly it as a pattern plane.

Frank came up from New Jersey to spend the day with us. Those of us who were lucky enough to be at the field in the afternoon were treated to a number of pattern flight demonstrations. He brought two planes for his demonstrations. After previewing Frank's pattern plane, a Prestege, he enlisted a caller and talked us through the 07-08 AMA Precision Aerobatic Sequences for the Sportsman class. He did some beautiful flying. He then flew his trusty Fourstar .60 sport plane. He flew the same aerobatic sequences and we saw how a simple sport plane could fly when it was properly trimmed. At the evenings lecture, we sat down to a multi-media show and demonstration on the general aspects of proper trimming and pattern flying. His objective for the evening was to give us food for thought and push our limits to try and advance our flying skills.

I must say that Frank Granelli is a well full of knowledge. You can find dozens of articles written by him on any aspect of model aviation. Please go to his website MASPORTAVIATOR.COM and start reading and learning. You also can contact him through his e-mail address listed on the website. Additional information on pattern flying and events can be obtained from the website NSRCA.COM. Again, we thank him for his contribution to this years lecture series.

Three of our guest speakers Frank Granelli, Dean Pappas, Rick Wallace, all participate in NSRCA events. If we have enough interest next year the Merokes can participate in a NSRCA primer event at Cedar Creek. Please let us know if you would support and participate in such an event. (Continued on Page 3)

Meroke Calendar

October 4th	Club Meeting 8 PM
October 14th	Nassau Flyers Cedar Creek Swap Meet
October 18th	Club Meeting 8 PM Roy Vaillancourt – Vailly Aviation
October 21st	Monthly Fun Flies
November 1st	Club Meeting 8 PM
November 15th	Club Meeting 8 PM - Elections
November	Monthly Fun Flies (date to be determined)
December 6th	Club Meeting 8 PM – Holiday Party to be held at the Sunrise Kafe
December 20th	Club Meeting 8 PM

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.

Club Officers & Volunteers

President	Mark Klein 516-326-0855	mclein@optonline.net
Vice President	Dave Bell 516-633-0034	david.bell@ba.com
Treasurer	Herb Henery 631-665-6274	hahenery@aol.com
Recording Secretary	Al Weiner 516-868-5674	
Corresponding Secretary	Bob Reynolds 516-775-4377	mrbrew@optonline.net
Board of Directors	Allen Berg 516-313-2866	extragiles@yahoo.com
	Tony Pollio 516-794-9637	rctony@optonline.net
	Russell Rhine 516-484-0368	rrhine@optonline.net
	Ernie Schack 516-481-1814	radioschack2@aol.com
Chief Field Controller	Bob Reynolds 516-775-4377	mrbrew@optonline.net
Asst Chief Field Controllers	Tony Pollio 516-794-9637	rctony@optonline.net
	Ed Wiemann 516-735-0733	eww46@man.com
Field Safety Officer	Tony Pollio 516-794-9637	rctony@optonline.net
Smoke Signals Editor	Russell Rhine 516-484-0368	rrhine@optonline.net
Membership	Tom Scotto	
Meeting Raffles	Mark Klein	
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	John De Sena
	Tony Pollio	
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	John De Sena
	Tony Pollio	Ernie Schack
	Tom Scotto	
Flight Instructors	Allen Berg	John DeSena
	Dan Gramenga	Douglas Frie
	Mark Klein	Gene Kolakowski
	Ken Mandel	Tim Murphy
	Tony Pollio	Rick Porqueddu
	Bob Reynolds	Bill Streb
	Ernie Schack	Al Weiner
	Ted Evangelatos	

Letters to the Editor

For the last 2 months I have been flying my airplanes using receiver crystals from Performance Devices, a crystal manufacturer supplying the aerospace industry.

Tired of paying $10-$13 per crystal for my Futaba/ Hitec receivers, I went online on RC Universe and found many positive comments about this company.

For the price of $5.95 per crystal ($7.95 for JR) and money back guarantee, I decided to try them out. Pete, the President, provided me with excellent service, immediate replies to my questions and quick shipping. I put the crystals on 2 of my Futaba and Hitec receivers, did extended range checks, and off I went.

I could not have been happier! No glitches, no servo twitching, no problems whatsoever. And it does look like I get more range too (but I cannot verify this without flying out of bounds at Cedar Creek.)There is not going back to overpriced OEM crystals for me!

Give them a try, visit www.performancedevices.com for more info, or to buy visit www.buyrccrystals.com.

Ted Evangelatos

From the Editor

A month ago, for the first time in about 25 years, I made the trip up to the Old Rhinebeck Aerodrome. It was the RC weekend where modelers from all over were able to fly their World War I model airplanes. I never saw so many great planes from the early 1900s in one place at a time.

The countryside surrounding the field and the absolutely beautiful clouds made a fantastic backdrop for watching those vintage models take to the sky. There's also a wonderful museum and many, many rebuilt and replica airplanes of the period to enjoy.

A short 2 hour trip from Long Island, it's certainly worth putting a visit to RC Weekend at Old Rhinebeck on your calendar for next September.

President's Message

Recently I was speaking with a prospective new member at the flying field. He was amazed that we had 2 meeting each month as his club in Florida met only once a month. I asked him how the club managed to run all their programs at the one meeting. He replied that his club didn't have all the programs we had and what a great club the Meroke RC club was!

Phil has done a wonderful job with the lecture series, inviting well known modelers to entertain and share with us many varied skills. Tom McManus set up our virtual fun fly; we had our annual auction and the paper plane contest which were all well received. And when we smooze during the breaks we can't forget the coffee and cake we enjoy thanks to Irv, Al and Russ.

Of course the Happy Fly, One Fly, Open Fun Fly and instructor programs allow us to participate in outdoor activities. All in all, the Meroke R/C Club is a special organization with special people! Thanks to the club officers, committee members and all our members our club continues to grow and flourish.

Please make sure you see Herb, who, by the way has done an incredible job of managing the club's finances, to reserve your place at the awards dinner to be held at Sunrise Café in December. I am looking forward for the evening out with "the guys" outside of our regular meeting room.

One last item that merits attention is a reminder that club elections will be coming up in November. Please consider a position of responsibility as the club doesn't run itself and your input and fresh ideas certainly assist in the uniqueness of the Merokes.

Video Library

Our Librarian – Lou Pinto – has added two (2) new videos to the Meroke Library:

- 24B RC Scale Builder P-40N Walkaround
- 25N Meroke Lecture Series 2007 – Helicopters – Ilan Nahoom

(Continued from Page 1)

Next months final lecture will be hosted by Roy Vaillancourt of Vailly Aviation. topic of discussion will be "You too can build a giant scale Warbird". He will be bringing some models you do not want to miss. Roy Vaillancourt is the president of Vailly Aviation. His specialty is giant scale WWII Warbirds. Vailly Aviation has been serving the giant scale enthusiast since 1986. Roy is an active scale contestant and has competed regularly at TOP GUN and The U.S. Scale Masters Championships plus many other scale competitions for more than the past 15 years. Roy has served as the East Coast Vice Chairman of the U.S. Scale Masters Association and is the first recipient of the coveted Harris Lee award. He has written numerous articles for many of the major model magazines dealing with all aspects of scale modeling. Roy and his wife Nancy operate Vailly Aviation out of their home as a part-time venture to help contribute to the scale modeling community. He has also written many articles on the design and fabrication of full-scale aircraft components ranging from engine parts to landing gear and airframe parts and assemblies. This knowledge acquired in the full-scale world is passed on to those in the modeling field.

Phil Friedensohn

Show & Tell

During the first meeting of September, we had 5 members show their stuff:

- Joe MacDougall with his 40LA powered Uproar
- Ernie with his home built which wound up in the high growth on one it's first flights
- Mark Klein with his pattern plane
- Charlie Lando with a discussion of modeling up in the wilds of New Hampshire
- Charlie Meyer with more of his flying "toys"

Charlie won the gallon of fuel and donated it to the Happy Fly

Congratulations to our New Flight Instructor

Ted Evangelatos

Ask Dr Phil

Dr. Phil,

I heard a great lecture given by Frank Granelli at the Meroke 2007 Lecture series. The topic was all about proper airplane trimming for better performance. Can you summary the balancing issues made for those who thought they were too good to attend?

A. Humble Listener

Hi Humble,

I sure can paste and clue some thoughts on the subject. Why is balancing so important? An airplane that is not properly balanced will fly poorly, or may not fly at all. If an airplane is nose heavy, it will be sluggish in pitch maneuvers, tend to dive in turns, and make for some pretty fast landings. If it is tail heavy, it will be extremely sensitive to pitch controls, and could snap at a moments notice. The old saying is: "A nose-heavy plane won't fly well, and a tail-heavy plane won't fly long." Why won't a tail heavy plane fly correctly? Think of an arrow. An arrow has a weight on one end of the shaft, and feathers on the other. If you held an arrow horizontally and dropped it from a tall building, it would automatically point nose down because there is a weight at one end with little wind resistance, while the other end is light with a large wind resistance. If you added a large weight to the tail end of the arrow, it would not drop nose down. An airplane is similar. Too much weight in the tail and the tail wants to lead the way. Needless to say, if you're flying along and the tail of your plane suddenly spins around to the front, it makes for a very interesting flight. Check your plans and/or instructions. They will either tell you where it should balance, or show you the location of the proper CG (Center of Gravity). Remember, to balance with an empty fuel tank. When the tank is full the plane will be slightly nose heavy. But remember, nose heavy is better than tail heavy. You don't want to use up your fuel, and then find that you have to land a tail-heavy airplane. In addition, if you have a low wing plane, balance it upside down. Since a low wing plane is top heavy, the top will sometimes try to flip over to the bottom. The amount of dihedral is a factor in this, but the bottom line is, you will usually get a more accurate measurement if the plane is at rest and not trying to flip itself over. (However, lifting at the wing tips will sometimes cancel out this effect if there is enough dihedral).

Lastly, balance your plane laterally. First, the nose must be held. You can ask someone to hold the prop for you, or if you're alone, you can set a block, or a paint can, or something similar under the spinner (or under the engine's thrust plate). Then stand at the rear of the plane and put one finger under the fuse all the way at the back and lift it a few inches off the table. Notice which way it tips. Repeat this several times. If it falls to the same side each time, add weights to the lighter wing tip. To determine the amount of weight needed, BB's or other small weights can be placed in a sandwich bag and set on the wing tip. Keep repeating this until either: (a.) balance is achieved, or (b.) the model tips 50-50 to either side. Now that you're a balanced individual, go out and have a fun time.

See you at the field,

Dr. Phil

Battery Corner

Q: What's an 'ESV' and why do I need one??

A: An 'Expanded Scale Voltmeter' as it relates to the hobby is a test device that combines a voltmeter with a load. When activated, it applies a pre-determined fixed load to the pack and displays what the voltage of the pack is while that load is applied. A meter without a load is just a voltmeter, and unloaded voltage is NOT the info needed to make a 'fly' or 'don't fly' decision. We recommend the load be at least 250ma for 10 seconds on any Nicad or NiMH pack used in .60 sized and smaller aircraft and a 500ma load applied for 10 seconds for larger aircraft. We recommend a safe minimum 'flyable' voltage while the load is applied to be no less than 1.2v per cell, or 4.81v for a 4 cell pack and 6.01v for a 5 cell pack.

Important Information – Please Read!!

Due to the new fiscal year now beginning November 1st, dues of $60 are due (in check only) to Herb Henery, no later than November 1st.

Glow to Electric Conversions

The great glow-powered warbird, scale and aerobatic ARFs available today just beg to be converted to electric power. I have been making such conversions for years and always enjoy taking my converted planes to glow-dominated flying fields. One of the most common questions is, "How do you know which size motor to put in it?" Although there is no one straightforward answer, with a few simple calculations and tips, I'll show you how to easily determine which electric drive system will make your aircraft fly as well as—or better than!—it did when powered by a traditional glow engine.

SELECT A PLANE

The first step is to find a suitable plane. Not every model can be converted successfully. Even though an e-power system may weigh the same as a glow-engine system, its weight is distributed differently. With glow, most of the weight is up front—the engine. The equivalent brushless motor will most likely be lighter. This means that the fuselage nose will have to be long enough to balance the plane with the lighter motor. Fuselage dimensions must also be considered because of battery placement. For balance, the battery will have to be in front of the CG. Certain planes—a Pitts biplane comes to mind—have very short noses. In such planes, the battery may have to go in front of the firewall, and the nose may still require extra weight. You can add lead to the nose, but we really don't want to increase the model's overall weight. In fact, adding lead is the last thing we want to do because if the wing loading gets too high, the plane will not fly well. Another possibility for short-nose planes is to move any tail-mounted servos forward and use lightweight pushrods or pull-pull systems.

The fuselage must also accommodate the battery pack—its size and shape. For larger planes, there are many battery options—Ni-Cd, NiMH and lithium-polymer (Li-poly). For the best performance and longest flight times, Li-polys are the best option. Ni-Cd and NiMH cells are round and can be arranged in configurations that will fit a fuselage. Packs are available in both long-stick and square-brick configurations. Li-poly packs don't have that versatility and are generally manufactured in certain configurations (stacked 2-cell, 3-cell, etc.). And no matter which type of pack you use, it will require ample room and cooling.

SELECT A MOTOR

Once you've found a perfect e-conversion model, you have to decide on a motor size and a battery. This can be confusing because motor manufacturers have many motor-naming methods, and that makes it difficult to compare motors. Not only that, but there are also many variables (gearing, prop, etc.) that determine a motor's power band. Keep in mind that the measuring unit for the power of electric motors is watts. A 500W system will produce the same power whether it spins a large propeller through a gear reduction or a small prop connected directly to it. If you have a .46 glow-engine-powered model spinning an 11x7 prop, the equivalent electricmotor/prop combo will depend on the type of model you have. Is it a fast flyer, a slow flyer, an aerobatic model, or a 3D plane?

Two general rules apply to choosing a motor:

- Fast planes should have smaller, higher-pitch propellers, and slower or 3D planes should have larger, lower-pitch propellers.

- Use watts to figure out power and performance: 1 hp equals 745.6999 watts; 100 watts per pound will fly most airplanes, but you'll need 150 to 200 watts per pound to fly a 3D or acrobatic plane.

There are ways to calculate exactly which motor you need for your conversion. Software calculators and programs such as Motocalc will
help you to select the right motor for your plane. Enter the type and size of your airplane and the specifications of your likely motor choice, and the program will recommend a motor, battery size, maximum battery temperatures, likely stall speed, prop pitch, flight time and many other parameters. This software works great, but you may not know all the variables you need to calculate a complete result.

Another way to figure this out is to refer to a motor manufacturer's specification sheets, which often recommend a weight and type of aircraft as well as propeller and amp draw. Amp draw is important when you select batteries and speed controls.

After figuring out the size of motor you need, you'll have to select a type of brushless motor. There are two main types: inrunners and outrunners. Inrunners are conventional brushless motors with fixed cans and protruding

rotation shafts. Outrunners, or rotating can motors, are just that: the outside of the motor rotates with the shaft. There are pros and cons to both technologies (see the "Inrunner vs. Outrunner" sidebar).

Outrunners are quickly becoming the more popular type for aircraft conversions. They are quiet and simple, and 3D planes benefit from their high torque. If the e-conversion plane has a bulkhead to which the original engine mount was attached, it will be easy to mount an outrunner motor on it. Simply mount an outrunner's non-moving end on the bulkhead, and install the propeller on the other end. You may need a spacer to bring the motor forward to line up with the cowl. You can make a simple plywood box spacer or buy aluminum stand-off mounts.

Inrunners are easy to install in planes that have engine-mounting rails and in planes that have bulkheads. A rigid mount is important for both types of motor because a mount that moves will cause too much vibration.

SELECT A BATTERY

Your power requirements will depend on the motor you choose. 1 won't bring too much math in here, but one equation is of great help:

Power (watts) = voltage x amps (P = VA)

Now, most manufacturers specify how many amps their motors will draw with a given voltage and prop, but you can also calculate it. Let's start with a 10-cell Ni-Cd or NiMH pack or a 3-cell Li-poly pack, which are approximately equivalent. Ni-Cd and NiMH cells produce roughly 1 volt per cell under load, and Li-poly cells produce about 3.7 volts per cell under load. In both cases, we are talking about a 10V pack (approximately). Now divide the motor's power in watts by the pack's voltage, and the number you get will be the motor's amp draw. For example, a 300W motor system powered by a 10V pack will draw 30 amps. Amp draw will determine the size of the brushless speed controller you'll need (30 amps plus, in this case) and the pack's capacity (mAh).

Choose a pack according to its discharge capability. This is generally referred to as the "discharge C" rating. A 10C battery can discharge up to 10 times its capacity in amps. For example, a 50C Ni-Cd can discharge 50 times its capacity. Most packs' capacities are given in milliamp hours (mAh). You must convert this to amp hours (Ah) by dividing by 1,000 and then multiplying *by* the discharge C rating to get the battery discharge rate. For example, a 10C, 4200mAh Li-poly can discharge at 10 times 4.2Ah, or 42 amps. Make sure that your motor's amp draw does not exceed this number, or you may damage the pack. Most packs have a separate "burst" C rating that's higher than their continuous rating. This means that you can draw extra amps from them for a short time—usually only for 10- to 20-second bursts—without damaging them.

We can set up our power system in one of two ways to extract the same amount of power. This is because the power equation states: voltage is inversely proportional to amperage. This means that we could use a setup with a higher-voltage pack pulling a lower amp draw or a lower voltage system that pulls higher amps. For example, if we want a 300W system for our plane, we could do this with a 6-cell Li-poly (roughly 20 volts) drawing 15 amps or a 3-cell Li-poly (roughly 10 volts) drawing 30 amps (P = VA; power equals voltage multiplied by amps). Either will provide the same power and performance.

Higher-voltage systems also require speed controls designed for high voltage, and they often have a separate receiver battery or battery-eliminator circuitry (BEC). High-voltage systems generally increase the efficiency of a motor and give higher rpm for highspeed, direct-drive outrunners and geared inrunners. Most of us would now use a 3- to 4-cell Li-poly pack.

PUT IT ALL TOGETHER

Now that we have selected our components, we need to verify that our choices are correct. It's best to do this with a wattmeter. Most display the voltage, amperage and watts reaching the motor. Assume that the motor is 90 percent efficient and that 90 percent of that power goes to the prop. The most important thing to check is that you aren't "over-amping" the speed controller or the battery. Amp draw may decrease by up to 20 percent in flight, but it's best to be conservative and set everything up according to the static amp draw. Also, if the plane is a 3D type, we probably won't run its motor at full throttle very often.

When you convert your aircraft to e-power, make certain that the motor, speed control and battery get ample cooling. There is generally enough cooling airflow for the motor because the original glow engine also had to be cooled. Just make sure that there are openings in the cowl. Most glow-model fuselages don't have to be cooled, but for the e-conversion, we need holes or cutouts to allow air cooling for the speed control and battery. Drill holes in the bulkhead to allow the air that comes through the cowl to enter the fuselage. An air scoop on the side of the fuselage right in front of the speed control and battery will also work well. Remember to make an exhaust hole that's about twice as big as the inlet opening.

FINAL THOUGHTS

Most systems of the proper size for a particular plane will give around 10 minutes of flight time. I have seen some planes in which a larger battery with a greater mAh was used to balance them properly, and this increased flight time to 30 minutes. Because Li-poly-powered systems do not give much warning when they reach the end of their discharge, start with a conservative flight time. Fly for only 5 to 7 minutes, or set a programmable ESC so that it will cut out long before the pack's voltage is low. When you recharge the battery, see how much of a charge it accepts, and simple math will give you some idea of the flight time you can expect from your power system.

The next time you're at the flying field with your e-powered plane, enjoy its silence and power and the satisfaction of not having to clean fuel/oil residue off of the plane.

This article was submitted by Tony Pollio

Job Opportunity

Flying Models has an immediate opening for the full-time position of Associate Editor and I hope that you can help us find the best candidate by including the following blurb in your club newsletter, or at an upcoming meeting.

ASSOCIATE EDITOR WANTED: Flying Models magazine is looking for a modeler with graphic arts ability. That person's primary function with Flying Models will be the layout and graphic management of this monthly, 84-page magazine. Other duties will include some liaison with the hobby industry and contributors, as well as some writing. A minimal amount of travel is required, primarily for trade shows. Applicants should have good photographic skills as well as complete familiarity with Adobe Photoshop 7, Quark Express 5.01, Adobe Illustrator 8, Corel 10, Internet Explorer, and word processors such as Microsoft Word or WordPerfect. This is a salaried position with heath benefits. Please send a resume to the Flying Models office, PO Box 700, Newton, NJ 07860, attention Frank Fanelli. Or e-mail a resume to frankf@flying-models.com.

We would prefer someone who would be onsite, but are willing to consider an off site candidate depending on his or her credentials and experience. If you want any additional information please e-mail me at frankf@flying-models.com or call me at the office, 973-383-3355.

Thanks very much for may assistance you may be able to give.

Frank Fanelli, Editor
FLYING MODELS

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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 Tips

8 Tips to install CA hinges
When gluing CA hinges into the slots for a model's control surfaces, there are a few things to do to make the job neater and easier.

- Use a sharp hobby blade and remove a thin sliver from above and below the horizontal slot to make a very shallow V. This helps clear covering material away from the slot and exposes some of the wood around the slot.
- Use a small 1/6-inch drill and drill a hole in the center of each slot. This will help sandwich glue into the hinge cavity.
- Mark the middle of the hinges with a pencil so you can install them equally into the control surface and the supporting surface.
- Use thin CA, not medium or thick CA. Thin CA will wick more easily into the hinge slot.
- Place the hinges into the movable surfaces first and apply two or three drops of adhesive to each side of the hinge. Wipe away excess glue with a paper towel.
- Slide the hinges into the matching slots and center the control surface so it is in the proper position. Be sure there is clearance on either side of the surface so the hinge does not bind.
- Apply two or three drops on the hinges to glue them into place. Use a paper towel to absorb any excess glue that may have wicked into the space between the hinges.
- Don't use kicker or accelerator to speed glue time. Let the glue dry slowly for a strong bond.

One Fly

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This month's One Fly set a new record of sorts - only 6 DQ's in 4 events! You guys must be practicing overtime in counting to 20 or 30 seconds (difficult considering how many fingers you have) and flying the maneuvers.

Three Loops in 20 seconds had, for the first time, no DQ's. Ted nailed his loops in exactly 20 seconds and was followed by Al Berg and Ernie who both tied for second with 19 seconds. How's that for a close finish?

The next event, Loop with Roll at the top in 30 seconds was won by Ben who somehow managed 5 complete maneuvers in less than 30 seconds. Second place was taken by Phil and third was awarded to Ernie. Both pilots managed 4 loops/rolls but Phil finished 2 seconds ahead of Ernie. There was only one DQ by a greedy pilot trying for 6 loops.

Our third event, the Loop and Go Around, recorded 5 DQ's. Not a difficult maneuver, the pilots were tripped up by the 30 second limit. Tony completed 5 segments in exactly 30 seconds for first place. Second place had 3 pilots, Bob Maran, Ben, and Al Berg tied with 4 segments in exactly 30 seconds. I'll have to change stop watches for the next One Fly!

Finally we had our team event. A simple loop, go around and hand off the radio. There were 6 members on each team. Team 3 consisting of Ben, Al Berg, Rich Boll, Curtis, Tony and Doug won with a 4 second margin.

Prizes and franks were distributed to everyone's pleasure (at least the dogs were good). Special thanks to Russ for being both timer and record keeper. We hope to see you at the next One Fly.

Building Group

The first meeting of the building group will be at 10AM on Saturday, December 1st, in the second floor meeting room at the Church. We will be able to work on 4 planes, so bring the following items to the meeting:

- a kit of your choice
- #11 hobby knife and spare blades
- 1 oz thin CA
- 1 oz medium CA
- 30 minute epoxy
- epoxy brushes
- roll of good grade wax paper
- straight edge, 36" preferable
- sheet of 100 grit sandpaper
- building board, 36" wood or ceiling tile
- ball point pen
- bag of hard T-pins
- small plastic triangle
- bag of spring-type clothes pins

For any further information , contact Ernie Schack

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Happy (Fun) Fly Results

Another successful competition was held on September 19th. 8 members participated in 4 events. They were:

- Spot Landing
- Double Bomb Drop
- Gumball Event
- 5 loops, stop in box

The year-to-date results through September for the Top Eleven places are as follows:

1.	Bob Reynolds	85 points
2.	Ted Evangelatos	104 points
3.	Ben Corbett	104 points
4.	Gene Kolakowski	108 points
5.	Bob Maran	127 points
6.	Allen Berg	128 points
7.	Curtis Underdue	143 points
8.	Patrick Boll	160 points
9.	Chris Mantzaris	164 points
10.	Tim Murphy	165 points
11.	Joe MacDougall	182 points

Since the Double Bomb Drop and Gumball Events were so popular, they will be repeated before the season is over. See you on October 21st for the next Happy Fly. It's also amazing how accurate the flyers are getting with the Bomb Drop.

Gene Kolakowski

October Birthdays

6	*Brian Cashin*
8	*Richard Porqueddu*
23	*Allen Berg*
27	*Russell Rhine*

FOR SALE!

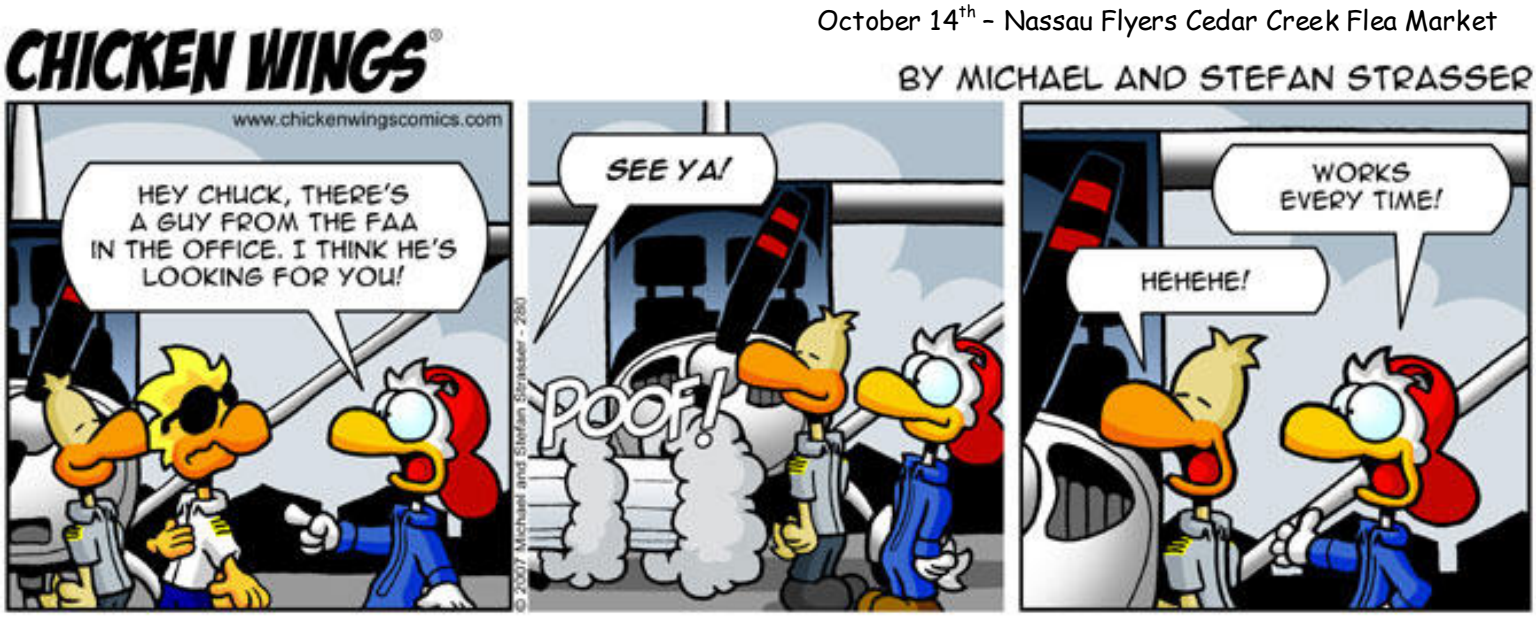
Bill Streb has a large assortment of kits and ARFs for sale. Give Bill a call at 516-378-4872.

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).

Coming in November's Smoke Signals - a review of the new OS56 engine

Important Information – Field Closings

The Cedar Creek Aerodrome will be closed for flying on the following days:

October 6th - Nassau County Event

October 14th – Nassau Flyers Cedar Creek Flea Market