



# Smoke Signals

Monthly Newsletter of the Meroke RC Club

June 2009

AMA Gold Leader Club #458 - established 1963

## From the President

"I'd like to begin by asking everyone to please refrain from speaking loudly while we are discussing business items at the meeting. I have received several complaints so I decided to bring up the subject in the newsletter. Unfortunately, I have a knack for tuning out secondary conversations so I refrain from asking members to stop holding secondary conversations but I know they can be distracting and they cause members to miss important information, dates, etc. regarding club activities. I understand that we wish to socialize and discuss many items during meetings and I am not asking that we discontinue those activities. I simply ask that we keep our conversations short and with low voices in the meeting room. Ideally, try to hold conversations before the meeting, during the coffee break or at the end of the meeting if possible. If you need to hold an important and lengthy conversation please temporarily step out of the room as a courtesy to other members. Thank you for your cooperation.

Next I would like to discuss two Aerodrome Rules. General Aerodrome Rule #10 states, "It shall be the responsibility of all permit holders to ensure no spectators are allowed in the pit area. Aircraft Flight Rule #10 states, "No aircraft taking off shall lift off the runway until it has passed the Takeoff Point, which is the painted perpendicular line on the runway centerline on the upwind side of the transmitter impound area. Helicopters will be placed on the active runway at the Takeoff Point. For any hand launched aircraft, launching will take place at the Takeoff Point on the upwind side of the impound." Please note, the Takeoff point is on the runway, not on the grass or soil areas adjacent to the runway. On Sunday, May 31st both rules were not followed and no one that was nearby took any action, with possible unfavorable consequences. A family of husband, wife and two young boys, spectators without permits, entered the pit area and sat on the bench under the impound while a plane was hand launched from the grass

area directly in front of and only 10 feet from the runway side of the impound and these spectators. As usually happens, the hand launched plane briefly drifted towards the impound after the hand launch but then turned away from the impound for an uneventful flight. Eventually, the spectators were asked to move and the persons conducting the hand launch were reminded about the safety rules but these actions should have been taken immediately and not after the acts occurred. Please follow these rules that were included to ensure everyone's safety during flying activities.

## Meroke Calendar

|                            |  |
|----------------------------|--|
| June 4 <sup>th</sup>       | Club Meeting 8 PM - Show & Tell  |
| June 7 <sup>th</sup>       | Annual Meroke Open Fun Fly   |
| June 18 <sup>th</sup>      | Club Meeting 8 PM - Lecture - Tom Gywnne of the Cradle of Aviation speaking on History of Aviation on Long Island<br>****Lecture starts at 8PM**** |
| June 21 <sup>st</sup>      | Club Fun Flies   |
| July 2 <sup>nd</sup>       | Club Meeting 8 PM - Show & Tell  |
| July 16 <sup>th</sup>      | Club Meeting 8 PM - Program to be determined   |
| July 19 <sup>th</sup>      | Come Fly with Us   |
| July 26 <sup>th</sup>      | Club Fun Flies   |
| August 6 <sup>th</sup>     | Club Meeting 8 PM - Show & Tell  |
| August 20 <sup>th</sup>    | Club Meeting 8 PM - Program to be determined   |
| August 22 <sup>nd</sup>    | Pattern Primer - more information in next month's newsletter   |
| August 23 <sup>rd</sup>    | Club Fun Flies   |
| September 13 <sup>th</sup> | Annual Meroke Picnic at the Cedar Creek Aerodrome  |

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.meroke.com](http://www.meroke.com).

## Club Officers & Volunteers

|  |  |  |
|--|--|--|
| <b>President</b>                         | Tony Pollio<br>516-794-9637  | rctony@optonline.net   |
| <b>Vice President</b>                    | Lou Pinto<br>516-785-6890  | meroke36@aol.com   |
| <b>Treasurer</b>                         | Herb Henery<br>631-665-6274  | hahenery@aol.com   |
| <b>Recording Secretary</b>               | Ron Berg<br>516-781-3911   | rberg20@ymail.com  |
| <b>Corresponding Secretary</b>           | Curtis<br>Underdue<br>917-213-4459   | curtisu@msn.com  |
| <b>Board of Directors</b>                | Dave Bell<br>516-633-0034<br>Ed Wiemann<br>516-735-0733<br>Nelson Ramos<br>631-420-2889<br>Ted Evangelatos<br>516-997-0451 | dave.bel10323@verizon.net<br>eww46@man.com<br>nel98rc@optonline.net<br>tevangelatos@yahoo.com  |
| <b>Chief Field Controller</b>            | Bob Reynolds<br>516-775-4377   | mrbrew@optonline.net   |
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| <b>Smoke Signals Editor</b>              | Russell Rhine<br>516-484-0368  | rrhine@optonline.net   |
| <b>Membership Committee</b>              | Frank Lasala<br>Jaclyn Tavorario   | Lou Pinto<br>Harvey Schwartz   |
| <b>Programs Education</b>                | Jaclyn Tavorario<br>Charlie Lando  | Phil Friedensohn-Advisor   |
| <b>Friends of Cedar Creek</b>            | George Carley  | Ed Wiemann   |
| <b>Building Program Archivists</b>       | Charlie Lando<br>Ron Berg  | Ernie Schack<br>Stan Blum  |
| <b>Webmaster Social (Coffee) Raffles</b> | Ted Evangelatos<br>Irv Kreutel<br>Curtis<br>Underdue<br>Ed Wiemann   | Al Hammer  |
| <b>Show and Tell Video Librarian</b>     | Bob Cook   |  |
| <b>Audio/Visual</b>                      | Tom Cott   |  |
| <b>Come Fly With Me</b>                  | Charlie Lando  | Dave Bell  |
| <b>Open Fly-In</b>                       | Ernie Schack   | Dave Bell  |
| <b>TAG Program</b>                       | Charlie Lando  |  |
| <b>Monthly Fun Fly</b>                   | Chris Mantzaris  | Gene Kolakowski  |
| <b>One Fly</b>                           | Ted Evangelatos  | Jaclyn Tavorario   |
| <b>Dinner</b>                            | Jaclyn Tavorario   |  |
| <b>Picnic</b>                            | Chris Mantzaris  | Nick Giuffre   |
| <b>Contest Directors</b>                 | Allen Berg<br>Ernie Schack   | Tony Pollio<br>Tom Scott   |
| <b>Flight Instructors</b>                | Allen Berg<br>Douglas Frie<br>Mark Klein<br>Ken Mandel<br>Tony Pollio<br>Bob Reynolds                                      | Ted Evangelatos<br>Dan Gramenga<br>Gene Kolakowski<br>Tim Murphy<br>Mike Hagens*<br>Bill Streb |
| <b>*Flight Instruction Coordinator</b>   | Mike Hagens  | Al Weiner<br>516-546-6773  |

## TAG Program

*You have heard the TAG Program mentioned repeatedly over the past 3 years that we have been fortunate enough to be selected to participate in. Following is an explanation of this very important AMA Program.*

Do you want to introduce model aviation to your friends and neighbors and receive local recognition and **financial** benefits in return? If you answered "yes," then you'll want to know more about AMA's Take Off and Grow (TAG) program.

Developed to encourage our members and clubs to promote modeling as a positive recreational activity to those in their communities, TAG was the first of several new programs implemented by AMA in 2007. Intended primarily to indoctrinate and welcome the general public to our hobby, TAG basically provides a one-day extensive introduction of model aviation with the intent of drawing new people into our hobby. This is followed by a flight training program for new members gained from the opening-day activities.

Here's how TAG works: clubs applying to host a TAG Model Aviation Day will be provided with a complete program "requirements and guidelines" document to use as a guide. This document will include ideas on pre-promoting and advertising your event as well as an outline of possible activities to take place during the actual day of the event. Clubs will be encouraged to preregister attendees to help them better prepare. Each attendee will also be entered into the AMA's newly revised Introductory Pilot Program (IPP). Although there is no cost to the non-member, by becoming an IPP student, he or she will be covered under the AMA's liability protection as long as he or she is working under the supervision of an AMA Introductory Pilot (IP) Instructor.

On the actual day of the event, each attendee will be provided with brief "classroom instruction" to help

(continued on next page)

familiarize them with model aviation and to give them an idea of what to expect. Next, each attendee will receive hands-on training under the supervision of a club instructor that will help them become acclimated to the basics of flight and how it all works. If the training involves radio-controlled aircraft, each attendee will be given the opportunity to fly a trainer model on a buddy box under the guidance of an AMA IP Instructor. Time permitting, multiple flights are encouraged.

If your club is selected to host a TAG Model Aviation Day, the AMA will provide up to \$1,000 in advance to use to set up your program. At the end of the event, items purchased are your club's to keep as AMA's way of saying "thanks for helping out." Through TAG, individual AMA members can also take advantage of AMA's Ambassador Program. Sign up three new Open or Senior members with AMA, and a current member will earn next year's membership as another way of saying "thanks."

Remember, too, the rewards are more than just the things listed above. Hosting a TAG Model Aviation Day is a great way to reach out to your community to give it a taste of a family-oriented recreational activity that we all enjoy so much. In addition, you'll be creating positive relationships with your neighbors that quite often can help when the time comes to keep or acquire new flying sites.

As with all of our developing programs, the AMA wants to provide the tools local clubs need to ensure the popularity of their hobby. It will require the cooperation of many to make it a success. Achieving that success will make our already wonderful hobby even better.

*As Meroke members we should all be very proud of our club as we have been chosen by the AMA in all 3 years of the existence of the TAG Program to be one of only a few clubs to be given this honor. Keep the tradition going, so that we can repeat once again next year by participating in the "Come Fly With Us" event on Sunday - July 19<sup>th</sup> at the Cedar Creek Aerodrome.*

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## Product Review

### O. S. 72FS-a 4-Stroke

A win-win engine for any pilot! The O. S. 72FS-a 4-Stroke offers more power in the same footprint as a 70-size-and with an ingenious oil system that boosts performance and virtually eliminates clean-up. It costs \$340.



- Precision-machined, bar stock piston, crankshaft, camshaft, conrod and rocker arms
- Durable, heat-treated parts
- Stronger wrist pin, conrod and valve assembly designs to minimize wear and extend life
- Dual bearings, factory-set valves and idle for shorter setup and break-in
- Reversible carb and narrower camshaft for installation ease
- Compact mufflers can be moved in or out and rotated 360°, for more in-cowl options with fewer mods
- Tighter tolerances and ratchet springs help hold settings longer
- O-ring seals on carbs eliminate fuel/air leaks

Specifications:

Displacement: .72 ci

Bore: 1.063 in.

Stroke: 0.811 in.

Practical rpm range: 2,400-12,500

Output: 1.2hp @ 11,000 rpm

Weight w/o muffler: 16.8 oz

### June Birthdays

- 1 *Charles Folz*
- 3 *Pat Savarese*
- 5 *Bernard Zarem*
- 13 *Terry O'Grady*
- 24 *Sal Seddio*
- 28 *Joe Cieslewicz*
- 28 *Doug Frie*
- 30 *Frank Anzaldi*



## Tech Tip

### The Balancing Act

Concern with correctly locating the actual, physical CG during the design process lead to development of the technique that is referred to as the "balancing act." This procedure has been used successfully on many models—and the resulting CG's physical and design locations coincided or were very close. Here are the steps needed:

- Gather all the fixed-weight components that you possess. For those you don't have, make "dummies" of the same weight. Your scale is used here. Expired AA, C and D batteries, lead shot, fishing sinkers, etc., are useful for "dummy" purposes.
- Similarly, make dummies for each of the variable-weight items and wing, fuselage and tail surfaces, both horizontal and vertical.
- Draw a side view, full-scale, of your design showing the positions of your fixed-weight items. Show your design's CG clearly—but don't detail any internal structure.
- Locate and identify the CGs of your variable-weight items—wing, fuselage and horizontal and vertical tails. Draw vertical lines from their CGs to the board that will be used as a balance beam.
- Place a fulcrum, e.g., a spare piece of 3/4-inch balsa angle stock, on your worktable. The fulcrum should be vertically in line with the model's CG.
- Place the "balancing beam" on the fulcrum and weight the short end so that the beam is balanced on the fulcrum.
- Carefully position the fixed and variable weights, actual components and/or dummies in

their respective positions, vertically below their design positions.

If balance is achieved—good. If the beam tilts down at the tail end, your design is tail heavy. Slight forward movement of power components, nose-wheel unit and possibly fuselage servos should achieve balance. Measure the distance of this forward move, and elongate the fuselage's design accordingly. If the beam tilts down at the front, your design is nose heavy. The best solution is to move the design's wing forward.

Carefully move the beam and its weights backward—then move the wing, wing servo and landing gear (or dummies) forward to the original positions relative to your side view. Some trial-and-error movement will achieve balance. The distance the beam is moved backward will indicate the distance the wing must be moved to get the actual and design CGs to coincide.

Now that the positions of all of the components have been established for the correct CG, mark your drawing accordingly. The fuselage internal structure then may be detailed.

## Monthly Fun Fly

The 2009 Monthly Fun Fly Season continued last month with it's 2<sup>nd</sup> meeting with 8 fliers competing.

| Place | Flier            | Points |
|-------|------------------|--------|
| 1     | Bob Reynolds     | 26     |
| 2     | Tom Tavorario    | 28     |
| 3     | Ted Evangelatos  | 30     |
| 4     | Curtis Underdue  | 40     |
| 5     | Gene Kolakowski  | 42     |
| 6     | Tony Pollio*     | 49     |
| 6     | Chris Mantzaris* | 49     |
| 8     | Nelson Ramos     | 51     |
| 9     | Allen Berg       | 54     |
| 10    | Richard Boll*    | 55     |
| 11    | Ron Berg         | 57     |
| 12    | Patrick Boll*    | 60     |
| 13    | Kevin Urso*      | 63     |

\* Did not compete

## Zurich Sunglasses

### Zurich Intl. Extreme Glare for prescription glasses

For years, Zurich International has been in the forefront of sunglass lens technology. The proprietary, Swiss procedure used by Zurich International actually blocks more glare from the sun than any other sunglass lens in the world. The glare reduction is better in the sun than a "polarized" lens without the annoying blotches that is produced by polarization. Our "Extreme Glare" technology does not inhibit the reading of digital instruments with blinding spots as does a "Polarized" lens. Therefore, regular airplane pilots prefer the "Extreme Glare" technology because they can read and interpret their instruments with ease without the blotches or polar spots produced by seeing through polarized lenses.

Zurich International has officially applied for a U.S. trademark to use the name "Extreme Glare" Sunglasses (which describes what our special sunglass technology is used for). Hereafter, our sunglasses (and the Swiss technology used) will be referred to as "Extreme Glare" Sunglasses, "X. G." technology.

Now, Zurich International announces a total new application of their proprietary technology that can now be used in the manufacture of prescription lenses. The Swiss procedure was previously "too expensive (\$400 to \$800) and too complicated" to do until just recently. We can now duplicate the "X.G." process in single vision, bifocal, and trifocal lenses for normal prescriptions. This will be a huge boon for many prescription wearers who do not want to wear one pair of glasses over the top of

another, and to safely view objects near, or around the sun (as well as in very bright sunlight conditions, and outdoor activities).

Another benefit would be to those that are endeared to a certain fashion style, or brand name in regular sunglasses, but would prefer the performance that the "X.G." lens technology can offer. We can make non-prescription lenses to fit in their special style of sunglass frames that will perform exactly the way our Zurich "Extreme Glare" lenses do. This is a big benefit to many which now opens a huge door of opportunity to wear any style frame that a person might choose, but with the "X.G." lenses installed in them.



In order to complete the manufacture of lenses

with "Extreme Glare" technology, Zurich International would require your own frame style to be submitted with the correct shape, size, and color chosen by the customer. In addition, Zurich International would require a recent RX with all the optical measurements by your optical professional, which is needed to complete the correct prescription for the client. The manufacturing process will take 3-4 weeks to complete. The customer will be encouraged to see their optical professional to verify the prescription, and the fit of the eyewear after the finished lenses have been returned to the customer.

All prescription lenses will be guaranteed to be manufactured exactly to the prescription and measurements as written by the customer's optical professional, and as dictated by normal Optical standards. Obviously, Zurich International cannot be held responsible if a prescription or measurement has been written incorrectly, has omissions, or is in error in the diagnosis, or the treatment of the eyes.

[Zurichsunglasses.com](http://Zurichsunglasses.com)

### Fun-Fly Loops

One loop is very simple, but multiple loops are hard to fly consistently. Before attempting the loop, check your transmitter to make sure that your loop coupling (50 degrees up-elevator, 20 degrees down-flap is a good starting point) and air-brake features are active. Familiarize yourself with your plane's optimal loop size and speed.

Larger, faster loops are more controllable than tighter, slower loops. Larger, faster loops are easier to position and to maintain consistently because you spread your "plane wake" over a larger area. After three or more loops, you'll usually have to make corrections to compensate for "wake" and/or to improve positioning. Always make corrections at the bottom of the loop; neutralize the elevator and make aileron corrections to the right or left. To turn in a competitive run when doing a set of 10 loops, a pilot must accurately calculate the best beginning altitude because the plane will gradually descend with each loop completed. Often, what sets champions apart from also-rans is who finishes the loop sequence closest to the ground. In multiples of five, outside loops must be started higher than inside loops because insides are more controllable.

### Servo Installation

For proper control of your model, you must be sure to properly install the servos. Servos usually come with the necessary installation hardware that includes rubber grommets, brass inserts and wide-head wood screws. Press the grommets into place on the mounting tabs and then, from underneath, press the inserts into the grommets. Position the servo in your model and use a 1/16-inch bit to drill through the insert and into the servo-mounting rail or tray. Use the screws to secure the servos and tighten them just enough to lightly squeeze the grommets. If you tighten the screws too much, the servo won't be properly isolated from vibration.

Having installed the servo, be sure to connect the pushrod wires properly. They should not bend or bow out of shape when they're connected to the output arm, and the wire should fit into the hole in the servo arm without excess play. When the servos and pushrods have been installed, make sure that the arm from one servo doesn't interfere with the servo next to it.

## CHICKEN WINGS™



BY MICHAEL AND STEFAN STRASSER

