



Smoke Signals

Monthly Newsletter of the Meroke RC Club

January 2010

AMA Gold Leader Club #458 - established 1963

Big Happenings in December

Lufbery Aerodrome - After almost 6 months of waiting for something to happen, we were able to hurdle over a major obstacle in our efforts to name the aerodrome after Major Raoul Lufbery. On December 7th, the members of the committee (Charlie Lando, Russell Rhine, Harvey Schwartz and Ed Smits) attended the first meeting of the Nassau County Legislature in Mineola. From 9:30 in the morning, we endured countless speeches, votes, etc. until almost 8:00 in the evening. With a few breaks, we spent almost 11 hours in the meeting room until we finally presented our proposal. The wait was worth it - as the committee voted unanimously to pass the proposal onto the meeting of the entire legislature scheduled for December 21st.

December came, the legislature voted and our resolution was passed unanimously. Presently, the committee is meeting to set a date for the naming ceremony. At the ceremony, we will certainly acknowledge those individuals who supported us throughout this process. A very special thanks goes out to Bob Cook who brought to my attention the information regarding Lufbery Field that started all of this.

Holiday Dinner - It seems that every-one of the 40+ people who attended the Holiday Dinner enjoyed it.

Jaclyn did a fantastic job of making the dinner a special occasion for all. The food as I was told was plentiful and very tasty.

There was an unexpected raffle with some really great prizes, and as I was told - with very festive red bows.



Of course there were many awards presented to the officers and volunteers who gave of their time during the past year.

Awards were presented to the top 4 fliers who managed to consistently show their skills during the monthly Fun Flys. Bob Reynolds took top honors followed by Tom Tavolaro, Ted Evangelatos and Patrick Boll. After a 2 year absence in choosing one, Ted Evangelatos was honored as Mr Meroke.

From what I hear, Jaclyn did a great, great job and everyone hopes that she will again accept the job of running the Holiday Dinner at the end of the year.

Russell Rhine

Meroke Calendar

- | | |
|---|--|
| January 7 th | Club Meeting 8 PM - Show & Tell |
| January 21 st | Club Meeting 8 PM - "Virtual Indoor Fun Fly" |
| January 31 st | Nassau Flyers Swap Meet at Levittown Hall |
| February 4 th | Club Meeting 8 PM - Show & Tell |
| February 18 th | Club Meeting 8 PM - Annual Meroke Auction |
| February 19 th to 21 st | WRAMS Show at Westchester County Center in White Plains (check their website at www.wram.org for show information) |
| March 4 th | Club Meeting 8 PM - Show & Tell |
| March 18 th | Club Meeting 8 PM - TBA |
- 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.

2010 Dues are Past Due

Club Officers & Volunteers

President	Ted Evangelatos 516-848-9987	tevangelatos@yahoo.com
Vice President	Jaclyn Tavorario 516-679-1926	jrlgems@aol.com
Treasurer	Herb Henery 631-665-6274	hahenery@aol.com
Recording Secretary	Dave Bell 516-633-0034	dave.bell0323@verizon.net
Corresponding Secretary	Curtis Underdue 917-213-4459	curtisu@msn.com
Board of Directors	Tony Pollio 516-794-9637	rctony@optonline.net
	Nelson Ramos 631-420-2889	nel98rc@optonline.net
	Russell Rhine 516-484-0368	rrhine@optonline.net
	Ed Wiemann 516-735-0733	eww46@man.com
Chief	Bob Reynolds	mrbrew@optonline.net
Field Controller	516-775-4377	
Asst Chief	Tony Pollio	rctony@optonline.net
Field Controllers	516-794-9637	
	Ed Wiemann 516-735-0733	eww46@man.com
Field Safety Officer	Doug Frie 516-481-4089	dfrie@optonline.net
Smoke Signals Editor	Russell Rhine 516-484-0368	rrhine@optonline.net
Membership Committee	Frank Lasala	Lou Pinto
Programs	Jaclyn Tavorario	Harvey Schwartz
Education	TBA	
Friends of Cedar Creek	Charlie Lando	
Building Program	George Carley	Ed Wiemann
	Charlie Lando Nelson Ramos	
Archivists	Ron Berg	
Webmaster	Ted Evangelatos	
Social (Coffee)	Irv Kreutel Herb Henery	Al Hammer
Raffles	Curtis Underdue	
Show and Tell	Ed Wiemann	
Video Librarian	Bob Cook	
Audio/Visual	Tom Cott	
Come Fly With Me	Charlie Lando	Dave Bell
Open Fly-In	TBA	
TAG Program	Charlie Lando	
Monthly Fun Fly Dinner	Jaclyn Tavorario	Gene Kolakowski
Picnic	Jaclyn Tavorario	
Contest Directors	Chris Mantzaris	
	Allen Berg	Tony Pollio
	Ernie Schack	Tom Scotto
Flight Instructors	Allen Berg	Ted Evangelatos
	Douglas Frie	Dan Gramenga
	Mark Klein	Gene Kolakowski
	Ken Mandel	Tim Murphy
	Tony Pollio	Mike Hagens*
	Bob Reynolds	Harvey Schwartz
	Bill Streb	Al Weiner
*Flight Instruction Coordinator	Mike Hagens	516-546-6773

From the President

HAPPY AND HEALTHY NEW YEAR

I hope everyone had a good holiday season.

There seems to be a lot of excitement building up among the club members for the New Year. Many have already approached me with fresh ideas for new venues, changes for existing ones, even doing away with some old stuff.

One thing that is evident though, is that everybody agrees on two important points:

- a. Let's just be more creative, and have more fun this year
- b. Let's try to get as many members as possible to participate in these events.

Here are some new ideas:

- **Meetings at the field** (by Ted Evangelatos): We all know how hot it can get in the church in July and August. So why do not hold a few club meetings at Cedar Creek? And maybe have a BBQ before the meeting, say between 6:45 and 8:00 PM?
- **A "Fyn Fly For All"** (by Michael Hagens): Aside from the regular monthly Fun Fly event, we can organize another one, where everybody can participate regardless of flying skill or airplane type. The events will be carefully selected so that even a trainee on a "buddy-box" can win the first prize.

And there are many, many more, coming in on a daily basis. I will ask the Vice President, Jaclyn, and the other members to present their ideas at the meeting. To those who have already come up with new proposals, I say: *Keep them coming*. Those who have not, I challenge: *What are you waiting for?*

A quick reminder here: When you propose a new idea or project, be prepared to carry it through, either by yourself or with other members you select to assist you. There are only so many volunteers in our club, and they are already busy with the projects in hand.

*We simply need more people to step up! We can no longer depend on the same limited number of members to do everything for the club. Some of them are already tired, burnt out from doing too many things over too many years. So they are stepping by the sidelines, waiting for new volunteers to step up and take charge. **Uncle "Meroke" needs YOU!***

On some other issues:

Field controllers: We all know that occasionally there are no controllers at Cedar Creek during certain times of the day, week days or weekends, and then people simply cannot fly. I had discussions with the Chief Controller and his assistants about the need for more *active* controllers at our main field. They promised to look into this problem, and to come up with realistic solutions. I look forward to hearing from them soon.

2010 Permits: As a reminder, the Wantagh Park office will commence issuing the new 2010 aerodrome permits on Friday January 8. Make sure you present the park staff with your new 2010 AMA card, your payment, and your best manners. Although they are very experienced with issuing permits and well-equipped with computers, they are also new to the aerodrome affairs. There may be delays and glitches in the beginning, so be patient and courteous to them.

Last but not least: 2010 Dues

As a reminder, all membership fees are due by the end of January. Bring your check at the next meeting, payable to the "Meroke RC Club" and hand it over to our Treasurer, Herb Henery. It's that simple, and fast. It is not only mandatory, but also very beneficial: At about \$2.50 per meeting, you get coffee and cake, club BBC's and picnics, RC education from our club lectures, and above everything else, you get to enjoy the social interaction, friendship and camaraderie that our membership offers abundantly.

I will see all of you at Thursday's meeting

Ted Evangelatos

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Flying Upside Down

Before you attempt inverted flight, here are a few tips to ensure success: Shift your model's CG slightly toward the rear of the plane to help prevent the nose from dropping. Increase your model's down-elevator throw. Most models need some down-elevator to fly level, so if you don't, you could "run out" of elevator in a turn when you're flying inverted.

To enter inverted flight: If you steer your model with only rudder, a half-loop is the easiest way to enter inverted flight. Start the maneuver flying into the wind and smoothly apply up-elevator. If your model is equipped with ailerons, use the wind to your advantage and do a half-roll to inverted as you fly with the wind. The wind will keep the plane's airspeed up.

Phoenix R/C Pro Flight Simulator 2.5

You don't even have to leave the house to enjoy exhilarating flight with all the Horizon Hobby brands you know and love. Just plug into the Phoenix Professional Radio Control Flight Simulation 2.5, the only RC simulator to include a genuine Spektrum DX5e transmitter. This Horizon Hobby Exclusive Edition features over 100 beautifully modeled and realistic. You'll also be able to fly with other pilots from around the world thanks to Internet Multiplayer Mode. And when you're ready for new Horizon Hobby aircraft and other sceneries, simply visit phoenix-sim.com for free downloads.



The fully functional DX5e transmitter is compatible with many planes and helicopters. It has all the features you need, such as 5 channels, digital trims, HI/LO rates, Delta wing mixing, a toggle-activated trainer function, an LED voltage display, an audible low-voltage alarm, servo reversing and a range check function. A software-only version is also available for those pilots who already own a transmitter. Go to horizonhobby.com for more information.

FlyCamOne3

Airborne Video Camera with viewing screen and mounting bracket

FlyCamOne3 is the evolution of light-weight video recording and viewing. The FCO3 Core Set (FC3000) includes the video recorder, 2" video screen and camera mounting plate. You can view your recordings directly on the 2" TFT screen without the need for additional equipment. In the past, you needed to have your PC or



laptop to watch your recorded videos. The screen is removed for flight and replaced by the mounting plate.

Transform your FlyCamOne3 into FPV - First Person Video with the addition of the FlyCamOne3 Transmitter Set (FC3002). The screen is replaced by the 2.4 GHz transmitter module; now the camera sends the video to the receiver that is connected to the screen. The camera is still recording to the SD card as well as sending live video footage to the screen on the ground. When using the Transmitter Set, your aircraft radio system cannot be on 2.4 GHz. In the near future, the receiver module will be able to connect to FlyCamOne3 V-Eyes (FC3004) for a bird's eye view, in real time, of the video stream from your model.

The FlyCamOne3 **GPS** Module (FC3007 - Coming Soon!) will send information on altitude, speed and direction during flight. With a receiver that has 3 additional free channels, full head tracking will be possible (pan, tilt, start/stop). The pan and tilt functions are built into the camera and do not require additional servos. The functions Pan, Tilt, and On/Off can be controlled on the ground by the 868 MHz transmitter/receiver FlyCamOne3 LinX (FC3005) without using the model's radio transmitter. Use the FlyCamOne3 Receiver Cable (FC3009) to control Pan, Tilt, and Shutter Release from your radio transmitter.

Camera Module: 3-7/8" x 2" x 5/8", 62 grams including mounting plate, 500 mAh Lipo, VGA resolution, 28 FPS, 2 internal step motors for Pan and Tilt via separate cable, Infrared motion sensor for automatic recording, requires a Micro SD card with a minimum of 4MB writing speed up to 8 GB storage.

FlyCamOne3 has a cost of \$140

Review - Bushnell Radar Gun

This is a reprint of a review that I found on the Internet. The gun actually feels very substantial and has a slightly rubberized grip. I really hadn't expected this kind of build-quality on an \$80 radar gun.

Operation is very simple -- you just press a button on the display panel to turn it on then point at something and pull the trigger. So long as you keep the trigger held down the speed is displayed in real-time. When you release the trigger only the highest speed recorded during that trigger-down period is displayed.



The model used for testing the Bushnell Speedster II radar speed gun was my old reliable 40-sized trainer. Unfortunately the Bushnell radar gun was only capable of picking up the model from a range of about 50 yards or so, and that was when I was flying at shoulder-level above the strip.

At no time did the radar interfere with regular narrowband RC systems or 2.4GHz spread spectrum ones. So is this gun worth the money you pay for it? Well with street prices under \$80 I think it's quite a bargain for the average flier or club.

Update: Unfortunately the limited range of the Bushnell means it's simply not reliable when trying to measure the speed of very fast models such as jets. Not only are readings hard to get but there's significant danger involved in flying such a dangerously fast model so close to the person holding the gun.

Choosing the Right Servos

More important than choosing the right brand of servo is actually choosing the right servo for your model and flying style.

With modern servos spanning the range from featherweight 3g units with only a tiny amount of torque to mammoth heavyweights that can exert over a thousand ounce-inches of power there's really no excuse for using a servo that's not matched properly to your model.

For small models (foamies are the like) small, cheap 5-9g servos do the job just fine. Servos like the HXT900 are incredible value for money and are so cheap you can throw them away when/if they break.

Small heli-fliers can use these budget servos too but unless you're into just hovering around, there are some real benefits to be had from using digital servos instead. A number of companies make fast, strong digital servos that are well suited to small helis -- but you'll pay extra for that improved performance.

A sport/trainer model up to 5-6 lbs in weight will be ideal for the so-called "standard" servos such as the Futaba 3001/3003, Hitec 425 and a raft of others. While a ball-bearing servo will outlast a non-BB one, many people fly very low-cost (under \$10) servos in these applications with no problems at all.

If you're into aerobatics or 3D flying then digital servos may offer you some benefits in terms of precision, speed and torque. It's also worth considering the use of metal-gears once models get above the 6lb mark as this will reduce the chance of stripping.

Larger helis are also a good candidate for stronger gears and digital amps since the force required (especially for collective/cyclic) can be very high.

Gas planes of 26cc and above really do need metal-gear servos due to the higher levels of vibration encountered and the size/weight of the control surfaces. Once you get into Giant Scale you should be looking at the top-end servos from the likes of Hitec, JR, Savox, Seiko etc. From a performance and safety perspective, it makes no sense to try and save money by using anything less than the best you can afford.

January Birthdays

- 2 *Philip Hajohn*
- 5 *Mike Elbers*
- 6 *Carl Russo Jr.*
- 7 *Gregory Bernard*
- 7 *Jerry Leibman*
- 10 *Matthew Comerford*
- 13 *Tony Pedalino*
- 22 *Charles Lando*
- 23 *John Raparelli*
- 29 *Peter Heinz*



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER

