

# SMOKE SIGNALS

## NEWSLETTER

### CALENDAR

**AUGUST 4**

Club Meeting  
Show & Tell

**AUGUST 18**

**Pizza Meeting** at the field



Send all suggestions to:  
[newsletter@meroke.com](mailto:newsletter@meroke.com)

### BIRTHDAYS

**Nick Guiffre**  
**Andrew Accovino**

### UPCOMING PROGRAMS

August 18.....7PM...Meeting at Lufbery Aerodrome - PIZZA WILL BE SERVED AT 7PM

September 15..TBA

September 17...MEROKE CLUB PICNIC

September 24...PAINTBALL SHOOTOUT - RAIN DATE September 25

October 20.....TBA

### UPCOMING RAFFLE PRIZES

Roy Southard notes that the raffle prizes will be OS 46, Kaos, Dolphin gp/ep, Avistar gp/ep and a Magnum 70 4 stroke "blue head".

### FIELD SAFETY OFFICER REPORT **VERY IMPORTANT** from Ted Evangelatos

#### GREAT NEWS ABOUT THE FAA AUTHORIZATION

As of July 15, 2016, both the Senate and House of Representatives have passed a 14-month FAA extension, and the President has signed the bill into law.

The FAA extension affirms our right to continue to fly within AMA's community-based safety program and free from additional government regulations. Congress continues to recognize the importance of AMA and our strong commitment to safety.

There are two important things for all AMA members to know:

- 1. The extension preserves the Special Rule for Model Aircraft (Section 336 of the 2012 FAA Modernization and Reform Act) through September 2017.
- 2. We still have to register with the FAA. However, the problematic language that existed in earlier FAA bills has been removed.

#### MORE IMPORTANT NEWS - The 400-foot flight ceiling clarified:

In a letter dated July 7, 2016 the FAA essentially confirmed that sailplanes, large model aircraft, turbines, and other disciplines can responsibly operate above 400 feet if the AMA member is operating within our safety programming.

#### FOR MORE INFORMATION GO TO:

FAA AUTHORIZATION: <http://amablog.modelaircraft.org/amagov/2016/07/15/special-rule-for-model-aircraft-remains-federal-law/>

#### 400-FOOT CEILING CLARIFICATION

Academy of Model Aeronautics - Government Relations: <http://www.modelaircraft.org/aboutama/gov.aspx>

## SMOKE SIGNALS



### MEETING MINUTES - July 7 2016

The meeting was opened at 8:05pm with the Pledge of Allegiance.

Roll Call: 38 members signed-in.

Minutes: Waived. Approved and seconded.



### Report Of Officers:

**President:** Charlie Landau is in the hospital again. He would love to hear from us. His number is 516 632-7669. Kudos to Dennis for the last newsletter.

Hot Dog Sunday went well. Yellow cards swept the Fun-Fly.

Will do Hot Dog Sunday again the Sunday after the July 21st meeting. The fun-fly teams will remain the same.

Special thanks to Al for cooking.

An e-mail was sent out reporting on a garage sale in Bayshore of all things R/C.

Bob Wohlgemuth is also thinning out his aircraft inventory. Contact him to see what he's got.

Asked if anyone knows of a sign maker. We need to make up a sign for our upcoming paintball event.

Our V.P. announced that tonight is the last chance to order jackets. Those already ordered must be paid in full tonight also.

Suggested Gene send a card to Charlie.

**Treasurer:** Treasury is in excellent health.

**Vice President:** No report. Jacket info was reported by Mark.

**Recording Secretary:** No Report    **Corresponding Secretary:** No Report    **Video Librarian:** No Report

**Web Master:** No Report    **Building Program:** No Report

**Meeting Programs:** Next meeting will be Stuart Chale of the National Society of R/C Aerobatics. Weather permitting he will be doing demonstrations at the field until 6pm.

**Flight Instruction:** No Report    **Friends of Lufbery:** No Report    **Field Safety:** No Report

**Club Archives:** Nothing new to report.

**Membership:** No 1st timers. 2nd timer was Adrian Mallari.

**Old Business:** Refer to the President's and Vice President's reports.

**New Business:** Refer to the President's report.

**Coffee Break.** (Prepared by: Al Weiner)

**Raffle Winners:** 1st Prize: Henry Gibouleau - ZERO ARF

2nd Prize: Roy Southard - Digital Servo

3rd Prize: Mike Chung - Epoxy

Meeting Adjourned

## SMOKE SIGNALS



### MEETING MINUTES - July 21, 2016

The meeting was opened at 8:05pm with the Pledge of Allegiance.

Roll Call: 32 members signed-in.

Minutes: Waived. Approved and seconded.



#### Report Of Officers:

**President:** Joe Petrozza stood in for Mark tonight. In order to allow Stuart ample time for his lecture it was agreed to keep the meeting short. Joe reported that the jacket order is in but will add someone who might have not been able to put an order in until now.

Took a tally of who will be coming to this weekends Hot Dog Sunday.

**Treasurer:** Treasury is in excellent health.

**Vice President:** Included in the Presidents report.

**Recording Secretary:** Floored a proposal to investigate the possibility of getting Club T-Shirts. This will be discussed at a later meeting.

**Corresponding Secretary:** No Report

**Video Librarian:** No report but let the club know that Boca Bearings sent him a brand new OS .46 AXII engine to replace the one damaged by the wrong bearings sent which cracked the crankcase. Thank you Boca Bearings.

**Web Master:** No Report    **Building Program:** No Report

**Meeting Programs:** Tonight we will have the lecture on Pattern and Aerobatic flying by Stewart Chale.

**Flight Instruction:** No Report    **Friends of Lufbery:** No Report    **Field Safety:** No Report

**Membership:** No 1st timers. There were three 3rd timers that were voted in tonight. they were the father & son team of Peter Sr. & Peter Jr. Finnicchio and Rob Severino. Welcome to the club gentleman.

**Club Archives:** Nothing new to report.

**Old Business:** Refer to the President's report.

**New Business:** Refer to the President's report.

**Coffee Break.** (Prepared by: Al Weiner)

**Raffle Winners:** 1st Prize: Dave Bell - OS .55 AXII

2nd Prize: Gus Kalogrias - Waterproof Box

3rd Prize: Russ Rhine - Epoxy

Tonights lecture was on Pattern Aerobatic flying. It was a very informative talk which included the history of the event and it progression through the years. We saw equipment and planes that we would consider dinosaurs by todays standards and how this equipment and planes evolved to today with larger planes and the use of electric instead of glow. I could go on on but in the spirit of short minutes I have to say, if you missed this lecture you really missed a great one. Kudos to Stuart for an informative and very interesting talk.

Meeting Adjourned

## SMOKE SIGNALS

### MESSAGE FROM THE PRESIDENT

The summer may be half over but we still have several upcoming events that will need our full attention and participation. First is our family annual picnic September 17. It is a fun event with good food and events for the kiddies both young and old.

The following week will be the second paintball event of the year and hopefully we'll have both better weather and turnout. I will discuss logistics at a future meeting. We still need a sign for the park entrance so if you have experience with signage please bring it up at this meeting.

Our second meeting of the month will be at the field at 7 with the club providing pizza so come hungry but please no doggie bags! It seems that the way to increase participation at our events is to feed everyone which is why our Hot Dog Sundays do so well. I am also pleased to announce that our membership has increased so far by about 10%. Let's keep up the good work.  
See you Thursday



*Every once in a while I find I need one last item to fill out the Newsletter and make it a complete edition, sometimes it's easy other times I am stumped. When that happens I found the best way to fix my problem is to go back to the really great articles & tips that have appeared in SMOKE SIGNALS over the years. Here are two I came across recently from the October 2009 issue and check out page 5 for another great idea.*

### Getting a Grip

Holding on to those little screws long enough to get them started can be quite frustrating. Here is a tip that can relieve some of that frustration. Place a piece of fuel tubing near the end of a screwdriver to hold the screw in place. The tubing grips the screw securely on the screwdriver so you can get it started, even in tight areas. Another advantage is that it prevents the screwdriver from slipping off the screw and damaging the covering on the airplane.



### Easy Fin Alignment



When I glued a vertical fin to an aircraft, I always had difficulty keeping it at 90 degrees to the stabilizer. Eventually I made a jig to solve this problem. First, I installed the stabilizer. After the glue had dried, I used my 90-degree jig to hold the fin in place. Just clamp it to the stabilizer and then to the fin. Keep everything clamped while the epoxy cures, and then unclamp the jig, and you'll find the vertical fin in perfect alignment.

## SMOKE SIGNALS

### HOW TO TRANSPORT YOUR R/C PLANE & EQUIPMENT TO THE FLYING FIELD

All right, so you built the downright perfect plane, covered it with a sweet looking design pattern making sure when in the air you are exactly sure of the aircrafts orientation, how many hours did that take? You tweaked the motor to perfection, beefed up the landing gear, cycled your battery...how many times? You covered all your bases, field box ready, plenty of fuel and radio charged and in its case, SO LET'S GO FLY!

BUT, how do I get all this stuff to the field...safely? Let's face it, if your going to destroy your precious new toy it has to be done in a spectacular way, so when your buddies ask "WHAT HAPPENED?" You can tell them "I was flying inverted 50 feet off the deck when a mini tornado slammed that sucker straight into the ground!" or "Mid air collision with a seagull!" or some other creative scenario. You don't want to say that the plane was destroyed "...getting it to the field."

So, let's explore some options. After the May 7 meeting I helped Curtis Underdue to his car with the wing of the Great Planes RV-4 that he just displayed at SHOW & TELL. Low and behold Curtiss had in the back of his SUV a PVC set up that he said he copied from Nelson Ramos. Having just purchased a new SUV and not wanting to destroy the interior quite so soon I was intrigued. Here Curtis explains his setup to me in a couple of e-mails.

*"Hi Dennis...these are the photos of my set up for carrying the planes that I take with me..usually I bring two plane but I can get a few of the small electrics in there as well."*



*"Dennis in these photos I tried to show how bungy cords are used to keep things like wings and tool box secure during transportation. I took this design from Nelson when I saw his Dodge station wagon he used to have. I used several "T" elbow and straight PVC pieces to fit my Jeep. I also used neoprene insulation tubes to protect the plane covering that has not been damaged yet by hanger rash. That's about all I can think of..."*



*In past Newsletters we have shared with you articles on **HOW TO** make a plane stand out of a cardboard box, a plane balancer out of PVC and more. We invite you to send us your ideas on **HOW YOU** get you planes to the field or any other great idea you have **HOW TO** make our RC lives better. Send your idea and pictures to: [newsletter@meroke.com](mailto:newsletter@meroke.com)*

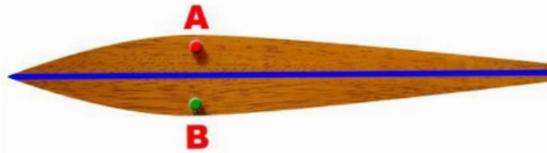
# SMOKE SIGNALS

Here's another How-To Article by Mike Buzzeo (MinnFlyer) article from RC [UNIVERSE.COM](http://UNIVERSE.COM)



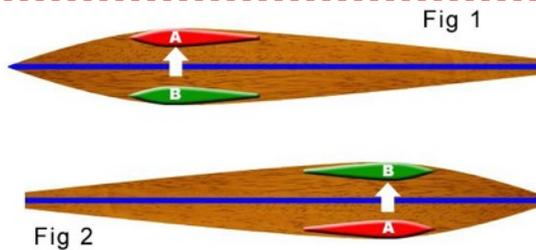
It seems that lately we have been getting a lot of questions asking if it is correct to balance a low wing plane upside-down. The simple answer to this is "Yes", but a more accurate answer would be "Usually, but not necessarily always". Once you understand the basic principle, you'll easily see why.

Imagine that the image below is a wooden plank with two Pegs in it (One Red and one Green). If you were going to lift the plank by the Pegs, would you lift it from Peg "A" or "B"?



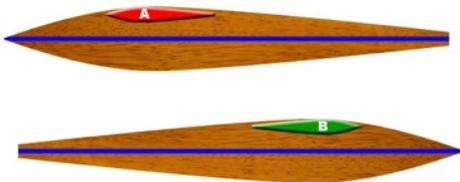
The obvious answer is to lift it from Peg "A", because if you tried to lift it from Peg "B" it would probably rotate 180 degrees due to the fact that all of the weight is above the pivot point.

Now, let's change the shape of those pegs to an airfoil shape. It's easy to see that the same rule applies. So in this case, you would still balance it by lifting at Peg "A" (Fig 1).

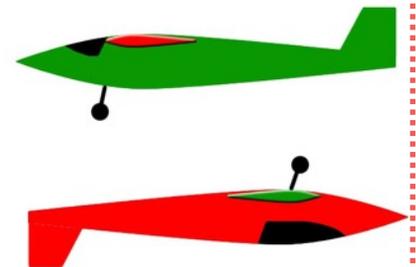


But now, let's suppose that you decided to flip the plank upside down (Fig 2). In this case, you would now balance it from Peg "B" since the majority of the weight is below it.

The next obvious conclusion that can be drawn is that in either case, the lower peg is not needed.

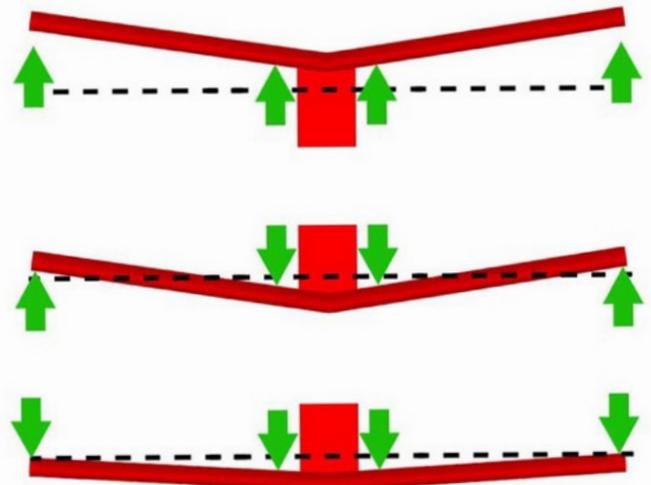


Now if we just modify the graphics a bit, you can see why it is easier to balance a Low-Wing Plane Upside Down.



Now let's look at when you CAN balance a Low-Wing Plane Right-Side-Up

Now that you understand that it is easier to balance a plane when the Center Of Weight is below the point from which you are balancing it, you should be able to see that if a Low-Wing Plane has enough Dihedral, the Center Of Weight will be BELOW the wingtips. Therefore, on some models you CAN balance the plane Right-Side-Up if you balance at the Wingtips instead of next to the Fuselage.



So the next time you're not sure which way is "Up", just think about these Illustrations. Good Luck!

## **SMOKE SIGNALS**

### **SHOW & TELL**



Stan Blum showed off his beautiful Stearman PT-19 electric. It was an E-flight ARF.



Mel Brenner showed off his Extra 300 ARF. He showed us the modification he did to the cockpit securing pins. He also had a Viper (Jet) from Banana Hobbies in which he had to put in a higher amp speed control.



Curtis Underdue showed off his Great Planes RV-4 built from a kit which has a Thundertiger .77 4 Stroke. It's covered in monocoat. He started it in 2006 and finally finished it this year.



Nelson Ramos showed off his newly completed 60 size KAOS in which he went nuts on a whole lot of cool stuff including inverting the engine, using an inverted muffler instead of the standard one, an on board glow system and the use of a complete buss servo system.