



Smoke Signals

Monthly Newsletter of the Meroke RC Club

October 2008

AMA Gold Leader Club #458 - established 1963

Meroke Lecture Series

In September's last meeting, we were treated to a great presentation by a one-time Meroke, Ed Alt, and now the District 1 Vice-President of the National Society of Radio Control Aerobatics (NSRCA). Ed spoke about the NSRCA organization and how he got involved in it and pattern flying. Ed started his involvement in the hobby many years ago, right here on Long Island and was a member of the Merokes during the early years of the club's existence.

Ed spoke about the mechanisms of an NSRCA event and the various classes that fliers can participate in. Then he got into the flying aspects of pattern flying. If you never decide to participate in this type of flying, his discussion provided us with some interesting information that can be utilized in everyday sport flying.



Every flying season, Ed and the other members in District 1 of the NSRCA hold a number of events in all of the classes of pattern flying. You could even take your Kaos to the field and fly as there are minimal requirements for planes.

Hopefully we can persuade Ed to hold one of his Pattern Primers at Cedar Creek. For any further information on the NSRCA, you can go to their website at www.nsrca.us.

October's Lecture

Don't forget, on October 16th Gary West will report on the Scale Masters National Contest and how our local scale modelers placed in this demanding competition. Gary will also show us how to weather our scale ARFs.

This is our last lecture for 2008, so let's have a great turnout of members and of course - this lecture is also open for non-members, so let your friends know.

Membership Dues

Membership dues for next year (2009) are due on November 1st. Please pay on time and forward your check to our Treasurer - Herb Henery.

Meroke Calendar

| | |
|---|---|
| October 2 nd | Club Meeting 8 PM - Show & Tell |
| October 5 th | Fall RC Air Show at Sunken Meadow Park, parking lot #2 from 10am to 4pm |
| October 12 th | LIARS Club Swap Meet (see page 8 for directions) |
| October 16 th | Club Meeting 8 PM - Gary West to report on the Scale Masters Contest (held in Sarasota, FL), and also weathering techniques for ARFs. |
| October 19 th | Fun Flies at Aerodrome |
| October 25 th & 26 th | Bellmore Street Fair (sign up to volunteer) |
| November 1 st | Dues are due for 2009 |
| November 6 th | Club Meeting 8 PM - Show & Tell |
| November 16 th | Whitman Flyers RC Swap Meet at Camelot Hall, 585 Broadhollow Rd (route 110), Melville |
| November 20 th | Meroke Club Elections |
| November 23 rd | Fun Flies at Aerodrome |

Some Important Future Dates

| | |
|--------------------------|---------------------------|
| December 4 th | Awards Dinner (tentative) |
|--------------------------|---------------------------|

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.

Club Officers & Volunteers

| | | |
|--------------------------------|--|---|
| President | Dave Bell 516-633-0034 | dave.bell0323 @verizon.net |
| Vice President | Lou Pinto 516-785-6890 | meroke36@aol.com |
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| Asst Chief | Tony Pollio | rctony@optonline.net |
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| Building Program | Charlie Lando | Ernie Schack |
| Archivists | Ron Berg | Stan Blum |
| Webmaster | Ted Evangelatos | |
| Social (Coffee) | Irv Kreutel | Al Hammer |
| Raffles | Nick Guiffre | Curtis Underdue |
| Show and Tell | Ed Wiemann | |
| Video Librarian | Bob Cook | |
| Come Fly With Me | Mark Klein | Dave Bell |
| Open Fly-In | Ernie Schack | Tony Pollio |
| Monthly Fun Fly | Bob Reynolds | Gene Kolakowski |
| One Fly | Ted Evangelatos | |
| Picnic/Dinner | Al Weiner Nick Guiffre | Chris Mantzaris |
| Contest Directors | Allen Berg Ernie Schack | Tony Pollio Tom Scotto |
| Flight Instructors | Allen Berg Douglas Frie Mark Klein Ken Mandel Tony Pollio Bob Reynolds Ernie Schack | Ted Evangelatos Dan Gramenga Gene Kolakowski Tim Murphy Rick Porqueddu Bill Streb Al Weiner |

From the President

October is the start of another fall flying season. It also reminds us of our Club nominations and election of Officers and Board Members on November 20th.

As our club programs come to a close, I want to thank Dr. Phil for all the time and effort he put in to bring us another year filled with interesting and educational programs. Having worked with Phil on some of the programs, I can say the effort involved goes far beyond what one can imagine. Thanks Dr. Phil for another great year.

Having purchased the laptop and projector, we now can start our indoor Virtual Fun Fly's. I will be looking for a volunteer to run with this program. If you are interested and have some ideas for events you would like to try, let me know. The team competition is always a lot of fun. We plan to start the indoor Virtual Fun Flys when there are no programs scheduled and to run on meeting nights opposite the Show and Tell.

I have yet been unable to attend any of the BBQ's that I hear have taken place at the Field. What I do hear, if you haven't attended either, is they have a great time and the food is supposed to be top shelf. I also understand it carries over into the later evening hours, so if your in the area, stop by, someone might still be there. On this same note, I have had the pleasure of meeting Jaclyn (I hope it's right), the rogue photographer at the field. She has been taking pictures of everything imaginable, but you have to see her albums to believe it. Maybe we can convince her to join the Club (Editor's note - Jaclyn has decided to join the Merokes) and be our official Club photographer.

As of this writing, I have been informed that the Bellmore Street Fair is cancelled due to inclement weather and is scheduled for the later part of October. As we move closer to that time, if anyone has any further ideas to introduce at the Fair, please let us know so we can schedule it in.

(continued on page 7)

District II Vice President Campaign Statements

There is a very important AMA election in progress. It's for the position of the District II Vice President. Following are the campaign statements of both candidates

**Gary Fitch, Incumbent
Franklinville, New York**

When Dave Mathewson became AMA President, he asked me to fill the position of District II Vice President, based upon our years of working together, as one of his Associate Vice Presidents.

I have been your representative on the Executive Council and also on AMA's Insurance, and Flying Site Grant Committees this year. Developing relationships with Council members and AMA HQ staff, has allowed me to help numerous District clubs with their time critical requests. I have attended over 55 events and meetings, listening to our members. I've learned of your concerns pertaining to flying site issues, governmental regulations, declining club memberships, and local related problems. My goals for our District are:

- Develop Marketing programs designed to raise Government and Public awareness of the sport of Aeromodeling, and promoting the concept of public flying site development.
- Continue AMA's vital work with the FAA, FCC and other governmental agencies protecting our members from unnecessary regulation.
- Develop Educational programs focused on our youth, and our baby boomers, bringing them into our hobby and reverse the declining membership trend.
- Improve communication with the District Clubs and Leader Members by working through our AVP's, holding regional AMA Chapter meetings. We will explain AMA's programs and how they benefit your Club. You can interface directly with the clubs in your region, promoting your events and activities.

As your Vice President, I serve at your pleasure, and I ask for your support and your vote.

**Jon Gerber
Staten Island, New York**

I've seen them many times. The curious, the shy, attracted and excited by the prospect of learning to fly a model aircraft. They leave their car and head for the flying field. What happens next is critical to producing a new and lasting radio control enthusiast.

My name is Jon Gerber and I am seeking your vote for Vice-President of AMA District II. In my 33 years as a member of AMA, I have come to believe that those moments of first contact are a key element to the promotion of our great hobby. This is just one of many topics that I believe we should be discussing and AMA should be the source of information and advice.

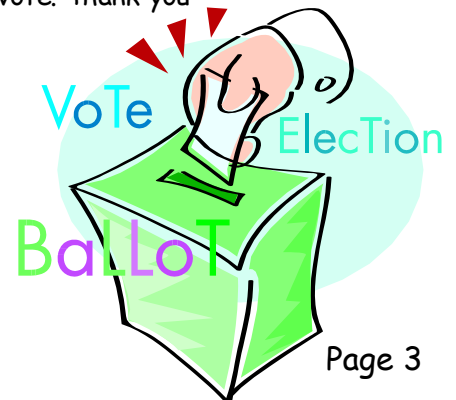
We are the AMA family, sharing a unified goal and common experiences. I strongly believe that our reason for being a member of AMA should be more than insurance coverage. My goal is to bring that feeling to all District II members. First, to educate by sharing ideas that work and experiences that have helped to promote a strong club. Second, to formulate these ideas into practical and financially sound policies. Third, to propagate a strong central organization supported by a cohesive membership.

I live in Staten Island, NY. It is centrally located within the district. I am also a private pilot who can fly to distant locations not easily accessible for the day by car. I would like to visit your club. I would like to fly with you.

I was an educator for 25 years and I bring that training and experience to AMA. For the past 20 years, I have been working as an accountant. I have the financial expertise to help guide our organization.

Above all else, however, I am a modeler who loves to fly. I would now like to help grow our organization. To that end, I ask for your vote. Thank you

**Don't
Forget to
Vote**



Ask Dr Phil

Dr. Phil,

I have aileron pushrods that are 4-40 with solder clevises on one end and threaded steel clevises on the other. I was told that a jam nut needs to be screwed against the threaded clevis after everything is adjusted. What is the purpose of the jam nut?

Thanks, Jim Mustfly

Often, the threads are not perfect, meaning the 4-40 thread may not be exactly within tolerance. This is not the most expensive hardware on the face of the earth. When they are mated, the rod and the clevis, there may be some wiggle in the fit, even when it is screwed way in.

The 'check-nut' is there to tighten up against the clevis and keep it both tight and straight. If it wiggles, you could get some control surface flutter. Even a little flutter caused by a loose connection could eventually cause problems. It reduces wear caused by what is called "fretting". ANY slight movement of two metal parts against each other WILL cause wear. The jam nut stops that movement.

Fretting (or fretting corrosion) refers to corrosion damage at the asperities of contact surfaces. This damage is induced under load and in the presence of repeated relative surface motion, as induced for example by vibration. The AMS Handbook on Fatigue and Fracture defines fretting as: "A special wear process that occurs at the contact area between two materials under load and subject to minute relative motion by vibration or some other force."

Now while you added the 'check-nuts', have you checked the solder joint on your clevises?

And a few words of useful information passed on to you by Dr Phil

Once again, I keep hearing the question, "At what voltage should I stop flying when using NiCd or NiMH's?" To answer this question I will paraphrase some writing done

by Tony Stillman owner of Radio South and columnist for RC Report. He basically says that if you look at the label on your NiCd cells (not the battery's label) you will see the voltage is listed at a nominal 1.2 volts. This means that a 4-cell battery has a nominal voltage of 4.8, a 5-cell battery has a nominal voltage of 6.0 and on an 8-cell battery a nominal voltage of 9.6.

So why do people worry when their battery meter, let's say, on our transmitter drops below 10 volts. It's because everyone is used to seeing around 11 volts on a fresh charged battery. The idea to remember is that these batteries have a nominal voltage of 1.2 per cell and is considered dead at 1.1 volts per cell, so typically we use 1.15 volts per cell to start recharging.

Remember the 8-cell battery may peak over 11 volts right after charging but the nominal voltage is 9.6 volts. It means that when the battery drops to 9.6 volts it will hold that voltage for a long time. If it drops to 9.5 volts then the battery could use a charge.

You should also know how many milliamp hours your battery holds. If the battery can only hold 70% of it capacity when it is fully charged it's time to replace the battery.

I swap my batteries at 80%. Why take a chance? They are inexpensive and it's cheap insurance for safer flying. Do your battery cycling and keep a good record of the results.

See you at the field,

Dr. Phil

From the Editor

Once again I leave myself with little room in the newsletter. I just wanted to make you aware of an excellent magazine - RC Sport Flyer. The articles are well written, informative and loaded with extremely useful photos. One reader wrote in that the magazine needs more reviews, and this shows me that this magazine is more technical than simply a catalog of available models. Pick it up at your local bookstore or online at rc-sf.com.

A Whole Bunch of Useful Hints

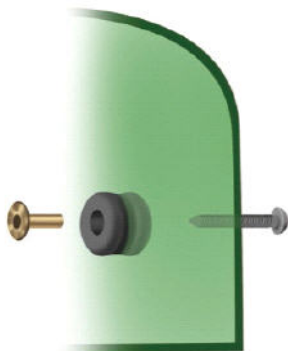
Shrink-wrapped Sharp Edges

The brass tube of a glow fuel tank can sometimes have sharp edges that will cut through the silicone fuel lines. This happens even when you do your best to round these edges down. Put a small piece of shrink-wrap on the brass tube and leave a little hanging over the end to prevent the tube from cutting the fuel tubing. The shrink-wrap will seal so tightly to the brass tube that it won't leak after you shrink it.



Safe, Secure and Crack-Free

Here's a slick and simple way to secure your cowl to the fuselage and to help prevent the cowl from cracking. First, drill holes in the cowl that are just large enough to accept a rubber servo grommet. Insert a grommet into each hole, and insert the servo's brass eyelets into the servo grommets from the inside. Attach the cowl to the fuselage with servo screws. The cowl now rides on the rubber grommets and is less likely to crack around the attachment holes. If you use JR's brass eyelets, you'll be able to attach your cowl with 4-40 bolts.



Zip-Tie Wrap Pushrod Keeper

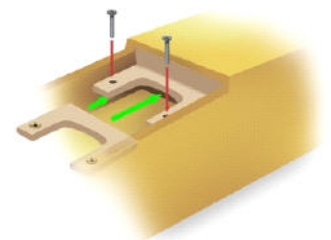
While putting together a new foamie, this reader realized that he had forgotten to pick up micro pushrod keeper at the hobby shop. Not wanting to make a 45-minute trip back for a \$1.50 part, he scanned his

workbench for an alternative. He found a plastic zip-tie, cut all except 1/2 inch off the strap and drilled a hole in the remaining stub about 1/8 inch from the cut end. He carefully drilled a hole through the tie's square end. The tricky part was drilling the hole parallel to the strap and keeping it near the top of the square. Then he used a sharp X-Acto blade to slot and notch the holes as shown, and his new micro pushrod keeper was ready to use.



Wing Security

To prevent wing blind nuts from working loose, trace the outline of the rear wing mount onto a piece of 3/16-inch balsa, and cut it out.



Then mark the spots where the wing bolts will come through the blind nuts into the balsa and drill them out. Shave out recesses for the blind nuts in the balsa backing block so that it can sit flat under the wing mount; then CA it into position. The blind nuts will never pop free again.

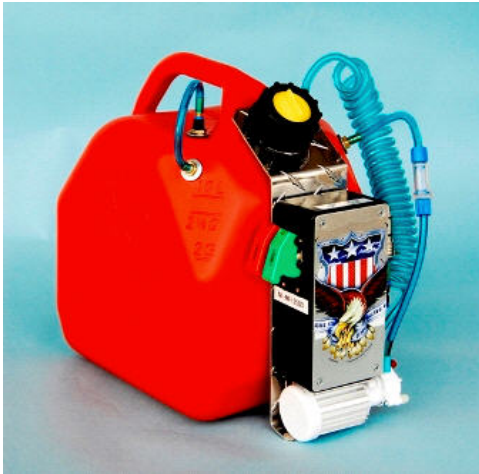
This Tailwheel's a Snap

Need a swiveling tailwheel for that electric P-51? Try using an ordinary clothing snap for your tailwheel on smaller planes. Epoxy the flat piece of the two-part snap to the bottom of the fuselage, solder on the tailwheel wire to the button snap and press the two snaps together. Your new tailwheel is ready to go. You can also use these snaps to hold hatch covers in place.



Fabulous Fuel Filler

Many of us have different needs and wants when it comes to the ground support equipment for our airplanes. Some are satisfied with the bare essentials and others want to go first class with the very best. Generally speaking, by going first class you usually end up with more reliable equipment. In other words you get what you pay for ... most of the time. But then there is that word affordability and being able to justify that purchase. That's why there are so many options out there on the market to satisfy our needs.



I recently found this article about a great ground support for the flying field. I thought it interesting enough to pass on to you, since all of the research work has already been completed. It was named the Fabulous Fuel Filler (FFF). The end goal was to come up with a fuel container that was completely reliable,



wouldn't leak if accidentally tipped over, would pump fuel in the tank quickly and provide all the convenience one would need when fueling up

(providing you keep the battery fully charged).

The FFF began with a choice of three different fuel containers, purchased from Home Depot or Lowes, with capacity and form as prime consideration. A 2-1/2 gal container was chosen as the standard because larger airplanes with bigger fuel tanks would require more fuel. Next, research began on a good reliable fuel pump, the heart of the FFF. Looking at many and what they had to offer, the pump chosen was purchased from Jetpower-usa, the Greylor 12V fuel pump, Model PQ-12 DC. Weighing only 10 ounces, the PQ-12 and PQ-24 performs impressively compared to larger more expensive gear pumps. The PQ comes with either a 12 volt DC or 24 volt DC motor. The DC motor with heat radiating fins drives

the chemical resistant liquid pump. The materials that come into contact with the liquids being pumped are: molded Delrin pump body, stainless steel shafting, a Teflon diaphragm and a rubber elastomer seal. A variety of elastomers are available such as Buna-N, AFLAS, EPDM, and Viton. This pump can be used whether it is glow, gas, or jet fuel with the Viton elastomeric seal in place.

To power the pump two Sanyo 6V 2500mAh NiMH flat packs, purchased from Atlanta Hobby, were wired in series to provide 12V, 5.0Ah of capacity. The batteries were placed in a plastic box with a metal lid purchased locally from an electronics store. A charging port was built into the side of the box to rejuvenate the batteries along with two single pole, single throw switches (one for fueling and the other for de-fueling) with covers of different colors to identify their use. These were purchased from Skycraft. Com and protect the switches from accidental use.



AeroTrend fuel line was used throughout. Their 6 ft. Coiler Fuel Filler Setup along with Easy-flex 6 mm fuel line and a 6 mm Festo inline filter completed the plumbing. Festo filters and fittings for tubing connections to the tank facilitated the connecting and removal of tubing to the tank itself. Festo fittings are used extensively in model turbine jet aircraft and provide a great convenience when coupling and uncoupling fuel lines. Festo fittings are available from Troy Built Models or Jetpower-usa.

Although you can buy fuel containers with battery powered pumps completely fitted with lines and filters ready to go, they come at a high price. Building the FFF yourself will save bucks and you will end up with high quality components and great performance.

The attractive Fabulous Fuel Filler has all the convenience and attributes needed to fill your tank. A robust battery operated pump that fills quickly, a 6' coiler filling tube that retracts for storage and a tank if tipped over during transportation will not leak.

The Sig Gas Passer fuel pump can also be used for farther reduction in cost. It is good for glow, gas, and diesel fuels. A mounting bracket and fittings are included in the package.

These special wrenches were carefully bent to reach through the filler cap opening to tighten the Festo bulkhead nuts. Bend them carefully in a big radius.



The use of switch covers over the switches is an added safety feature. The battery charging port is just below. Note the battery capacity and type listed. A good thing to know when it comes time to charge.

Tech Tip

Idle Reliability

An engine that idles poorly can be frustrating. The last thing you want is for your engine to quit during a landing. Proper fuel mixture, too much fuel line between the tank and the engine and the type of fuel and glow plug you use can all affect an engine's ability to idle reliably. The most common problem is a too-rich mixture. Adjust the high-speed needle for a slightly rich mixture and then adjust the idle. Start the engine and adjust the throttle for an idle of 2,100 to 3,000rpm. After several seconds, advance the throttle to full open. If the engine sputters and spits raw fuel out of the carb, the idle mixture is too rich. Stop the engine, and turn the idle adjustment clockwise (in) about 1/4 turn to lean the mixture. Repeat this procedure until the engine transitions smoothly from low to high speed. If you have an air-bleed carburetor with a small hole at the front of the carb body and an adjustment screw control idle, turn the idle screw in to richen the mixture.

October Birthdays

8 *Richard Porqueddu*
23 *Allen Berg*
27 *Russell Rhine*



The Awards Dinner scheduled for December 4th is still in question and we hope to come to a finalized plan soon.

As a reminder to all members, if you have anything you would like to bring up to the Board members or have an idea to help promote the Club membership or its activities, please step forward and let us know of your ideas or concerns. As was said in the past, "The Club is as good as its members' participation."

Have a great month, stay well and stay safe.

Planes for Sale

Contact Len Schroeder 516-599-0235, for the following planes that he has for sale:

60 size Super Sky Bolt from a Great Planes kit. With an OS 1.20 four-stroke engine with pump. Equipped with Futaba servos, a high-band receiver and a 4.8 volt battery. Only a handful of flights, and a steal for at only \$600.

40 size RV4 from a Great Planes kit with an OS .46 engine. Equipped with Futaba servos, a high-band receiver and a 4.8 volt battery. Only a handful of flights, and a steal for at only \$400.

50 size rebuilt F4U Corsair ARF. All wood with all balsa skin. Equipped with Magnum .90 four-stroke, flaps, and 180 retracts. All Futaba equipped for \$400.

40 size Elder from a Top Flight kit. Equipped with a Magnum .60 four-stroke. One flight on air frame and only a few flights on the engine. Futaba and Hitec equipped for \$300.

EP Super Sportster ARF from Great Planes. Only one flight on plane. \$100.

40 size Uproar built from kit and equipped with a Magnum 46. All Futaba and has only been flown 3 times. \$300.

Using Rudder Coupling

In the long run, it is better for you not to use rudder coupling but instead to learn to use your left thumb (Mode 2 transmitter assumed) to manually apply the rudder. This takes considerable practice (of course, helicopter pilots already do this without thinking!) but is more beneficial, especially with a fixed-wing model that has a wide speed range. This is because the amount of coupling or differential is dependent on the model's flight speed; a slow-moving model requires some during takeoff and landing, but a very fast model (high-power cruise) needs almost none.

Another bonus of learning to use rudder independently is that you can learn to sideslip during landings to intentionally create more drag and a steeper descent, or make a smooth landing approach in a crosswind. To do a sideslip, you feed in a fair amount of rudder (either side is OK). Next, apply a bit of opposite aileron to bank the wing slightly away from the rudder to fly in a straight track, with the fuselage at an angle to the flight direction. You can still move the ailerons for directional control, but now the fuselage is not streamlined into the wind; this produces more drag and steepens the approach. This makes landing easier, especially if you don't have a good low-speed idle, spoilers, dive brakes, or butterfly/crow function.

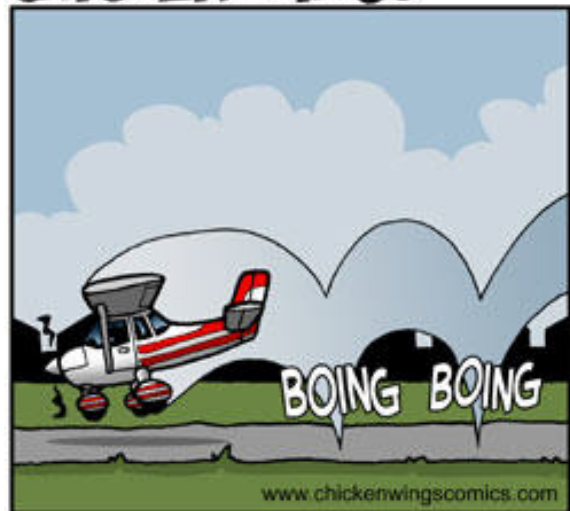
There were only 6 contestants at September's Top Gun competition. Gene Kolakowski would have been the 7th, but he had a mid-air prior to the start of the first event. The events were dead stick spot landing, NATS Special, jelly beans with 2 loops and finally, climb and glide with a dead stick loop. The One Fly event was not held and the contestants were treated to pizza.

| | | |
|----|------------------------|------------|
| 1 | Ted Evangelatos | 56 points |
| 2 | Patrick Boll | 62 points |
| 3 | Bob Reynolds | 93 points |
| 4 | Chris Mantzaris (tied) | 113 points |
| | Nelson Ramos (tied) | 103 points |
| | Ed Daus Sr (tied) | 113 points |
| 7 | Gene Kolakowski | 116 points |
| 8 | Curtis Underdue | 126 points |
| 9 | Allen Berg | 140 points |
| 10 | Richard Boll | 137 points |
| 11 | Ed Daus Jr | 149 points |
| 12 | Ben Corbett | 153 points |
| 13 | Bob Albano | 159 points |

The next Top Gun competition is scheduled for Sunday - October 19th.

Directions to LIARS Swap Meet: Southern State Parkway to Sunrise Highway east to exit 56. Stay on service road and pass over Station Rd. Right onto Bellport Ave, then left onto Martha Ave to entrance to the field (on the right).

CHICKEN WINGS



BY MICHAEL AND STEFAN STRASSER