THE MEROKE RC CLUB - EST. 1963
YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

SMOKE SIGNALS

Turning the next page! - One Year Later

You probably have learned by now that I have been named the new editor of "Smoke Signals". This being my first edition I would like to ask you all for your support. I know that I have a difficult task ahead of me, filling the shoes of Russ Rhine. For the past five years Russ has delivered you an outstanding and informative publication and I hope that I can continue that tradition. You as members of the "Meroke RC Club" should expect a publication that is timely, informative and fun. I plan to give that to you but I will need and appreciate any help you can give me to reach that goal. With all that said here she is, I hope you enjoy!

The words above appeared on last October's Newsletter, my first publication. I hope it has lived up to your expectations, I know it has for me because it has truly been a collaborative effort . As I have repeatedly said in this Newsletter and at meetings, "This publication is yours and only excels when we all participate."

I plan to continue to bring you the best publication I can and I truly appreciate the positive reinforcement you have given to me throughout the past year.

Dennis

October (pronunciation) (help·info) is the tenth month of the year in the Julian and Gregorian Calendars and one of seven months with a length of 31 days. The eighth month in the old Roman calendar, October retained its name (from the Latin "*octo*" meaning "eight") after July and August, named after Julius and Augustus Caesar respectively, were inserted into the calendar that had originally been created by the Romans. October is commonly associated with the season of autumn in the Northern hemisphere.

OCTOBER BIRTH FLOWER is the Calendula (Marigold)

The meaning of the October Birth Flower, the Calendula (Marigold) is sorrow or sympathy

OCTOBER HAS TWO BIRTHSTONES -- OPAL

The name opal is derived from the Sanskrit word "upala," as well as the Latin "opalus," meaning "precious stone." Opal is a gemstone of much variety.

Pink TOURMALINE - A gemstone that exhibits the broadest spectrum of gemstone colors. Gem-quality forms of this mineral have in the past been misidentified as rubies, emeralds and sapphires.

October 2011

Governor's Island New York

Governor's Island's connection to aviation goes all the way back to September 29, 1909, when Wilbur Wright made the 1st flight from the Island around

If modern equipment can transform a trainer into a high performance sport airplane, then what would the new engines and radio systems do for a former National Champion? aerobatic aircraft?

ABANDONED & LITTLE KNOWN AIRFIELDS - NEW YORK

GOVERNOR'S ISLAND ARMY AIRFIELD, GOVERNOR'S ISLAND, NY

40.69 North / 74.02 West (South of Manhattan, NY)

How many residents of New York City know about this former military airfield which was located on an island in the middle of New York Harbor, right next to the Statue of Liberty?

Governor's Island's connection to aviation goes all the way back to September 29, 1909, when Wilbur Wright made the 1st flight from the Island around the Statue of Liberty.

Another historic flight occurred on May 29, 1910, when Glenn Curtis landed on the Island to complete his flight from Albany and win a $10,000 prize offered by Joseph Pulitzer, publisher of the New York World.

During the next few years other flights from the Island were made by aviation pioneers, and from May 1916 to March 1917, an aviation training center was operated there. With the approval of Major General Leonard Wood, Commander of Governors Island, a group of civilians established the flying school to promote the development of military aviation.

A 1924 aerial view of the southwest end of Governor's Island (from the NYCityMap, courtesy of Chris Kennedy).

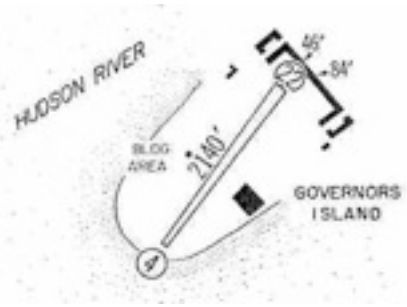
The earliest depiction which has been located of Governor's Islandwas 1924 aerial view (from the NYCityMap, courtesy of Chris Kennedy).It showed a cleared grass northeast/southwest runway, with a row of buildings (hangars?) along the southeast side.

A memorial in honor of the early Governor's Island flights was erected on the south side of Liggett Hall on December 17, 1954 by the "Early Birds", an organization of "those who flew solo before December 17, 1916."

The next phase in the timeline of Governor's Island's connection to aviation came in the 1950s, when the U.S. Army established a grass landing strip on the island. The date of establishment of the Governor's Island Army Airfield has not been precisely determined. It evidently was constructed at some point between 1950-57, as it was not yet depicted on the 1950 NY Sectional Chart (courtesy of Mike Keefe).

The only photo which has been located showing aircraft on Governor's Island was a 1954 aerial view, which depicted a total of 5 single-engine aircraft parked along the northwest side of the grass runway.

An undated (circa 1955?) aerial view looking north at Governor's Island (courtesy of Ed Drury),
with the Manhattan skyline visible in the background.
The runway was still recognizable in the center of the island,
but it was already bracketed
by several baseball diamonds.



The 1960 Jeppesen Airway Manual (courtesy of Chris Kennedy)
depicted Governor's Island AAF as having a single 2,140' unpaved Runway 4/22.

Governor's Island, NY

The Governor's Island AAF was evidently closed (for reasons unknown) at some point between 1962-65, as it was no longer depicted on the 1965 NY Sectional Chart (courtesy of John Voss).

By 1966, Governor's Island itself had been ceded by the Army to the Coast Guard,who apparently did not find any need for an airfield on their new island. A 1966 aerial view showed the runway remained clear, but there were no aircraft visible on the field.

A 1980 aerial view showed that baseball fields had covered the former runway at some point between 1966-80.

The Coast Guard vacated Governor's Island in 1996. The island was planned to be reopened as a park, but those plans have been continually delayed, and the island was still not open to the public as of 2004.

A circa 2001-2005 USGS aerial photo showed the area formerly occupied by the grass runway on Governor's Island to still remain open.

A 2009 photo by Ronald Claiborne of the monument commemorating Governor's Island's early aviation history.

The text on the monument reads: “Early aviation history was made here when these pioneers flew powered aircraft to and from this site between 1909-16.

Wilbur Wright, Lincoln Beachy, Glenn Curtiss, Eugene Ely, Charles Hamilton, Hugh Robinson, Harry Atwood, James Ward, Harry Jones. Albert Heinrich, Harold Kanther, Victor Carlstrom, Steve MacGordon, Raynal Bolling, Ruth Law.

From May 1916 to March 1917, members of the Governors Island Training Corps flight trained here. Captain Philip Carroll – Commanding, Filip Bjorklund – Instructor, Charles Reed, Lawrence Sperry, Walter Struthers, Hobart Baker, William Aarned, Al Sturtevant, Frederick Blakeman. Edwin Post, Stedman Hanks, William Walton, Cord Meyer, Albert Gaines, Charles Wiman, Howard Lapsley, James Miller, John Rutherford, Seth Low. Major General Leonard Wood, U.S.A. - Commanding, Headquarters, Eastern Department.

Erected under the auspices of the Early Birds, an organization of those who flew solo before December 17, 1916.”

TOWER HOBBIES KAOS 40 MKII

I am printing excerpts of the Kaos review which was posted at the "Sport Aviator" website on Wednesday, August 17, 2011. The article includes the complete assembly process which you can access at http://masportaviator.com/2007/11/16/kaos-40-mk-ii-arf/.

Just recently, Sport Aviator reviewed a nearly 50-year old design, the Carl Goldberg Falcon 56. Originally a basic trainer only, the Falcon 56 is now one of the best advanced trainers and all-around sport airplanes available. The Falcon's increased mission parameters were not due to any airframe modifications but rather because of the progress in radios and engines. The first Falcon 56's had only two channels, rudder and elevator. The engine ran only at full power or off (much like a WW I rotary engine). The very weak engines of the 1950's and early 60's could not power the Falcon through outside maneuvers such as inverted loops.


Carl Goldberg Falcon 56

But give the Falcon 56 a modern, nearly 2 HP, .46 engine and a "full-house" radio system (the old term for 4-channel RC equipment) and the aircraft can perform almost any maneuver the pilot chooses. Rather than make the Falcon 56's design "dated", the addition of modern equipment has served only to increase the Falcon 56's scope and performance levels. Yet the Falcon 56's basic trainer design shows through in its ease of handling and excellent slow speed performance.

If modern equipment can transform a trainer into a high performance sport airplane, then what would the new engines and radio systems do for a former National Champion aerobatic aircraft? We decided to find out. There is just such a Champion airplane still being manufactured. Even better, this National Champion is now an Almost-Ready-to-Fly (ARF) kit.

The Tower Hobbies Kaos 40 MK II is almost identical to the world-famous Kaos 60 designed by Joseph Bridi in the mid-1960's. This early Precision Aerobatic (Pattern) airplane won an uncounted number of aerobatic contests and the Nationals as well. In its time the Kaos, and later versions the Super Kaos and Utter Kaos, served as the definition of a Pattern Champion. Its wing and general layout went on to inspire one of the 1970's all-time great Pattern airplanes, the Dirty Birdi. The airplane has earned its competition credentials over the decades but what about today?

As we discuss this airplane, keep in mind a few truths. First, even the best .60 cu. in. engines of the 1960's produced only about 1.4 hp, not the 2 + hp of today. This means that performance aircraft had to be very light for maximum performance. Second, there were no computer radios then that allowed the pilot to adjust for "walking" in knife-edge flight, unwanted pulling out of down lines or roll coupling with rudder. Therefore, the airplane itself had to be designed to minimize or eliminate these bad tendencies without radio "mixing" to save it. Only the very best designs could do so and the Kaos 60 was one of them.


Kaos 40 MK II ARF

TOWER HOBBIES KAOS 40 MKII

POWER

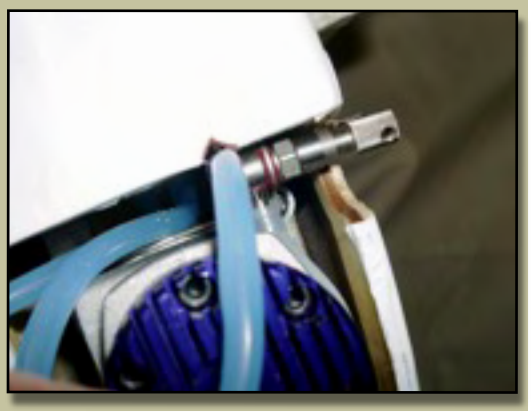
The Tower Hobbies Kaos 40 MK II ARF uses the now standard metal "clamp" mount to hold the engine in place. This mount adapts to a wide variety of engines with only minor adjustments. The Tower Hobbies .46 engine chosen for the Kaos fit right into the mount without modifications. In fact it is a perfect fit and did not have any side play so thrust alignment was easy.

The Tower Hobbies .46 is a very good match for this airplane. Yes, I know you have read that phrase in every model airplane review published since models switched from rubber motors to fueled engines. However, here it is true. First, the Tower .46 is an excellent engine that is way under-priced at only $80. This seems about the right engine price for an airplane that is also under priced at only $110. Both the engine and airplane are equally under priced! (Let's hope the Tower people don't read this and raise the prices.)

Second, the Tower Hobbies .46 engine uses a small crankcase. The crankcase is narrower than many other 46-size engines resulting in a light weight motor. The Kaos 40 MK II and the original Kaos designs were light-weight designs by today's standards and that low weight was the secret to both airplanes' excellent performances. The light-weight engine is a perfect weight match for the designed-light Kaos.

But most importantly, this engine has the ability to turn an APC 11 x 6 inch propeller above 11,300 rpm, on 15% nitromethane fuel, while able to idle reliably at around 2,200 rpm. Power is very important when flying sport and precision aerobatics. Excess power keeps the vertical maneuvers straight and crisp without wandering. However, a reliable, slow idle is also important whether flying sport or precision aerobatics. The slow idle acts a brake in the vertical down lines preventing the airplane from gaining too much airspeed which can hurry the pilot or worse, make the maneuver look "rushed".

The Tower Hobbies .46 engine is good at both ends of the performance spectrum. Its size, weight, cost and performance makes it a true perfect match for the Kaos even if you have heard that a thousand times before.



The Engine seems a perfect fit. The Kaos has a factory cut section to make room for the engine's rear mounted high-speed needle valve. However, you may want to turn the needle valve "clicker" around for extra clearance rather than as shown in the photo. Notice in the photo that a small "V" is cut into the fuselage top. This provides clearance for the fuel hose. Fuel-proof this small cut with some thin CAA. The engine sets as far back as possible in the mount.

HANGAR 9 - SPITFIRE MKII 60 ARF

IN THE AIR

The Kaos 40 has a wide-stance main gear and a nose wheel. There is nothing hard about taxiing that setup even on rough grass. Adding a small amount of "up" elevator lifted the nose wheel slightly as the throttle was slowly advanced. The Kaos started to accelerate on the runway. It was almost time to rotate for liftoff but, before that happened, the Kaos lifted itself into the air. The initial climb angle seemed a little steep (photo 36) so the nose was lowered to what seemed a sustainable climb angle (photo 37).

Actually, there was no reason to adjust the climb angle. The Kaos had no trouble maintaining a steep angle. Its light weight construction combined with the powerful engine gave the airplane an average 1,700 fpm climb rate at about 44 mph. This combination would not be lacking climb power any time soon.


PHOTO 36


PHOTO 37

The Kaos was happy flying around at about 55 mph. At this speed, steep turns required very little elevator input to remain level. This was also a good starting airspeed for entering vertical maneuvers. The airplane seemed very comfortable traveling at this rate so we can call it the Kaos 40's "cruise speed". This is not a trainer airplane so there is no "Best Training" speed.

But there is a lot of "fast" in the Kaos 40. Level top speed hovered right around the 75 mph mark while maximum dive airspeeds exceeded 90 mph. Let the nose drop under full power and the Kaos quickly shows its heritage as it was designed in the days when single-maneuver, high-speed aerobatics reigned supreme.

But even when traveling over 80 mph, the Kaos 40 flew exactly on line with no pitch hunting or trim changes. This airplane can be flown at any airspeed over 40 mph, and at any pitch/roll angles without changing trim. At all times, the Kaos 40 remained predictable, controllable and easy to maneuver.

SUMMARY

As you can tell, I really liked this airplane. The Tower Hobbies Kaos 40 MK II is the first Precision Aerobatic airplane Sport Aviator has tested. While it is a true performer, its heritage as an airplane that had to accomplish everything on its own while remaining easy to fly for the less-practiced pilots of its design times, make it one of the premier sport performers of today.

The Kaos 40 offers true aerobatic performance in a package that almost all sport pilots can afford. At $110 for the airframe, $80 for the engine and $200 for the radio system, the Kaos 40 can have you entering local contests for less than $400. That is a bargain in today's sport.

Plus, it is so easy to fly that all sport pilots can enjoy its performance without problems of any kind. In fact, flying the Kaos 40 will expand your piloting horizons. As you fly this aircraft, your piloting sense will tell you that there is so much more performance waiting for you to catch up to it that you will just have to start exploring this airplane's wide performance envelope.

So, accept the challenge this airplane offers if you dare to increase your piloting skills. Try flying some sport precision aerobatics with it. You will soon learn that flying a perfectly round loop just isn't as easy as you thought. But the Kaos 40 will help you through that challenge and more.

HANGAR 9 - SPITFIRE MKII 60 ARF

SPECIFICATIONS

Manufacturer: Tower Hobbies
Wingspan: 55 in.
Servos: 4 x Fut. S3151
Engine: Tower Hobbies .46
Length: 48.5 in.
Wing Area: 566 sq. in.
Wing Loading: 22.8 oz./sq. ft.
Weight: 5.6 lb.
Airfoil: Fully Symmetrical
Cost: $110.00
Special Airframe Features: Fully Symmetrical; Wing, Precision Aerobatic Capable; Light but Strong Construction

FLIGHT DATA RESULTS

*Takeoff Speed: 37 mph
Climb Out ROC: 1,700 fpm @ 44 mph
Cruise Speed: 55 mph
Top Speed: 75 mph
Sustained Climb Rate: 1,900 fpm @ 45 mph
Range: 12- 14 minutes
Dive Speed: 90+ mph
Best Glide Speed: 51 mph
Gliding Descent Rate: -900 ft./min.
400' Glide Distance: 2,040 ft
Level Stall Speed: 31 mph
60-deg. Bank Stall Speed: 36 mph
Landing App. Speed: 47 mph
Touch Down Speed: 38 mph
*All results are an average of 3 flight tests

Aircraft Specifications
Type: Precision Aerobatic/Sport
Engine Used: Tower Hobbies .46
Propeller: APC 11x 6 in.
Top RPM: 11,300
Idle RPM: 2,200
Test Weight: 5.6 lb.
CG Location: 3 3/8 in. in from L.E.
Elevator Movement: 5/8 in.
Aileron Movement: 3/8 in.
Rudder Movement: 1.25 in.

Notable Positives
Excellent aerobatic abilities
Fast assembly
Very good looks
Light flying weight
Very strong construction
Very easy to fly

Notable Negatives
Wing mounting bolt plate weak
Trim can loosen over time

MEROKE PICNIC

On Sunday September 17th the Meroke RC Club annual picnic was held at Cedar Creek's Lufbery Aerodrome. The weather cooperated and a fun day was had by all who attended. Meroke members had a wonderful time with their families and were able to sit back, relax and enjoy burgers, hot dogs, gyros, salads, and spirited conversation.

Along with the great day of flying and camaraderie at the Lufbery Aerodrome the Meroke RC Club was honored to have as their guest Legislator Dennis Dunne Sr. Meroke President Ted Evangelatos presented Legislator Dunne with a "Certificate of Appreciation" for his procurement of funds to have the road to the Lufbery Aerodrome paved this past summer. This was a long needed improvement for all who fly at Cedar Creek.

A special thanks to Chris Mantzaris, who supplied the food and the grill. Along with Chris, Nick Guiffre and Roger Scanlon took on the cooking duties with the assistance of Alex Evangelatos. We should all be grateful to them for making it a special day.

MEROKE HELP LINE

Joe Petrozza and Roger Scanlon have given us their business cards to promote their business. We now welcome Chris Mantzaris and encourage all Meroke members to follow their lead and participate.

BIRTHDAYS

Oct 13 Michael Cheung

Oct 16 George Avias

Oct 23 Allen Berg

Oct 27 Russell Rhine

Top Gun Results as of September

1.	Ted Evangelatos	40 pts
2.	Jack Tramuta	44 pts
3.	Nelson Ramos	48 pts
4.	Patrick Boll	50 pts
5.	Gene Kolakowski	65 pts
6.	Jim Taverese	70 pts
7.	Rich Boll	74 pts

Send all suggestions to:
newsletter@meroke.com

Calendar

October 6, 2011
Club Meeting
Show and Tell

October 20, 2011
EDUCATION SERIES
George Haber presentation:
World War II Planes