



SM KE SIGNALS

An Irish Airman Foresees His Death - by W.B. Yeats



W.B. YEATS

I know that I shall meet my fate
Somewhere among the clouds above;
Those that I fight I do not hate,
Those that I guard I do not love;
My country is Kiltartan Cross,
My countrymen Kiltartan's poor,
No likely end could bring them loss
Or leave them happier than before.
Nor law, nor duty bade me fight,
Nor public men, nor cheering crowds,
A lonely impulse of delight
Drove to this tumult in the clouds;
I balanced all, brought all to mind,
The years to come seemed waste of breath,
A waste of breath the years behind
In balance with this life, this death.



Interpretation - Author Unknown

I have been rather surprised by the relative number of inquiries I have gotten regarding this poem. Before I give my interpretation of the poem, let me state the facts about the poem (as I know them). I am NOT a Yeats scholar. I know only that information which I have gathered here and there due to personal interest in Yeats' poetry. Anything on this page, no matter how factual it may appear, should be verified by the reader.

Yeats wrote the poem in honor of Major Gregory, who fought and died in the air war against Germany in World War One. Major Gregory was the son of Lady Gregory, an Irish aristocrat who was a strong supporter of the arts (especially Irish arts) and a very close friend of Yeats. Kiltartan, mentioned in lines 5 and 6 of the poem refers to the region that Lady Gregory lived in.

Yeats writes the poem as though he is the aviator, about to meet his demise. The first two lines prepare the reader for what lies ahead. The pilot will die. Yeats doesn't dally with that point because he has more important thoughts to convey. He moves on to establish the pilot's motives. The pilot chose to fly and fight in the war, not because he hated the Imperial Germans, nor because he loved his country; and he didn't do it for fame or fortune. The pilot flew for one reason only; the sheer joy of flying. Yeats does not try to portray Major Gregory as an heroic character, sacrificing life and limb for the greater good of mankind. Again, for Yeats to emphasize this would defeat the purpose of the poem.

With the line, "I balanced all, brought all to mind," Yeats begins to tell the reader what Major Gregory has to tell us about life and death. But let us linger at this line a moment. In it, Yeats is not merely saying that Major Gregory saw his life pass before his eyes. He balanced ALL, brought ALL to mind. Important news is at hand! Indeed! It is a waste of time and energy to live in the past, as well as to live always for what might be (the future). In reality, and especially at that moment before death, all that matters is the present. Perhaps that moment before death is the only moment when one can truly realize and wholeheartedly believe that. For it is exceptionally difficult to look at one's own life without hoping it will be better in the future or thinking about "how nice it was when . . ." Indeed, I don't believe that one should live wholly in the present. Both the knowledge of the past and the extrapolation to future events are extremely important guides through life. But what Yeats is trying to convey, is that any moment may be your last, so live it to it's fullest. Live like you mean it!



THE MEROKE RC CLUB - EST. 1963

THE SECRET MISSION OF JOSEPH P. KENNEDY, JR. - from Norfolk & Suffolk Aviation Museum

Joseph Patrick Kennedy (pictured right) was the elder brother of President John F. Kennedy, and was born on the 28th July 1915. He completed his flight training at Jacksonville U.S.A. in 1942. As a volunteer U.S. Navy pilot he flew Mariner flying boats from Puerto Rico, Central America, before converting to the B24 Liberator and serving in England at Dunkeswell, Devon, with squadron VB110. After completing his normal combat tour of 30 missions, he volunteered for an extra 10 - somehow managing to talk his crew in to flying with him. Just before his last mission Lt Kennedy volunteered for one further final mission which involved low level flying and a parachute jump. This mission was to be Top Secret as part of project Anvil, the target being the German V3 Supergun site at Mimoyecques, France. The details of this mission remained secret until 1966, although the identity of the crew was not released until 1970. On the 31st July 1944 a U.S.N. special air unit, codenamed Project Anvil, moved to Fersfield from Dunkeswell in Devon. The mission was to involve the use of explosive-laden PB4Y-1 Liberator bombers under radio control. The crew of two, Lt Joe Kennedy (pilot), and Lt. Wilford John Willy (radio control technician/co-pilot), were to take off with 21,150 lbs of Torpex in 347 boxes and establish radio control of the Liberator by a Ventura mother-ship. Once full control was established and tested, at a pre-determined point the crew would parachute from the aircraft through the nose wheel bay emergency exit and the bomber would continue the rest of its mission under radio control, finally crashing onto the target.



Lt. Joe Kennedy

At 5.59pm August 12 1944, after all the aircraft had taken off from Fersfield airfield, Lt Kennedy lined up his drone on the main 6,000 ft runway. After making a text book take-off he slowly climbed to the operating height of 2,000 feet and continued to fly on the planned course, forming up with the rest of the formation over Halesworth, Suffolk. The formation consisted of two Ventura motherships (because if there were a problem with one, the second could assume radio control of the drone once the crew had bailed out), one P38 camera aircraft, 4 Mustangs from the 20th Fighter Group as low level escort, one B17 filming, and two American Mosquitoes on detachment from the 25th Bomb Group Photographic Wing observing the mission.

Once the formation had cleared Halesworth the Liberator switched over from manual flight to radio control. The pilot in the Ventura mothership was making test turns under full control. Lt Kennedy, now flying as a passenger, radioed the codename "Zoot suit" to tell the other crews that every thing was fine. Lt Willy then switched on "Block", which was the codename for the TV camera in the nose used to guide the drone onto the target (Mimoyecques V3 Site). Two minutes later the drone suddenly exploded over New Delight Wood, Blythborough, Suffolk.



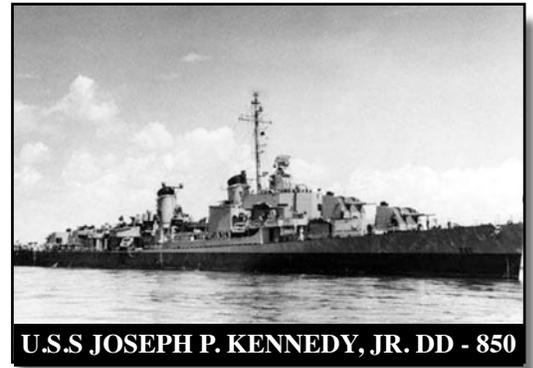
The wreckage was scattered over an area 3 miles long and about 2 miles wide. 3 square miles of heath land was set on fire, 147 properties - some up to 16 miles away were damaged, and hundreds of trees in New Delight Wood were felled as a result of the blast. Despite all this, no civilians were killed. However, no remains of the crew were ever found. The cause of the explosion is believed to be a lack of electrical shielding on "Block" which caused electromagnetic emissions to open up a relay solenoid that should have been closed. When the solenoid opened it set off one of the MK9 detonators, which in turn set off the load of Torpex.



THE MEROKE RC CLUB - EST. 1963

AFTERMATH AND COVERUP - from B-29s over Korea

Joseph Kennedy Jr. was to be the first tragedy to strike the Kennedy Family. Very few parts of the B-24 were found, no bodies. The official crash report indicated the cause of the accident was unknown. Once the safety pin was removed ignition could have been triggered by any aircraft making radio contact with the aircraft. Joe was awarded the Navy Cross posthumously. The Navy Cross was also awarded to his brother in the PT-109 incident. After the accident there was an immediate coverup of the entire accident which was already clouded in secrecy. No information was released for almost 60 years, even now no real disclosure. One point that is pretty hard to swallow, the whole truth is that the mission was pointless. Through a huge intelligence failure it was later disclosed that the target launch site had been severely damaged by RAF raids a week before. They had dropped massive "Tall Boy" bombs on it. So- the disaster was probably unnecessary. It is largely believed this is the reason behind the coverup. 20 years after the war ended the case was opened up, which only raised more questions. Claims bordered on the ridiculous. The Germans claimed they shot the plane down, Joe was captured and later killed in an escape attempt. Other claims were that Joe parachuted and was captured by a Panzer division, and later Kennedy and Willy were both shot. Many articles were published which claimed mostly erroneous information. Finally Elliot Roosevelt, son of FDR, called all of the reports ridiculous and complete nonsense. He was there and saw first hand what happened. He witnessed the useless death of a potentially great American. After all, the U.S. had tried 19 RC bomb test and none of them were successful. Was this mission hushed up and so secret because it was not necessary? In 1946 a destroyer, the USS Joseph P. Kennedy, JR. was launched. Destroyer number 850, it was the final tribute by the Navy to a gallant officer and his heroic devotion to duty. This ship is now a museum, permanently docked at Battleship Cove, Fall River, Massachusetts. It is a National Historic Landmark and member of the Historic Naval Ships Assoc, a tribute to an American Hero and to those who sailed on Destroyers.



U.S.S JOSEPH P. KENNEDY, JR. DD - 850

**UNITED STATES ATLANTIC FLEET
AIR FORCE
Mr. and Mrs. Joseph P. Kennedy
Hyannisport, Cape Cod
Massachusetts**

Dear Mr. and Mrs. Kennedy:

This is as difficult a letter as I will ever have to write, and as you know, it is not the first of it's kind. By now you will have been notified by the Navy Department that your son, Joe, has been killed in an aircraft accident while on an operational mission. The delay incident to your receipt of this letter is regrettable but it is necessary due to carrying out proper security restrictions. Joe's effects have been packed and inventoried and will be shipped to the Personal Effects Distribution Center, Naval Supply Depot for further shipment to New York in accordance with the instructions received from his sister, Lady Hartington.

I am not at liberty to disclose the nature of Joe's mission but I can assure you that he gave his life while on a mission vital to the cause for which we are all fighting. As you must know, he volunteered for a special detail which was exceedingly dangerous. By thus volunteering Joe exhibited courage above and beyond the call of duty and contributed his fullest share toward the destruction of our enemy.

Joe was highly regarded by all of us over here and was considered outstanding as an officer and man in every way, in his personal conduct and his devotion to duty. His clean cut, and intelligent way of life was an example to all of us which makes me confident that a nation composed of men like Joe will triumph over any obstacle. He will be missed by his shipmates and his loss will be felt by the Navy and his Country. Mass was said by Chaplain Callery after which we all rededicated our lives to carry on the fight relentlessly until we have won the struggle.

Comment: This letter, endorsed by the United States Navy was notification of the death of Joseph P. Kennedy Jr., received by his parents.



DEALING WITH CROSSWINDS from EAA Sport Aviation November 2010 by Bob O'Quinn

INADEQUATE CROSSWIND SKILLS ARE one of the primary pilot deficiencies observed most often during pilot certificate checkrides, according to a panel of designated pilot examiners at the flight instructor refresher clinic last year at Rantoul, Illinois.

Although crosswind landings are an enjoyable challenge for some pilots, others view them like a recent flight review candidate who said, "I try to avoid crosswinds like the plague!" Realistically, flying an approach and landing during crosswinds is inevitable. When it happens, pilots have a choice of which technique to use during final approach to eliminate side drift; the sideslip or the crab.

Both techniques are acceptable; however, if the crab is used, it must be removed prior to touchdown for most general aviation aircraft designs according to the FAA Airplane Flying Handbook.

Which method do EAA members prefer? According to the recent "2010 Survey of the Average Aviator" (see article on p46), 72 percent prefer the sideslip. To help determine which method should be used on final approach and when, consider the following.

SIDESLIP

The sideslip eliminates left or right drift by lowering the upwind wing with aileron, while using rudder to maintain aircraft heading (longitudinal axis) alignment with the runway centerline. To set up the sideslip after turning to final approach, the upwind wing is lowered as necessary to stop the drift (i.e., if drifting left, lower the right wing, etc.). However when a wing is lowered, the aircraft tends to turn in that direction, requiring prompt input of opposite rudder to compensate and to align the aircraft with the runway. The sideslip requires constant aileron and rudder control inputs throughout the final approach, round-out, touchdown (often made on the upwind wheel first, then the downwind wheel in strong crosswinds), and roll-out.



Using sideslip increases the aircraft's rate of descent, which shortens the final approach unless power is added. After touchdown, particular attention should be given to maintaining directional control with the rudder or nose wheel steering while following through with the aileron to full deflection to prevent the upwind wing from lifting.

CRAB

The crab is executed by turning to a heading that incorporates a wind correction angle (crab) slightly toward where the wind is coming from so that the ground track remains aligned with the runway centerline throughout the final approach.

If the crab is used it must be removed before touchdown by applying rudder to align the aircraft with the runway. At the same time, upwind wing must be lowered sufficiently to prevent side drift. This requires a timely and accurate action that pilots sometimes attempt during their round-out when a lot is happening. Safer, more effective timing would be to convert to a sideslip before short final (several hundred feet above ground level), not during round-out. Failure to properly convert from a crab to a sideslip could result in severe side loads being imposed on the landing gear, which, on a tailwheel aircraft could also cause a ground loop or worse, because its center of gravity is located behind the main landing gear.



The crab method is preferred on a long final approach, partly because significantly less control inputs are needed, and partly for passenger comfort as the wings remain level.

Although sideslips are recommended most frequently, a combination of crab first, then sideslip is usually preferred.

So if you haven't already learned the sideslip, how long does it take? Everyone learns at a different rate, but two months after his flight review, the pilot who previously said that he "avoided crosswinds like the plague" e-mailed to reporter how much fun he was having in 9 to 10 knot direct crosswind landings!



R/C Airplane Propeller Safety - from Radio Control Airplanes Jan 6th, 2009

This photo looks pretty harmless. However, if you have ever come into contact with one of these little babies while they are spinning at 15,000 rpm, you will remember it! I will never forget my Dad's misfortune. I myself have been bitten and nicked by spinning propellers more than once. Mostly before the days of electric starters and remote needle valves.

The fact is, our hobby or sport uses an exposed, rigid, and sharp blade, spinning at a high rate of speed.

Respect and alertness are mandatory if you want to keep all of your fingers. If you continually ignore safety, you or someone close to you will be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.



The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40 size two stroke engine with an 11-6 nylon propeller can generate as much power as a 10" table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller!

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

Inspection and Preparation

After purchasing a new propeller or rotor blade, or before installing a used one, take a few moments to inspect and prepare it. First do a visual inspection. Look for any obvious nicks or gouges. Flex it gently back and forth along its length. Check for cracks. Primarily wooden propellers are susceptible to cracking, however I have had a composite prop completely disintegrate during normal running of the engine. If you do find any damage, other than some minor scuffs at the tip, discard the propeller immediately.

After visual inspection, have it x-rayed at the local emergency room to check for any internal imperfections... just kidding!

Another technique for propeller safety is painting the tips of the propeller with a contrasting color. It will add a bit of visibility. Remember to use a fuel proof paint and to balance your prop. Or just shop around for a commercially produced version. Many manufacturers are already including tip paint for safety. Such as this "master airscrew" composite type.



Choosing a wooden propeller instead of a nylon composite propeller is also a good way of reducing the severity of an injury if you are stuck by a propeller. A wooden prop will still hurt you,

but it can't compete with the ability of a composite prop to slice through flesh, tendons, nerves, and bone.

Unfortunately, wooden propellers are very susceptible to damage. Although I like the look and added safety of a wooden propeller, you just can't beat a composite prop for durability and performance. If you choose to use a composite propeller, do yourself a favor and take a moment to remove the razor sharp flashing that comes from the factory mold. It will not adversely effect the performance. Again, this small step may help reduce the severity of a cut. I like to use a very fine sandpaper to just knock off the edge. Make sure you do not alter the actual shape of the propeller. I also use this time to dull down the surface near the tips in preparation for paint.



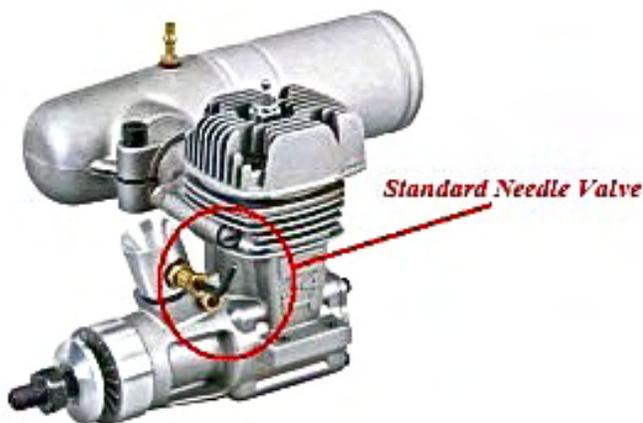
Balancing

A balanced propeller is essential for safety, performance, and to reduce wear and tear of your engine bushings/bearings. An unbalanced propeller causes vibration. Vibration is an enemy of aviators. Glue cracks, nuts loosen, and electronic equipment fails. Luckily, most propellers come from the factory fairly well balanced. Many people just skip this step. They just take the propeller out of the package, mount it to their engine and go flying. However, I don't recommend this. It does not take much work to balance a prop. I use a commercially made version from TopFlight (like the one shown in this photo). It can also be used to balance ducted fans and R/C car wheels. I mostly use my tip paint to make up for any deviations but there are many techniques for properly balancing your prop. Click [here](#) to view the TopFlight balancing manual.

- o Always have someone hold onto your model while you starting it!
- o After starting, move around behind the prop to remove the glow plug battery and to make needle valve or engine adjustments!
- o Never, under any circumstances, reach over a running prop!
- o Be conscious of the prop arc! Don't let spectators stand in line with or in front of the spinning propeller, and don't stay there yourself any longer than necessary.
- o To make the 'arc' visible, paint the tips of the propeller with a bit of white or silver paint.

Needle Valves

Before commercially manufactured remote needle valves were standard on most average two strokes, many a modeler had at the very least been "bit" by the spinning blades of their engines while attempting to adjust the needle valve. (myself included!) If you are in the market for a new engine, consider a remote valve.



Anything that keeps your fingers away from a spinning propeller is a good idea to me!



I received this as an e-mail from RC Universe and found it to be very interesting. I am sure some of you received it also but for those who did not you should check this out. You can buy a plane from TX-R which comes totally equipped or, if I read this correctly, you can purchase the "ANYLINK" box which costs about \$25 and the TR624 6-Channel FHSS Receiver for \$30 separately at Tower Hobbies. TX-R offers a plane called the "Switch" which you can fly as a high wing trainer or convert to a low wing Sport. On the next page is an article from "Fly RC" posted on January 13, 2012.

Fly any plane you want with the radio you like best. Yours.

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THE LITTLE BLACK BOX THAT LETS YOU FLY MORE PLANES WITH THE TRANSMITTER YOU PREFER: YOURS!

Fly RC

NEWS & EVENTS

For immediate release:

THE LITTLE BLACK BOX THAT LETS YOU FLY MORE PLANES WITH THE TRANSMITTER YOU PREFER: YOURS!



Virtually all pilots have a “go-to” transmitter — the one they grab for automatically when it’s time to fly. Now there’s a way to realize the full potential of that transmitter and almost any other, regardless of brand, band or modulation: the AnyLink radio adapter.

It’s so innovative that a patent is pending, yet is so easy to use that it can be installed in seconds. Once installed, it enables virtually any transmitter to broadcast a true, 2.4GHz signal and fly a wider variety of aircraft than ever before.

One of the biggest pluses of the AnyLink is that it will work with virtually all popular transmitter brands, including Futaba®, Hitec®, JR® and Spektrum®. Once AnyLink is installed, the transmitter will broadcast a 2.4GHz signal and function like any other frequency-hopping, spread spectrum transmitter. Pilots enjoy all the benefits of 2.4GHz technology at little or no cost, while using the transmitter they know and trust most.

Compatible receivers are already available and very affordable. AnyLink was designed around the same 2.4GHz protocol used in Tactic™ radio systems. That makes all Tactic SLT™ receivers compatible with AnyLink™ — and it’s why SLT receivers are supplied with the new Tx-R™ (Transmitter-Ready)™ aircraft now available from Flyzone™ and Great Planes®.

As the name implies, Tx-R aircraft need only a transmitter and AnyLink to be complete. All twelve come factory-equipped with an SLT receiver, motor, ESC and servos, plus a LiPo battery and charger. Choices range from WWI biplanes and WWII fighters as well as a wide range of classics and the new Great Planes F-86 micro — a 15” span jet that boasts true EDF performance. Perhaps most amazing of all is that pilots who buy a Tx-R aircraft through April 30, 2012 can get their AnyLink absolutely free!

AnyLink will also work with other aircraft that use, or could be retrofitted with, an SLT receiver. For pilots who prefer the feel of their own transmitter, AnyLink represents a golden opportunity to enjoy a greater variety of aircraft choices and the benefits of 2.4GHz technology.

TACJ2000 AnyLink 2.4GHz Radio Adapter

Retail: \$29.99 Street: \$24.99



Happy St. Patrick's Day to our Irish members and those of us who claim to be Irish, be it one day every year!



Here is an oldie but goodie from the April 2007 edition of "Smoke Signals" from the Dr. Phil series.

Hi Folks,

This months question is more of an observation that. I made at Cedar Creek the other day. I had the only plane flying late in the day with a stiff crosswind. I was really enjoying myself. As I was landing and was on my final approach, cutting past the weeds heading into the wind, I was sure the plane was at least fifty feet ahead of where it really was. All of a sudden my plane kicked over and nicked the top of a low lying bush that was sticking up and ended a perfectly good flying session. Because I thought my plane was closer in than it really was and I didn't see the bush that was right in front of me, I spent the next two days and \$60.00 repairing my Sunday flyer. Here is my point -when sunlight and wind conditions are less than perfect it is important that every once in a while when no one else is flying you should walk around the field and see what's really out there. Try to notice the runways and pit area from the ground cover – you'd be amazed at how different the perspective may appear to be. Know the environment you're flying in. This was a pilot error that could have been avoided by simply getting a few field reference points.

See you at the field,

Dr. Phil



BIRTHDAYS

- March 10 **Joseph Czeto**
- March 13 **Patrick Boll**
- March 13 **Charlie Meyer**
- March 23 **Dave Bell**
- March 27 **Philip Friedensohn**
- March 28 **Sherwin Smith**

Calendar

March 1, 2012

Club Meeting

March 10, 2012

LEBANON, PA

RC FLEA MARKET - SWAP

MEETHOURS: 8:30 AM TO 3:00 PM

For more information visit the web site of Central Penn Aeromodelers Assoc.

<http://www.cpa.us/contactus.html>

March 15, 2012

Club Meeting

ANNUAL CLUB AUCTION

Hosted by Mark Klein

March 31/April 1, 2012

CRADLE OF AVIATION

The 7th Annual Model Expo is going to try to add some vendors this year, some local hobby shops, some big name vendors and maybe a hardware vendor.

Send all suggestions to:

newsletter@meroke.com