

SMOKE SIGNALS

NEWSLETTER

CALENDAR

APRIL 7

Club Meeting - Show & Tell

APRIL 10

Hot Dog Sunday

APRIL 21

Club Meeting

Tom Hunt - "Everything Electric"Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

Ted Evangelatos**Mark Klein****James Tavernese****Curtis Underdue**

UPCOMING PROGRAMS

April 21 - **Tom Hunt** - AMA Hall of Fame Honoree , NEAT fair CD and Organizer, Aeronautical Design Modeling Engineer - "Everything Electric" Discussion on all things from Design, construction, power plants and how to understand all the electrical components.

May 18 - **Meroke Engine repair clinic** - Bring us your tired, weak huddled engines to be reinvigorated with new Bearings .

June 16 - **Lewis Schwab** - lecturing on High Performance engines and how to convert them for use in sport aircraft.

July 21 - **Stuart Chale** - lecture on Pattern planes and flying. He will be giving demonstrations at the field during the day and will conclude his talk at the evening meeting.

UPCOMING RAFFLE PRIZES

Roy Southard notes that the raffle prizes will be OS 46, Kaos, Dolphin gp/ep, Avistar gp/ep. Magnum 70 4 stroke "blue head" and an OS 55 AX.

If you can not make a meeting have your buddy buy some raffle tickets for you and support our club.

FIELD SAFETY OFFICER REPORT

As the 2016 flying season is upon us, the pilots need to go above and beyond to make sure that they fly within the field boundaries at Lufbery Aerodrome. While flying within our designated airspace has always been a primary concern, this year is more important than ever.

The newly installed solar panel arrays are right next to the field. If something goes wrong with our aircraft when flying near or over them (and something always does go wrong,) it is a guarantee that we will hit a panel. If that happens more than once or twice I can almost guarantee that our field will be in trouble. Even if the owner of the panels does not demand that Nassau County closes the Aerodrome, I can assure you that Aerodrome insurance company will not keep paying indefinitely for damaged solar panels.

All flyers, whether Novice, Senior or Controllers should make it a point to remind themselves and others to STAY AWAY from the plant and the panel array. It is our biggest challenge in the 2016 flying season. It can make the difference between keeping or losing our beloved field.

Ted Evangelatos
Chief Field Controller

SMOKE SIGNALS



MEETING MINUTES - March 3, 2016

The meeting was opened at 8:02 pm with the Pledge of Allegiance.

Roll Call: 32 members signed in.

February 18, 2016 minutes were read, accepted and seconded.



Report Of Officers

President: 1)The March 17th meeting will be the auction

2) The current FAA regulations are up for renewal by the Senate and Congress and the AMA would like all members to write their Congressman & Senators to encourage them to vote yes. If they don't pass it means that the regulations will have to be rewritten and that could spell trouble for the AMA and us. 3) The FAA regulations for our planes is now in effect meaning no certificate no flying.

4) Mark mentioned that other clubs newsletters may have interesting articles that might be of interest to the membership. If anyone happens to find something they feel might be important to us please forward this info to Dennis so he might include it in our newsletter.

Treasurer: Treasury is in excellent health.

Vice President: 1)The date for our picnic is locked in for September 7. 2) Joe reported that he will attend the LIAMA meeting to represent our club. 3) He mentioned that he was very disappointed with the WRAM show. There was a noticeable absence of the larger manufactures. There were a few company representatives but no tech people. 4) The search for a CPR class is ongoing with the possibility that we might have to go to Valley Stream for the class and that it might be half on-line and half classroom. He will keep us abreast of his progress.

Recording Secretary: No Report **Corresponding Secretary:** No Report

Video Librarian: Nothing new to report. Mark added that there are many good scale reference material available from the library that would be useful for anyone who is building a scale airplane. Much of this material is unavailable on the outside.

Building Program: here will be a class this Saturday (March 5). Nelson reported that the Building Club will most likely extend into April due to the missed day due to the snow storm and the WRAM show.

Meeting Programs: 1) April 21st meeting will be Tom Hunt on electrics and foamies. 2) May 19th meeting will be on engine bearing replacement. 3) June 16th meeting will be Lou Schwab lecturing on High Performance engines and how to convert them for use in sport aircraft. 4) July 21st will be Stuart Chale who will lecture on Pattern planes and flying. He will be giving demonstrations at the field during the day and will conclude his talk at the evening meeting.

Footnote: Mel reported on the fuel orders that will have to be picked up at the Whitman Fliers Swap Meet.

Flight Instruction: No Report **Friends of Lufbery:** No Report **Web Master:** No report. **Field Safety:** No Report

Membership: No first timers or any other potential new members but the membership put it to a vote to reinstate Paul Furnato who was a member but was out of the club for some time.

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

New Business: Refer to the President's report.

Membership: No first timers or any other potential new members.

Club Archives: Rich Waldmann reported that his work is coming along nicely but there is still a lot of stuff to sift through. He described the procedure and materials needed to properly store them.

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

New Business: The Board of Directors voted to allot \$300.00 to fund the needed supplies so Rich can properly store the archives. A membership vote was also taken and the funds were approved.

Coffee Break. (Prepared by: Al Weiner)

Raffle Winners: 1st Prize: Nick Ferrante: Avistar Elite ARF

2nd Prize: Sal Valone: 15% Fuel

3rd Prize: Jim Elliot: Epoxy

The meeting continued through 9:30 with Show & Tell and the Raffle

SMOKE SIGNALS



MEETING MINUTES - March 17, 2016

The meeting was opened at 8:00 pm with the Pledge of Allegiance.

Roll Call: No Sign-in

March 3, 2016 minutes reading waived to shorten meeting for tonight's auction.

Report Of Officers



President: Discussed the need for new roof on impound 2.

2) Starting after the April 21st meeting we will begin Hot Dog Sundays starting at 12pm. would also like to organize a team fun-fly that day. 3) You must pick up your fuel order at the Whitman Flyers Swap Meet this Saturday. Pick it up early or it will be sold to the public. Cash Please. 4) Rich Waldman picked up the necessary supplies needed for the archives. 5) Reiterated on the need to purchase your bearings before the rebuilding program. Get them from R/C Bearings and get a 10% discount when you mention Meroke.

Vice President: Talked about the LIAMA meeting. It was productive. Six clubs participated. Looking forward to future meetings.

Treasurer: Treasury is in excellent health.

Recording Secretary: No Report **Corresponding Secretary:** Will be sending a get well card to Dennis's Father-in-law.

Video Librarian: No Report **Web Master:** No Report **Flight Instruction:** No Report **Friends of Lufbery:** No Report

Building Program: Next two meetings are shot. Building program will most likely extend into the middle of April.

Meeting Programs: Phil reviewed the upcoming programs that were discussed at previous meetings.

Phil reviewed the upcoming programs that were discussed at previous meetings.

Membership: No first timers or any other potential new members. **Club Archives:** Nothing new to report.

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

New Business: Refer to the President's and Vice President's reports. **Raffle Winners:** No report

The meeting continued with the Annual Club Auction.

MESSAGE FROM THE PRESIDENT

We are quickly approaching the flying season and the club is moving with it. A moderate sized portable solar panel to peak a 12 volt battery was purchased and will be made available for charging purposes by Meroke members only (rewards of membership). It will be housed in the shed on runway 1 and by the time you read this it should be up and running. Access to the shed is limited to board members and Phil. Set up is easy and we'll discuss it at the meeting.

I hope everyone had fun at the auction, I know I did. The club was able to sell the remaining planes donated by Joe Longo's daughter, and by Bob Maran at the auction. Remaining items were sold at the Whitman Flyers' swap meet. Kits that had no interest were sold on line including 2 from the estate of John Schulanski. Next year we will invite other clubs in the region.



Hopefully our insurance issues for the county will be cleared by the AMA by the time you read this. Russ is organizing all the paper work necessary for the Paintball event. A big thank you to Mel for the great job in organizing the fuel pick up from S&W.

Finally, we will be commencing "Hot Dog Sundays" with Chef Al at the grill with his helpers Sunday April 10 weather permitting. All Merokes can feast on dogs and beans plus whatever you choose to bring on your own every Sunday. After you've stuffed your faces, we will have a team event fun fly that all levels of fliers can participate. Another reward for belonging to our club!

So nice plans ahead for all members and hopefully new inductees.

SMOKE SIGNALS

ASK DR PHIL

Dear Dr. Phil,

Since it's the building season can we have a little discussion on glues?

Thanks,
Ian Stuck

We sure can. I copied over some information from this great website www.airfieldmodels.com:

Most glues are of one of two types:

Evaporation Types

Glue is solvent or water-based and dries by evaporation of the solvent.

Chemical cure types

These glues cure by chemical process. They are further broken down to one or two-part glues. Two-part glues must be mixed in some ratio before the glue can be used. Two-part chemical-cure glues do not shrink significantly. One-part types may or may not shrink.

Excess glue can be wiped up with solvent while wet or scraped off with a razor blade after it is cured. Larger quantities can be mixed in a disposable container such as yogurt cups, tuna cans, etc. Some glues will melt plastic, but I have not had any problem mixing epoxies in plastic containers.

One-part glues that cure include Cyanoacrylates (AKA Super Glue or CA) and silicone sealant. Two-part glues include epoxies.

If you happen to say "dry" when you mean "cure" someone will undoubtedly correct you. Even though he's right, feel free to ignore him. For all practical purposes, "dry" and "cure" mean the same thing — the glue hardened about as much as it's going to and it isn't wet any more.

Note: Multi-Part adhesives should be mixed on a non-porous surface or container. Cardboard and other porous surfaces will prevent the glue from being mixed in the proper proportions due to the glue soaking into the surface. This may result in the glue not curing properly.

Strength

As a rule of thumb, stronger glues tend to be heavier. Therefore, select a glue that is strong enough to do the job but do not go over-board. For example, there is no good reason to use epoxy to glue wing sheeting together but a lot of reasons not to. Slow drying glues tend to be stronger than fast drying glues because they have more time to soak into the wood — at least that's the reason most commonly given. It's a true statement but there is another important problems with fast-drying glues. They tend to be brittle.

Materials it can bond

Most glues are intended for certain materials. Using the wrong glue can cause a variety of problems including excess weight, difficult finishing and glue joints failing. Fuel-proof

Fuel should not be able to get inside the airframe and fuel-proofness is not much of a consideration for general construction. Fuel tank can and do split open from improper assembly, defective molding or design or a crash. The fuel compartment should definitely be coated with something fuel proof such as epoxy or polyurethane (paint). Joints around the firewall should also be glued with a fuel-proof glue.

Sanding ease

Often you will need to sand a glue joint between two pieces of wood. If the glue is significantly harder than the surrounding

materials, the glue will not sand away at the same rate as the materials it is bonding. Usually this results in an unsightly ridge that will be seen under the final finish.

Pot-Life

How long the glue stays useable after it has been dispensed or mixed in an open container.

Working time

This is not the same as pot-life. Glues that cure tend to heat up. In the pot, they will cure faster than in a thin film. Therefore, many of these glues can still be worked after being applied to a part **even though** the glue in the pot is too thick to use.

Tip: The time given for epoxies is the working time, not the curing time. For example, 15 minute epoxy has a 15 minute working time. Cure time is usually 30-60 minutes depending on the brand and climate.

Cure time

How long a glue takes to fully harden. Note that the time given is for practical purposes. Most glues that cure tend to continue the chemical curing process for months.

Shelf-life

All glues have a shelf life. This is how long it can sit on the shelf before it goes bad. My advice is to not buy any more glue than you can reasonably use within a year or so after you purchase it even though some glues have shelf lives of years.

Shelf life is strongly affected by the climate (heat, humidity, UV light, etc.).

Set (also Tack or Grab)

When the glue "grabs" but not when it is fully dried or cured. For solvent and water based glues this is when the glue reaches a state where the parts are firmly held in place, but could be taken apart — possibly without damaging anything. For adhesives that cure, it is the stage where the glue has cured to the point where the parts are firmly bonded in place, but has not fully hardened.

Surface Protection

Sometimes an adhesive is used to protect a surface. This property can take precedence over bonding characteristics. For example, if you want a smooth, long lasting surface to mount a servo using foam tape, then epoxy is a good choice.

The strength of epoxy is irrelevant in this case. What is important is that exposed, cured epoxy withstands exposure to the environment better than many other adhesives while creating a non-porous surface that foam tape adheres to well.

Carpenter's glue is a bad choice because it **shrinks** as it dries so the surface won't be as flat and smooth as desired and it also breaks down if too exposed.

Hope this helps a little. Now unstuck your fingers and get back to building.

See you at the field

SMOKE SIGNALS

SHOW & TELL

Tony Pollio showed us his Motion R/C F-16 Thunderbird electric jet which comes with everything but the battery and receiver. He demonstrated the on board lighting system.



Gene showed his newly completed Avistar Elite ARF. He talked about the ease of building it and the quality of the kit.



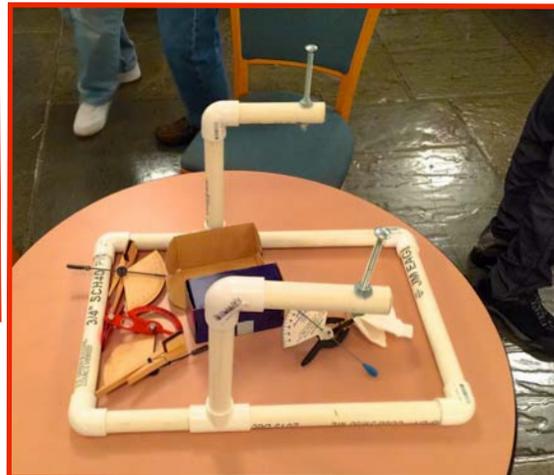
Jerry brought in the fuselage of an E-Flite CZ T-28 to demonstrate the sound board he installed. The sounds were of actual aircraft and the simul as ated sound of the radial engine in the T-28 increased in sound and rpmthe throttle was increased. Very Nice unit.



Allen showed his his MH65-D electric Heli. He talked about its operation and about how he modified the kit.



Mel showed us his rebuilt Stik which had crashed and spent 4 months in the woods until found. He added a pilot and windshield.



Nelson brought in a handmade balancing rig and also some assorted devices for measuring control surface deflection. He demonstrated how the balancing rig can be used for any size and type of plane.

SMOKE SIGNALS

Update Meroke R/C Club Building Program

We're now nearing the end of the Meroke building program we only have 'till the middle of April. With the flying season on the horizon we stop building and start flying. Any member needing help please attend the building session NOW. This year we had many members attend. One Saturday morning it was so crowded we had to use two rooms. Charlie Lando stated we had 19 members attend.

I would like to thank all who attended and the help we received from the experienced flyers. Many thanks to Jim Gilmartin on repairing and taking on the paint ball models (solo).

This building season flew by very fast. (Super Busy Saturday Mornings)
We started in October ending mid April.



Here's what we accomplished at the Meroke building program.

- Assembled numerous trainers (one for the Meroke's)
- Strip and recover a 90size pattern
- Assemble a Fun-One kit (covering in progress)
- Repairs on several models, loose stab, firewall, defective servo, receiver, covering, engine down and right thrust adjustments.
- Lectures – electronic-batteries-servos-aerodynamic theory-flying-landing
- Continuing Meroke paint ball models - Jim Gilmartin reported two ready for tweaking, a third model later in April.
- Covering control line pro-file
- Balancing-adjusting control surface, how to use throw meter-incident meter-servo tester-programming sophisticated battery chargers. Programming computer transmitter.

In closing, any ideas for next fall/winter building session will be welcome. I'm thinking of mixing in lectures with Q & A sessions. Thanks again for all those who attended and helped.

Nelson Ramos

ASK A MEROKE



***Dear Ask- My engine is hard to adjust. The idle dies out, sometimes I get good transition, sometimes not. The engine is very erratic and I've changed the plug a few times to no avail. I give up! Should I just sell the engine at the next auction?
NOT FYING MUCH***



Dear Not- The symptoms may be related to worn or rusted bearings. With the engine firmly mounted, hold the ends of the prop and try to wiggle it front to back. If there is discernible movement chances are that the bearing(s) are shot. Usually it is the back bearing that goes first but it pays to change both front and back at the same time.

You're in luck if you are a Meroke or you'd just like to visit our club meeting on May 19. We will assist modelers install your new bearings in engines. As an added bonus go to RCBearings.com to order and mention Meroke in the code box to receive a 10% discount.



SMOKE SIGNALS

Incredible Airport Runways



So you thought it was tough to land at Lufbery, check out these airports I found on the “Aviation Week” website. Here is the link to see more:

http://aviationweek.com/mro/6-incredible-airport-runways#slide-0-field_images-1295791

International Airport in Male, Maldives

The International Airport in Male, Maldives (also known as Ibrahim Nasir International Airport), has four water runways measuring 60 meters wide and 1,190, 1,100, 1,000 and 800 meters long, respectively.

(Photo Credit: Timo Newton-Syms)

Civilian to Warbird: Stencil How-To

Article thanks to Phil Friedensohn who found it in



Editor's note: This great how-to from John Philbrick shows how easy it is to change your aircraft's appearance with just a few stencils. In this case, he transformed a civilian Cub into a Navy trainer.

My two favorite RC events are Warbirds over Delaware and the Rhinebeck Jamboree. Many interesting models are brought by very skilled builders and pilots, and open flying is offered. So, as long as you are willing to embarrass yourself in front of some of the nation's top fliers, these are wonderful events to attend.

As my flying skills are at the lower end of the range, I wanted an easy plane to use at both events. My Great Planes Cub ARF has already flown at Rhinebeck, but as a civilian plane, and obviously wouldn't do at a warbirds event. A phone call to Bob Banka and a little time with his catalog showed a Cub that had been taken over by the Navy for a trainer. It was Cub yellow, but had the insignia and markings that showed it as a military craft.

Meeting the challenges

There were several challenges in making the conversion: removal of the civilian Cub numbers and lightning bolt, selection of paint and acquisition, and application of stencils. Each step sent me up a learning curve, and I hope this article will help some others climb it more easily. The process was assisted greatly by helpful articles and emails from Roy Vaillancourt and by instructions and comments from Gary Siebert, who produced the stencils.

It was tedious but not particularly challenging to remove the Great Planes stickers that constituted the numbers and the lightning bolt. Careful use of a heat gun softened the adhesive so the individual items could be peeled off. Mineral spirits and steel wool removed the remaining glue. There was some residual color change due to the protection the numbers had given the original Coverite. Probably a quick spray of Cub yellow might have improved things, but I felt that time and more sun would take care of that difference.

Color choice was the next challenge. Based on Roy Vaillancourt's experience, I used latex paint. Getting black for the alpha numerics and white for the stars was easy. The blue should be insignia blue, to be matched to Frank Tiano's color book. The red was a challenge. I blew up a closeup of the rear of the fuselage, and asked my local hardware store to match that color, and, while they were at it, to match the insignia blue. They came through with perfect matches.

Gary Siebert worked from a copy of the picture plus the measurements I took from my model, and provided me with the required stencils in short order. He also provided a good set of instructions on how to handle the stencils themselves, but I discovered that positioning them was an interesting challenge.

To see this full article go to http://www.modelairplanenews.com/newsletter/?nid=201043#utm_source=MagnetMail&utm_medium=email&utm_term=friedensohnpdhotmail.com&utm_content=ManEnews_3.4.16&utm_campaign=Sikorsky%20Best%20in%20Show%20|%20Stencil%20How-To%20|%20More%20Tips%20%26%20Tricks