

SMOKE SIGNALS

NEWSLETTER

CALENDAR

JULY 7

Club Meeting
Show & Tell

JULY 21

Club Meeting
Stuart Chale

Lecture on Pattern planes and flying



Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

Stan Blum
Gene Garavelli

UPCOMING PROGRAMS

July 21.....Stuart Chale - NSRCA (National Society Radio Control aerobatics) 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.

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

September 15..TBA

October 20.....TBA

November 17...CLUB ELECTIONS

December.....HOLIDAY DINNER

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. Great Planes Zero GP/EP

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

FIELD SAFETY OFFICER REPORT

See meeting minutes.



**Federal Aviation
Administration**

The Department of Transportation (DOT) and the Federal Aviation Administration (FAA) announced the final Small UAS Rule JUNE 21, 2016. The press release is available at: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=20515.

SMOKE SIGNALS



MEETING MINUTES - June 2, 2016

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

Roll Call: 39 members signed-in.

May 19, 2016: Reading of minutes were accepted and seconded.



Report Of Officers:

President: Paintball wasn't a big success due to poor weather and poor news outlet coverage.

Club will spend \$125.00 on a sign at the park entrance to promote our September Paintball event. It will go up two weeks before event.

Touched on Club Windbreaker that the club will subsidize \$15.00. Mark asked for volunteer to research cost and supplier. Joe Petrozza stepped up and will get info.

Looking for a head count for proposed club fishing trip out of Freeport on the Star Stream. Cost of trip is \$25.00 which the club will subsidize \$15.00 so actual member cost will be \$10.00. If you don't have a rod you can rent one for \$3.00. The trip is scheduled for Monday June 20th.

AMA District 2 Fun-Fly is August 27 & 28 in New Jersey.

Warbirds Over Long Island Giant Scale event will be hosted by the Skyhawks on June 24th.

Nassau Flyers Electric Fly-In will be Sunday June 5th.

Parcs Big Apple Jet Rally will be on June 25th at Floyd Bennett Field.

Nats. Drone Racing event will be on August 5 - 7 on Governors Island.

Hot Dog Sunday / Fun-Fly will be on Sunday June 26th.

Treasurer: Treasury is in excellent health.

Vice President: No report

Recording Secretary: No report.

Corresponding Secretary: Discussed Fishing Trip.

Video Librarian: No Report

Web Master: No Report

Building Program: No Report

Meeting Programs: Phil went over the upcoming events. These have been outlined in previous meetings.

Flight Instruction: No Report

Friends of Lufbery: No Report

Field Safety: No report.

Membership: No first timers or any other potential new members

Club Archives: Nothing new to report.

Old Business: Refer to the President report.

New Business: Refer to the President's report.

Coffee Break. (Prepared by: Al Weiner)

Show and Tell: SEE PAGE 4

Raffle Winners: 1st Prize: Lou Pinto - OS 46AX, which he graciously donated to the club so Phil could finish a new club trainer.

2nd Prize: Rich Waldman - 10% fuel

3rd Prize: Joe Petroza - Epoxy

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MEETING MINUTES - June 16, 2016

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

Roll Call: 27 members signed-in.

June 2, 2016: Waived in order to shorten meeting for lecture.



Report Of Officers:

President: Fishing trip on for June 20 on the Star Stream out of Freeport. Be there at 7:30am, no later then 7:45am. Hot Dog Sunday / Fun-fly will be Sunday June 26 starting at 10am.

Club Windbreaker will be gray, cost the member \$30.00 and a \$10.00 deposit is required to secure one for yourself.

Treasurer: Treasury is in excellent health.

Vice President: No report

Recording Secretary: No report

Corresponding Secretary: No report

Video Librarian: No report.

Web Master: No report.

Building Program: No report

Meeting Programs: No report

Flight Instruction: No Report

Friends of Lufbery: No Report

Field Safety: No report

Membership: 1st timer: Adrian Mallari

2nd timer: Rob Severino

3rd timer: John Wolkiewicz. A vote was taken and John became an official member. Congratulations.

Club Archives: Nothing new to report.

Old Business: Refer to the President's report.

New Business: Refer to the President's report.

Coffee Break: (Prepared by: Al Weiner)

Seminar: Tonights Lecture was by Lou Schwab who talked about using high performance engines in sport flying. He also went into great depth on how to properly break in an engine and also tips on preparing a new engine before you even run it for the first time. It was an enlightening and very informative and on behalf of the membership, thank you very much Lou.

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Raffle Winners: 1st Prize: Mark Klein - OS 55 AX

2nd Prize: John Wolkiewicz - 15% fuel

3rd Prize: Mark Klein - CA

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MESSAGE FROM THE PRESIDENT

By the time you read this it will be July and right in the heart of our flying season. The field now has more activity including our Hot Dog Sunday. Prior to delicious fare of the day prepared by non-other than our 4 star chef (Allain de Baldwin on the Sea), the Merokes held a most enjoyable fun fly open to all levels of skill. As a matter of fact, the yellow cards held their own enabling Team One to sweep Team Two in all three demanding events! Take that Team 2- but we will probably have a grudge match latter in the season. Special thanks to Al Weiner and Patrick and Rich Boll. The volunteers are what makes our club special.



The first meeting in July is the last call for Meroke jacket orders. Jackets are \$45 but as the club is subsidizing the purchase, your cost is only \$30. Please place your order with Joe Petrozza at the meeting or have a buddy who can attend the meeting take your order with the size.

Phil has been doing a fantastic job with programs (even though he is not running programs). Lewis Schwab's informative lecture was very well attended and left many of us with new insights in engine maintenance and performance. Even the old pros in the club were not only impressed but learned new tricks. We'll be talking about his lecture for a long time and we look forward to another presentation next year.

Thanks to Gene for organizing what we hope will be an annual fishing expedition. The guys who attended were very environmentally concerned and left the fish in the sea. No one suffered any ill effects and everyone ended up with gift certificate for another "Finding Nemo" voyage. Too bad you can't use them at the fish market!

July will feature Stuart Chale who will demonstrate pattern and aerobatic flying at the field Thursday 7/21 and continue with a lecture at the meeting. Bring your favorite plane to the field and learn how to get the most out of it. August 18's meeting will be early evening at the field with pizza being served with castor and electron toppings.

SHOW & TELL



Stan Blum brought in an electric Spitfire which he got in a swap in Florida. Was originally done in all military Blue/Grey. He hand painted the Camo scheme freehand. it's the earlier version used in The Battle of Britain. He used Benjamin Moore paint. The decals were already on so he had to paint around them. The underside is done in Robin's Egg blue.

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ASK  DR PHIL

My brand new 2-stroke ABN engine is very hard to turn over by hand. It seems to 'stick' at one point and I can't turn it past that point without using a lot of force. Is something wrong?

An ABN engine has an Aluminum piston and a Brass liner with Nickel alloy plating. A ABN engine's liner is tapered towards the top. This causes the piston to "grab" as it moves towards Top Dead Center (TDC) when the engine is cold. (Some engines will actually seize if you turn them over when cold, requiring considerable force to turn them through TDC.) When an ABN engine is run, the heat of combustion causes the metal parts to expand. Because the piston and cylinder liner are made of different metals, they expand at different rates. The liner expands just enough to make a nice fit for the piston once the engine warms up. The liner is tapered because the cylinder is hotter near the top. The different temperatures cause different amounts of expansion, making a perfect fit when your engine is at optimum operating temperature.

You may interpret what you feel as play in the connecting rod. This is almost never the case with a brand new engine. What you are feeling is a slight springing of the connecting rod as you force the engine through TDC. The piston doesn't go all the way to the top, causing the rod to flex slightly, which gives an "over the center" feeling. Many people have interpreted this as play in one of the rod ends, but it is not and is perfectly normal.

How do I break in my new ABN engine (for example, 46AX)?

Thanks,

Your ABN engine must be broken-in at full throttle. You don't want to run it too rich. Too- rich running will not allow it to warm to proper temperatures, so the liner does not get properly seated. Lean it until it is running just out of what is known as "four-cycle" mode, then gradually work leaner with each run. You can lean it to peak RPM as soon as the engine will accept it.

You should prop your engine to allow higher RPMs. ABN engines work better at higher RPM. You should also use a fuel that contains castor oil in the lubrication mix. Castor oil helps the engine run well and is the better lubricant for our ABN engines. All-synthetic fuels have been known to cause difficulties in running at times. Once properly broken-in, your ABN-type engine will serve you well and deliver lots of reliable performance.

How long can I store unopened fuel? how about opened fuel?

Unopened fuel which is stored out of direct sunlight is literally good for years. It is possible to have open 10-year old containers and have the fuel be fully potent and usable. However, in general it is a good idea to use the fuel off your shelves annually, especially if exposed to sunlight.

Once fuel has been opened, it has been exposed to air which includes moisture. Both water and sunlight are your fuel's enemy, so the more frequently or the longer it is exposed the more rapidly it will deteriorate. In general it is recommended to use all open containers of fuel in a single modeling season then properly discard any remaining fuel.

See you at the field,

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A few years ago Phil Friedensohn send me a link to RC UNIVERSE.COM which contains some really interesting articles. The following is a portion of one of those articles and you read the full version by going to <http://www.rcuniverse.com/magazine/reviews/minnflyer.cfm>

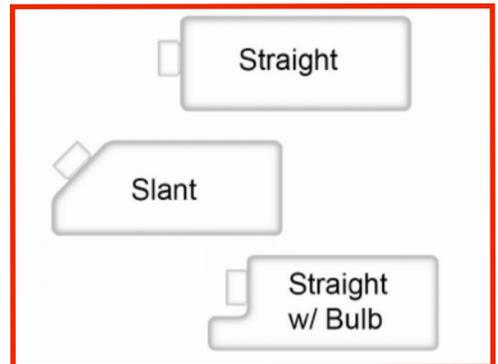


How-To Article by Mike Buzzeo (MinnFlyer)

INTRODUCTION

Fuel tanks are one of those things that we veteran fliers usually take for granted, but that can be very frustrating to the beginner, so here is an article that will hopefully answer many of the questions the beginner might have about setting up a tank.

Let's start out with the type of tanks available. Frankly, there are far too many to list, but when you start out, there is only one type, although it may come in a variety of shapes: Square, round, straight, slant, etc. The type you use will depend on the specific plane you're building, or it may have come with your airplane.

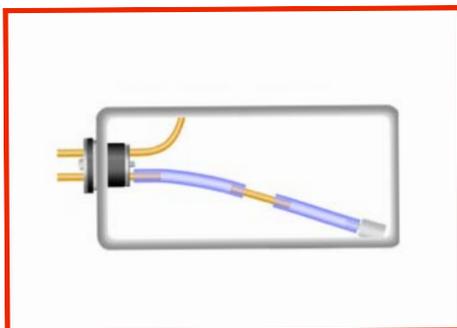
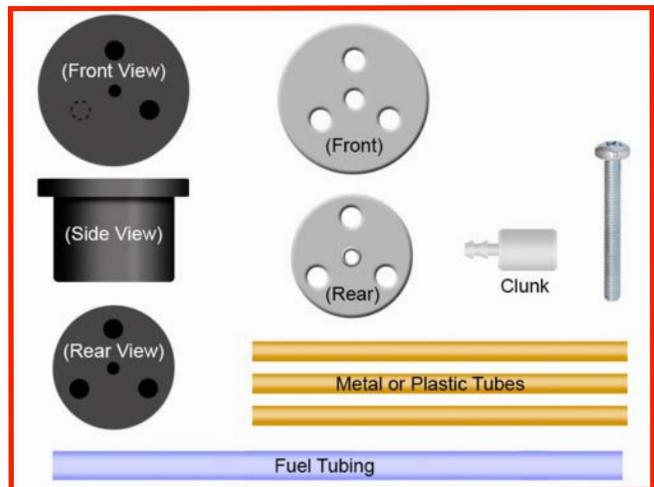


The parts involved are:

- The tank
- Rubber stopper
- Front plate for stopper (Or plastic cap)
- Rear plate for stopper
- Screw
- Clunk
- Metal (or plastic) fuel tubes (usually two or three)

Other items that may be included with your tank are:

- Fuel tubing
- A stiff plastic tube
- Metal tie-wires



A basic rundown of the setup is as follows: Two metal tubes will go through the stopper. One is to vent the tank (And is usually connected to the muffler for pressure) and a piece of fuel line is attached to the other tube with a clunk at the far end, which acts as a weight to hold the fuel line below the fuel level.

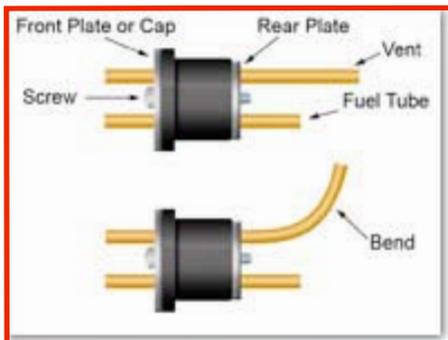
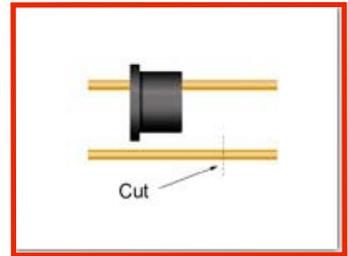
So let's get started. The first thing you want to do is to inventory the parts and make sure the tank has no debris left inside it from the molding process. If the tank seems dusty inside, you could wash it out with water and a mild soap, but make sure it is fully dry before assembling. You can avoid this by washing it with denatured alcohol instead of water.

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The next thing you'll want to do is assemble the stopper. Most stoppers are designed with three holes, but only two of them go all the way through. The third hole is used for a 3-line system, which we will go into later.

Push one of the metal tubes through one of the two through-holes so it protrudes about 3/4" past the front of the stopper. Lay a second tube along side the stopper and mark it so there will be 3/4" forward and aft of the stopper.

Cut the tube by placing a razor blade on the mark and roll it back and forth on your workbench until the tubing breaks (This is actually very easy to do). Once it cracks, you can finish the break with your hands. You may also need to touch up the end with sandpaper. Insert the second tube into the stopper.

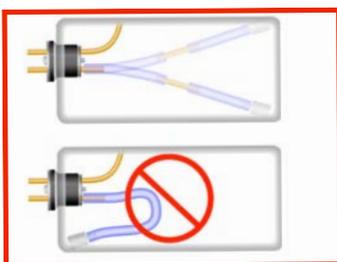
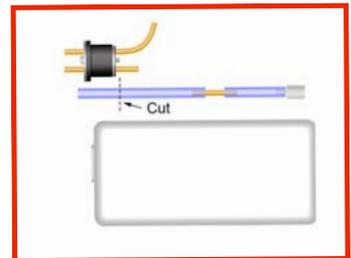


Now, place the front and rear plates over the tubes and put the screw through the front plate and thread it into the rear plate, but DO NOT tighten it yet. In fact, leave the plates slightly loose for now.

Next, you will want to bend the longer tube (Vent) so that once assembled, it will reach the top of the tank. It is not critical to get it perfect, but try to get it close (Without touching) - The closer it is, the more fuel will go into the tank before it reaches the vent. Make this bend carefully and try to avoid kinking the tube. Minor kinks are ok, but remember that air must easily flow through the tube. Some of the tricks used here are to fill the tube with salt or sand, or put a piece of heavy monofilament line (Like from a weed whacker) inside the tube before bending, but I find that these methods are only necessary in some severe cases.

The short tube will be for the fuel pick-up line. All that is really needed here is a piece of fuel line with the clunk at the far end, but adding a piece of stiff tubing (about 2" long) to the middle of this line is a good habit to start getting into now.

I find that best way to do it is to cut a piece of silicon fuel tubing about 1" long. Attach the clunk to one end and the stiff tube to the other. Now attach a piece of tubing to the other end of the stiff tube and lay this assembly and the stopper along side the tank and "eyeball" where to cut the fuel tube. Remember that it's better to cut the tubing a little long - you can always cut it shorter. Attach the tubing to the feed line on the stopper and we're ready for final assembly.



Why the stiff tubing?

Ideally, the clunk should sit close to the rear of the tank without touching the back so it can swing freely to each of the rear corners. In other words, if you hold the tank with the stopper at the top, you should be able to swing the clunk all around the back of the tank without it ever touching bottom. However, if you hold the tank with the stopper at the bottom, the clunk should NOT swing down to the stopper side of the tank. This doesn't make sense to many beginners and we're often asked, "What keeps the clunk from sucking air when you're low on fuel and flying in a nose-down attitude?"

My highly technical answer to this question is, "I don't know", but it doesn't happen. And if it does, you're flying too long. Land sooner, and refuel, or put a larger tank in your plane (Of course, there are those who figure a larger tank just means they can fly even longer!) Most fliers use about one half, to two thirds of a tank per flight so there is always some "reserve fuel" if needed. But I digress.

The bottom line is, the clunk should never swing to the front of the tank, and if it does, (Which can happen on an abrupt stop, like a nose-over on landing) it will get stuck there - and you probably won't be aware of it. Then you'll go crazy trying to figure out why your engine quits every time you do a loop!

By adding a piece of stiff tubing to the fuel pick-up line, the clunk CAN'T swing to the front of the tank, so it is a very good habit to get into!

One final note before putting the stopper in - They are TIGHT! I will often chamfer the outer edge of the tank neck with a #11 blade in a hobby knife - just be careful to remove any scraps that may have fallen into the tank!

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MEROKE FIRST ANNUAL FISHING TRIP

The first annual Meroke RC/Club fishing trip set sail out of Freeport on June 20th and although not a momentous occasion all that attended had a really great experience thanks to Gene Kolakowski. This is the type of event that President Mark Klein is trying to inject into the Meroke lexicon. Yes we are a flying club but more than that we are friends and the idea is to spend time with each other besides the time at the field. I think Mark is onto something...GOLF ANYONE?



Fishing trip 8 am the STARSTREAM left the dock with 6 merokes along with about 30 other fisherman. weather was terrific 80 degrees... one member was a no show. fished in the bay, then we moved out to jones inlet and tried there for 20 min. only 1 or 2 fish. the captain decided to go offshore went out about 3 miles to 60 feet of water, nothing was biting. back into the bay. we picked some small fluke all throw backs fish must be 18 inches. there wasn't one keeper caught all day. we did catch small fluke skates sea robins...all in all it was a good time. compliments to the captain he tried like hell but the fish had lock jaw that day. gene k.

FOR SALE

STANLEY BLUM has the following for sale:

NEW IN THE BOX

ARF GREAT PLANES RYAN STA military version silver & yellow 81" wingspan .90 to 1.20

COST OVER \$400

SELL 1/2 price \$200

NEW IN THE BOX

ARF BRONCO OV10 TWIN Air Force ground attack plane for 2-25"s

COST \$275...2 - OS 25's COST \$150...TOTAL COST \$375

SELL FOR \$200 WITH ENGINES

CONTACT STANLEY at 516-623-5839