

SMOKE SIGNALS

NEWSLETTER

MAY CALENDAR

July
Club Meeting
Show and Tell

July 21
Club Meeting



Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

STAN BLUM
GENE GARAVELLI
DARRELL MONTANA

UPCOMING EVENTS

PAINTBALL **JULY 29**

HELI FLY-IN **JULY 22**

EDITORS MESSAGE -

Gentlemen, it has been a pleasure working with you. Unfortunately, I am moving to Connecticut around the end of July. We need some volunteers: #1- Editor of Smoke Signals

#2 Club librarian to take care of the video and book library . (the easiest job in the club) - Lou Pinto has agreed this week to take the library

Presidents message.

Well fellow members it's time to say goodbye to our editor, of Smoke Signals, it seems that that he waged a good fight but in the end his Wife won the war. We also bid fond farewell to our chief recovery agent, for lost planes, So I Bid You ADEU and Bon Voyage, Wait a second!!!!!! he is only going to Connecticut we will see him now and then mostly then, but Mel, you will be missed. Thanks for all that you did including the entertainment.

PS don't forget the PaintBall event Sunday JULY 29

THE SECOND TOP GUN EVENT SUNDAY JUNE 6 - by Dave Bell

Once again we were fortunate to have decent weather and a good turnout for the 2nd Top Gun event. We were able to fly 4 events successfully with no mishaps. Thank you to President Joe for the hot dogs and soda which put a smile on a lot of faces.

Results are as follows:

Top Gun Pilot for June: Nelson Ramos

Second Place: Ted Evangelatos

Third Place: Tony Polio

Fourth Place: Tom Dutton

Fifth Place: Gene Kowlakowski

The current standings for May and June: Pilot with the lowest score is the leader

Ted: 11

Nelson: 13

Tony: 19

Tom: 28

Gene: 30

Mel: 35

Events for July Top Gun are as follows:

#8...Split S's / Loops / Landing...Pilot will take off, turn downwind, at the end of the runway will perform a split S, fly to the center of the runway perform 3 loops, fly to opposite end of runway perform another split S and land. This is a timed event

#11...Bomb Drop...it was a fun event.

#13...Climb and glide...Climb for 15 seconds, cut engine and glide to runway. Longest time wins. Plane must land on runway

If time allows, we will have a 4th event, decided at the field. Top Gun Nelson Ramos traded in his Australian Bush Hat for a Meroke Top Gun hat. Congratulations Nelson



ELECTRIC FLY-IN



The Nassau Flyers Electric Fly-in, Sunday June 24, was really enjoyable and well attended. The Nassau flyers footed the bill or everything including Pizza lunch (Thank You Ted).

We had Fixed wing, Rotary wing and a **what the hell was that thing!**

We had all the usual suspects from the Meroke and Nassau Flyers RC clubs and a guest from Hobby King, Richard (bottom right).



CRASH PROTECTION - Radio checklist By Mel

One of the top reason for "losing an aircraft" is often blamed on Radio Problems. Most of this was taken from my bad experiences as well as some troubleshooting from a Horizon tech rep.

SPEKTRUM RECEIVER SPECIFIC Things to check:

PROBLEM	RESULT
Spektrum receiver with satellites- antennas not extended 90 degrees to receiver.	If the antennas of the main receiver and satellites are not extended at 90 degrees to the receiver bodies- you can lose range, lose signal and CRASH
Spektrum receiver with satellites- MAIN and SATELLITE receivers not oriented at 90 degrees to each other	If the antennas of the main receiver and satellites are not mounted correctly as per the manual (one horizontal to the ground and one vertical) - you can lose range -lose signal and CRASH
Spektrum receiver with satellites - the small 3 wire connector that attaches the satellite has been detached and reattached several times	The micro connectors get loose after a few too many attachment/detachments and loses contact-lose signal and CRASH. Suggestion hot glue connector after attachment and don't remove
Spektrum receiver (or satellite) flashing orange light when powered up before flight.	When you power-up the plane, look at the receiver. if it has a flashing light before the flight STOP! this means the receiver has lost BIND or has an error. REDO BIND and check orange light is SOLID. Don't fly if still flashing.
Spektrum receiver (or satellite) flashing orange light after flight.	If receiver has a flashing light AFTER the flight! This means the receiver has lost contact or had a data error DURING flight. Check antennas and connectors (see above faults

PROBLEMS COMMON TO ALL RADIO SYSTEMS

PROBLEM	RESULT
Bad switch and or connectors. Also battery breaking loose from hold down	The switch and or connectors going to the battery can go bad (I lost 2 planes to this happening - 1) battery box fell apart & no lock on connector, 2) switch went intermittent and lost radio control).
Bad/low battery - Failure to check battery every couple of flights.	If you fly first and check the battery after, you are going to lose a few aircraft. You need to use a tester designed for R/C aircraft which has a load (draws current like your servos) and give it 10-29 seconds to see if the voltage drops (dead battery will show correct volts but then start to drop after 20 seconds)
Alien attack, the Cell Tower & other unknowns	There are occasions, where although we can't prove it, we lose radio contact. I have lost a couple of planes due to what I believe was radio interference. I did have a chance to speak with a radio tech who was at our field. He works with RF control devices and he related problems that he had with Cell towers and other interfering RF sources. Yes it is real, but without the specialized gear to pinpoint the source it is "ALIENS ATTACKING".

OH SAY CAN YOU SEE! - You may need to go down to the field and look

Mel and Phil Installed new windsocks on both runway 1 & 2 on Thursday June 29. It was Mel of the Jungle, swinging like an Orangataung climbing on top of the impound roofs. Phil assisted and feeding me tools and holding the chair, on top of a bench so I could climb on top of impound 2. We did not have a ladder.



AVIATION HISTORY



Biplane

- At the age of 19 Zantford (Granny) Granville left the small town of Madison, New Hampshire for the big city and got a job as a mechanic working for a Chevy Dealership in Boston.

This is what he wanted to do and it wasn't long before he had his own garage and Chevy Dealership in Arlington a city just outside Boston, Whenever Zantford had spare time, he would spend it at the Boston Airport, taking flying lessons.

Zantford wanted to get into the aircraft repair business.

His brother Tom joined him in 1924 and taught him to run his automobile business in Arlington so he could spend more time at the airport.

Zantford soon got a job with Boston Aircraft Corp as a mechanic, but it didn't take very long before he started his own business.

He rented the first floor of a factory building near the airport and started his own airplane repair business.

It soon became apparent that a facility at the airport was needed, but he soon found out that it was not possible.

So he built a mobile shop so he could drive to the location of the aircraft.

As his business prospered his brother Ed joined him in 1927 and his brother Rob joined him in 1928.

Zantford was dissatisfied with the aircraft being designed and built at the time, so he

designed and built a new sport Biplane, it was a two place with side by side seating with a 60 h.p. Veil M-5 engine, the landing gear was designed so that in the event of a hard landing the landing gear would not do serious damage to the airframe.

The aircraft was now ready for a test flight, Zantford had ordered a parachute in anticipation of the test flight, but it had not arrived yet. It was May second and regardless of the hazards he decided to test fly his new Biplane, the test flight was made at night so that if it was not a success, there would not be any of the people there who thought that his design was foolish to witness the event.

Zantford test flew the aircraft with great success.

With the success of the test flights Zantford decided that he and his brothers should start their own aircraft manufacturing business with the production of the new biplane. And was trying to get financial backing to produce the Gee bee biplane. Zantford wrote many letters to various cities in quest of financial backing and a suitable facility to manufacture the new aircraft.

Many financiers were contacted, but none were interested. Zantford heard of an air meet to be held at Springfield, Mass airport and flew the new Gee Bee there where it could be seen hopefully by interested people, at Springfield the B-1 as the aircraft was designated attracted a lot of attention. Among others Lowell Bayles flew it and liked it, but all agreed that more power was needed.

In Zantford's demonstration of the B-1 he had attracted the attention of many aviation minded people at the Springfield, Mass airport and in particular Harry, Frank, George and James Tait, all self made men and owners of a large Ice Cream business and owners of the Springfield airport.

George Tait advanced Zantford enough money to purchase a new English Genet 85 hp engine, which proved to be a big improvement.

After long negotiations with Granny Granville, the wealthy Tait brothers agreed to back the new company started by Zantford to produce the Gee Bee biplane. Lowell Bayles of Colonial Airways, and Captain L. Pontron DeArk, as well as Roscoe Brinton, and Lee Tracy of the Curtiss Flying service, all made flights in the gee bee and gave it high praise for its maneuverability and performance.

Harry Tait announced a decision to back the Granville Brothers at the Springfield per a contract signed between the Tait brothers and Zantford Granville during the first week of July in 1929.

Although the aircraft had not received an Approved Type Certificate (ATC) from the Department of Commerce, an application had been made and no difficulties were foreseen in getting the ATC, the aircraft could not be sold commercially until it received the ATC.

Harry Tait also announced plans for incorporation of the company with a capitol of \$25,000 and in addition to aircraft manufacturing, the Granville Brothers(Zantford, Tom, Rob, Mark and Ed) would also operate an airplane machine shop to take care of repair work needed by Western Massachusetts fliers.

The new company would establish their shop at the Liberty street hangar in Springfield, Mass. After the shop was set up and operating, three engineers were hired

and strangely they all had the same first name...Robert Hall, Robert Dexter and Robert Ayer.

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The engineers worked on improvements to the new Gee bee, they deleted the flaps, widened the cockpit slightly and ran a stress analysis on the entire aircraft in order to obtain the required NC license for the aircraft.

Various engines were tried and it was decided that the Kinner K-5 would be the standard power plant, the ship could be powered with other engines if the customer desired.

Three planes were built by late fall of 1929 after brother Tom Granville joined his other brothers. Now all five brothers were together.

The three aircraft were shown at various air expeditions around the country to help sell the aircraft.

At the New York show the Gee Bee attracted much attention and created more excitement than any other aircraft at the show. Zantford demonstrated his own ship for prospective buyers about 35 times a day! It was reported after the show that the Gee bee airplane was the only aircraft exhibited that realized any actual sales during the show. Two were sold and prospects for four more were gained.

Aeronautical engineers and other aviation promoters at the show credited the Gee Bee with being the most outstanding aircraft exhibited, especially from a safety standpoint. After completion of the first three aircraft another five were started, about this time the stock market had crashed and the Great Depression had started, which made it nearly impossible to sell aircraft, however the five gee bees were completed since all of them had already been sold.

A special one was equipped with a Haywood Starter for the well-known Aviatrix Maude Tait, the daughter of one of the Tait brothers.

The stock Market crash forced the Granville Brothers to stop producing the Gee Bee biplane after finishing the first five.

The Tait's let them use the hangar for whatever jobs that they could find. They painted cars, welded sleds, overhauled and repaired airplanes. Ed and Mark rented a room in an attic and lived on beans, which they purchased by the case.

The Gee Bee biplane was designated the Model A after it received its ATC certificate and was the first in a line of sport planes and racers produced by the Granville Brothers.

The prototype as described previously was designed and built by Zantford Granville at the East Boston Airport and had many innovative features such as side-by-side seating to promote conversation, horizontal control sticks making for a roomy cockpit that allowed for the use of heavy robes in the winter.

The right hand stick could easily be ejected by a twisting movement of the left-hand stick, The rudder pedals were fitted to the feet and the right hand pedals would go all the way to the floor for a non flying passenger with the push of a foot button, the brake handle was between the two sticks and could be operated by pulling either stick to the full back position For steering on the ground the rudder pedals were connected to the brakes to give positive taxiing control without removing the feet from the rudder

pedals.

The Gee Bee A had large control surfaces, giving great lateral control and longitudinal control at full stall etc.

It had a high staggered wing for better visibility. The Kinner engine had a Buhl collector ring which cut down on noise. The interior had thick comfortable seat cushions, and the aircraft had a large baggage compartment that had room for a suitcase and a separate tool compartment.

Nine (9) of these neat little biplanes were built, there are two Model A's surviving today. One is in the New England Air Museum.



Gee Bee Model "A" On display at the New England Air Museum(click picture for a larger view).



Zantford "Granny" Granville with his new Gee Bee Biplane.(Bobby Granvile)(click picture for a larger view).

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Specifications	
Type:	Two place side by side, dual control
Length:	20' 6"
wings:	197 sq. ft. Clark Y airfoil, 40" overhang, 28" stagger. 52" gap, 45" cord. 29" 2" span
Empty Weight:	1,050 lb
Usefull Load:	600 lb

Gross Weight:	1,650 lb	10
Engine		
Engine:	Single	
Powerplant:	Kinner	
Horsepower:	113 at 1880 RPM	
Performance		
Range:	400 miles	
Cruise Speed:	92 mph	
Rate of Climb:	1,050 FPM	
Top Speed:	109 mph	
Service Ceiling:	14,000 FT	
Landing Speed:	39 mph	
Construction and equipment		
Brakes:	Standard bendix 26" X5"	
Fuselage:	Welded S. A. E. NO. 4130 Chrome-Molly, steel tubing	
Floats:	Edo at \$800 extra	
Starter:	Optional equipment	
Landing gear:	7" vertical wheel travel in oil, last 2" on rubber, tires 26"x5" non-skid, Bendix brakes, full swivel tail wheel. Adapted for quick change to Skis or floats.	
Instruments:	Compass,oil pressure and temp, air speed,tachometer,switch,choke,batery booster, and level flight indicator.	
Controls:	All duals releasable in flight;horizontal stick, rudder pedals, brake on stick and rudder pedals.	

Tail Group:	Vernier adjustment on stabilizer allowing for trim. Exceptionally stiff cantilever-ribbed surfaces of thick section.
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Finish:	Standard Berryloid(fabric)none coats of dope
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