



Smoke Signals

Monthly Newsletter of the Meroke RC Club

August 2008

AMA Gold Leader Club #458 - established 1963

Come Fly with Us

On Sunday - August 3rd - the Merokes once again gave back to the community by holding the Come Fly with Us event at the Cedar Creek Aerodrome. In conjunction with the AMA's TAG (Take-off and Grow) program, Mark Klein ran an event that brought over 35 perspective fliers to the field. The ages of those who showed up for the event ranged in age from 6 to 75. Below is a photo of



one of the younger "new fliers" - 10 year old Stephanie Lowe of East Meadow being taught by Tony Pollio with Curtis Underdue observing. For most of the day, the Meroke's Intro Pilots stood in the hot sun and showed the participants how to fly an RC trainer. Using the buddy box, these novices quickly learned the proper use of the buddy box prior to stepping up to a flight position. Once there, with the trainer airplane in the air, the Intro Pilot turned over control to the student. Everyone seemed very enthusiastic, learnt quickly and some even looked like naturals.

A raffle was held and the prize was a complete RC Trainer package including a plane and a radio system. We

received over two hundred dollars which will be donated to the Schneider Children's Hospital.

All of the participants, and their families were treated to a great day at our field. It's these events that every year shows the AMA why we are a Gold Leader Club.

The premise of this event was to bring new people into the hobby. Hopefully we will be successful, but only time will tell. Hats off to the Intro Pilots who showed great patience, and also to the rest of the Meroke members, who assisted in the day's activities. Most of all - a big thanks to Mark for organizing the events and getting those great T-shirts.

Meroke Calendar

- August 7th Club Meeting 8 PM - Show & Tell
 - August 21st Club Meeting 8 PM - Gary West on how to Weather your Warbird ARF
 - August 24th Fun Flies at Aerodrome
 - September 4th Club Meeting 8 PM - Show & Tell
 - September 14th Nassau Flyers Giant Fly-In at Cedar Creek
 - September 18th Club Meeting 8 PM - Ed Alt on NSRCA Pattern Flying
 - September 21st Fun Flies at Aerodrome
- Some Important Future Dates
- August 9th, 10th Long Island Scale Qualifiers
 - November 20th Meroke Club Elections
 - December 4th Awards Dinner

Meetings are held the first and third Thursday of each month at 8:00 PM at the First Presbyterian Church of Levittown located at 474 Wantagh Avenue. The church is about 1 mile north of Exit 28N on the Southern State Parkway. Additional information can be found on the club website - www.meroke.com.

Club Officers & Volunteers

President	Dave Bell 516-633-0034	dave.bell0323@verizon.net
Vice President	Lou Pinto 516-785-6890	meroke36@aol.com
Treasurer	Herb Henery 631-665-6274	hahenery@aol.com
Recording Secretary	Al Weiner 516-868-5674	
Corresponding Secretary	Curtis Underdue 917-213-4459	curtisu@msn.com
Board of Directors	Mark Klein 516-326-0855	mklein@optonline.net
	Ed Wiemann 516-735-0733	eww46@man.com
	Nelson Ramos 631-420-2889	nel98rc@optonline.net
	Ernie Schack 516-481-1814	radioschack2@aol.com
Chief Field Controller	Bob Reynolds 516-775-4377	mrbrew@optonline.net
Asst Chief Field Controllers	Tony Pollio 516-794-9637	rctony@optonline.net
	Ed Wiemann 516-735-0733	eww46@man.com
	Tony Pollio 516-794-9637	rctony@optonline.net
Field Safety Officer	Russell Rhine 516-484-0368	rrhine@optonline.net
Smoke Signals Editor	Frank Lasala	
Membership Programs	Phil Friedensohn	
Education	Charlie Lando	
Friends of Cedar Creek	George Carley	
Building Program	Charlie Lando	Ernie Schack
Archivists	Ron Berg	Stan Blum
Webmaster	Ted Evangelatos	
Social (Coffee)	Irv Kreutel	Al Hammer
Raffles	Nick Guiffre	Curtis Underdue
Show and Tell	Ed Wiemann	
Video Librarian	Bob Cook	
Come Fly With Me	Mark Klein	Dave Bell
Open Fly-In	Ernie Schack	Tony Pollio
Monthly Fun Fly	Bob Reynolds	Gene Kolakowski
One Fly	Ted Evangelatos	
Picnic/Dinner	Al Weiner	Chris Mantzaris
	Nick Guiffre	
Contest Directors	Allen Berg	Tony Pollio
	Ernie Schack	Tom Scotto
Flight Instructors	Allen Berg	Ted Evangelatos
	Douglas Frie	Dan Gramenga
	Mark Klein	Gene Kolakowski
	Ken Mandel	Tim Murphy
	Tony Pollio	Rick Porqueddu
	Bob Reynolds	Bill Streb
	Ernie Schack	Al Weiner

A Happy Group of Campers

For the third year in a row, the Meroke hosted campers from the Gan Israel Camp of Roslyn. 11 campers, ages 8 and 9, showed up at the Aerodrome on Friday - August 1st, led by camp counselor Gnendy Hecht. They quickly



learnt the use of the buddy box, and then spent a few minutes flying one of the club's trainers. The campers were scheduled for a second day of flying on the following Monday.

A Meroke thanks to Mark Klein for organizing the activity for these campers and also Bob Reynolds, Tim Murphy and Charlie Lando for their help.

Gary Fitch's Visit

At our meeting in July we were treated to a visit by our new District II Vice President - Gary Fitch. Gary also spent the afternoon at the field meeting with quite a few members and other fliers.



After enjoying dinner with a group of Merokes at a local burger joint, Gary attended our meeting. He spoke about the AMA, what it provides to us members, and what its plans are for the future. One of the most important points that Gary discussed was the great job the AMA is doing in handling the delicate situation in Washington, DC of the recent press regarding RC flying and "terrorism". The AMA is keeping us in the air.

From the President

I want to thank all those who volunteered to help and our Intro Pilots who have taken on the responsibility of introducing the Public to R/C Flying during our successful Come Fly with Us event. Nassau Hobbies was on site with some items for sale during the day. The proceeds from the raffle will be donated to the Schneiders Children Hospital.

The Board is now planning the Awards Dinner for our members. At a few membership meetings, the Holiday Party was mentioned and a show of hands was asked for of those interested in another formal Holiday Party. Lack of interest has dictated that we scale down the dinner and make it an Awards Dinner for members only. At this time, we are entertaining the idea of having the dinner in the Church Hall where we meet. We will have sandwiches, salads and non-alcoholic drinks available. At this dinner, the awards will then be given out to deserving members. If anyone would like to offer another option and/or would like to organize the Party, please contact any of the Board Members with your idea.

The Building Club is looking to get started once again with Charlie and Ernie at the controls. We are looking to start off the building season with an exhibit at the Bellmore Street Fair in September. Charlie and Ernie are in contact with the AMA regarding educational material and hoping to get some Delta Darts to offer to the Public. Again, we need volunteers to man the tables over the weekend, offering information and assistance to anyone interested in the Hobby.

Up to this point we have had an exciting year so far with Events and Programs. I want to thank Dr. Phil for the effort put forth to bring us great programs. We were fortunate to have Gary Fitch, the AMA District II Vice President with us along with Ed Anderson of the LISF. All those who were able to participate at these outings can only say what a great time it was. Thanks Al for doing the BBQing which everyone looks forward to after a long day at the field. Also, thank you to our Senior Pilots and Instructors who have been instructing at the Aerodrome

for our novice members and new comers to the Hobby. I see quite a few Novices going through their respective training programs, working towards their Senior Pilot Card. That's what makes this Club so inviting to others interested in R/C Flying. I can say that because I get on the average of 6-10 EMAILs a week asking what we offer and how we can help them get started in the Hobby. These EMAILs come from all over Long Island so we are a very popular Club.

I hope you all continue to have an enjoyable summer and the good weather continues to follow us at the Aerodrome. Continue safe flying and have fun

From the Editor

It's been a real trying year for RC fliers in Nassau County. First, the field in Port Washington was closed and then we had the long grueling battle over the security booth at Cedar Creek. Looks like these fields will be saved, but it's a nationwide virus hitting our beloved hobby.

Ernie Schack gave me an article from the Palm Beach Post regarding the 200 member Sun Dancers RC Club in nearby Port St. Lucie. After 15 years of using the field at Torino Park, the club is coming under flak from the community. It has forced the club to restrict the flying of glow and gasoline powered airplanes on Sundays. They are also monitoring noise levels with decibel meters, and submitting the readings to park officials.

Originally allowed to fly from 7 am to dusk, they now fly from 9 am to 1 pm and then from 3 pm to dusk. On Sundays the club members can only fly electrics. The yearly Big Bird Fly-In, which brings in a few thousand spectators, will probably have to be cancelled. A move to a local waste treatment plant was rejected - sound familiar?

This is probably a story repeated many times across the US. We need to pressure the AMA to step up to this issue.

Email from Ed Anderson of the LISF

On July 19th, we held a Soaring Day hosted by Ed Anderson who is the president of the LI Silent Fliers. Ed spoke at a recent meeting and with a little nudging from Phil brought a few gliders and a few of his fellow LISF members to Cedar Creek to teach us all about gliders. Though we had a small turnout, those who attended were treated to a great day. Following is an email that Ed sent to Phil. For more details about the LISF and gliding, go to their club website at www.lisf.org.

Phil,

I had a great day flying with your club. I was REALLY surprised at the number of people who were interested to take a turn on a plane designed to be flown "dead stick".

A Few Observations:

Your field is really good for power planes but is small for thermal duration gliders. On a near windless day there should be plenty of thermal activity coming off the runways and the highway area. So there could be some good soaring on a calm day. However with a windy day like the one we had, if you were to catch an thermal at the upwind border and work it, you would be at the down wind border in no time and need to come back. Fun perhaps but it would not give you much time to work the lift.

I think that climb and glide type flying glider flying would be more the norm for your field. This is what we were doing Sunday. The advantage of this kind of flying is long, long flight times. As you saw I was getting 25-30 minute flights on a 1300 mah pack without really catching much in the way of lift.

An alternative for some of your members might be silent high speed aerobatics. This is the world of hot liner gliders. In this form of glider flying you take the glider up till it is almost out of sight. Power off and go into a dive. On the way down you perform your

rolls, loops and other stunts. Perhaps 30 feet off the deck, moving at 100 MPH, you pull up, power on, and head for altitude again. This is hot liner flying. We don't do this kind of flying at Stillwell, but it would seem to fit in well with your club's activities.

Planes

We talked about planes that might be good for a raffle for your field. Certainly the World Models Sky Runner that we were flying would be a good fit.

With the stock motor it does pretty well but with the brushless I am running it goes straight up!

I would consider the Sky Runner a warm liner rather than a hot liner. Quick, aerobatic and inexpensive, I think your guys would enjoy it. Consider this the "min-ultra stick" of electric gliders.

The Easy Glider Pro would also be good for someone who wants a climb and glide plane without the fast aerobatics. 160 watt brushless would get it flying nicely. A 250 would take it straight up.

The Great Planes Siren might be another good choice. Sleek and aerobatic, but able to thermal if you can catch the lift, this would fit in well with your club. This can be flown for aerobatics or for thermaling. A 200 watt brushless motor would do well in this one, but a 300+ would really move it along.

All the planes I am recommending have ailerons. While I have many gliders that do not have ailerons, and I love them, your guys expect ailerons. Ailerons will also give you more authority in your tight space and windy conditions.

Here are some others for the consideration of your membership:

Fazer

<http://www.nesail.com/detail.php?productID=5142>

Omega

<http://www.nesail.com/detail.php?productID=4844>

If I can be of any help to your members, please let me know. And if any of them would like to try a pure glider, have them contact me. I would be happy to give them a turn on the sticks of my sailplanes at Stillwell. I rarely fly with motors. The vast majority of my flying is done on 120" to 135" wingspan gliders that have no motors. These ships are optimized for thermal soaring.

Slope soaring is another activity I would be happy to share with your membership. As the fall and winter season approaches and the winds start to come from the north, they are welcome to join me as we slope soar over the north shore beaches. Many park flyers, electric gliders and pure gliders do very well on the slope. If the lift is good, F27 Strykers, Mini Ultra Sticks and other electrics can be flown on the slope. I never tried slope soaring a glow plane but if one of your guys wants to toss on off a cliff, we can see if it flies.

Again, thanks for you great hospitality, and I am sure we will be flying together soon.

Best regards,

Ed Anderson, The Glider Guy

Show & Tell

How do you win the prize at the monthly Show & Tell? Be the only participant and Ernie showed up with one of his own designed and built airplane. Unfortunately, right after the meeting, Ernie had trouble during a flight and it's once again time for him to build another.

Contact Information

Tom Hunt's electric lectures can be found at www.sefli.org, and his email address is tomhunt@optonline.net

For an interactive weather map that can bring right to the Cedar Creek Aerodrome - www.underground.com - key in Cedar Creek or your local zipcode

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The Perfect Beginner Glider

After a great lecture by Ed Anderson and the Soaring Day we held last month, there seems to be an interest among some members to start flying gliders. Below is a short write-up of what looks like great glider to start with. It might take you awhile to get your hands on this glider as production is slow overseas and there is a tremendous demand.

E-flite presents a Plug-N-Play version of its popular Ascent EP ARF. The new Ascent BL 450 PNP (EFL2700) comes out of the box 95-percent built with a perfectly matched 450 brushless out-runner motor already installed. Great for experienced park or slow flyer pilots who want to test their skills with gliders. The fiberglass/balsa Ascent BL 450 PNP comes with almost everything needed for quick flying except a transmitter, receiver, battery, and charger. The price is a little under \$200.



- Comes 95-percent factory-assembled with bright UltraCote covering
- Includes 450 brushless out-runner motor, 22A ESC, 9g sub-micro servos and folding prop
- Transmitter, receiver, battery and charger not included

New Members

Duane Avery
John Gaertner

Fly the Elevator & the Harrier

Today's powerful brushless motors and high-amp driving batteries have advanced park flyers from models that once required great skill to fly for just a few minutes to rock-stable aircraft that almost fly themselves for 20 minutes or more (OK; maybe I'm exaggerating a bit here). Many park flyers are now capable of a wide array of flying performances that include 3D aerobatics and two maneuvers that will really wow a crowd—the elevator and the harrier.



Figure 1: During a Harrier, the plane slowly flies across the field at a high angle of attack

The elevator and the harrier maneuvers can be done with any 3D-capable electric aerobatic plane that meets the usual requirements for 3D flight: large control surfaces with 45 degrees of movement; a strong, light airframe balanced slightly aftward; and—especially important—a motor that can hover the plane on 1/2 throttle. To get this much power, a brushless motor and the new Li-poly batteries are excellent choices. Although not absolutely necessary, a plane that uses a computer radio and a spoileron mix (you'll need to use a servo for each aileron) will make flying these maneuvers easier. This mix helps steady the wings and prevents them from teetering back and forth.

A computer radio will give you better control during the slow-speed high angle of attack (AoA) needed for these maneuvers. To do this, program the radio by assigning the elevator as the master channel and the flaps (ailerons) as the slave. Set up the mix values so that when the elevator is at full deflection, both ailerons move up a little; this helps stabilize the plane at the slow speed

needed to perform the elevator and harrier. Keep in mind that many smaller and lighter 3D electric planes may do just fine without any mixing during slow-speed, high-AoA maneuvers. The best way to find out whether this mixing is needed is to try out these maneuvers at plenty of altitude so you have time to correct any mistakes. If the plane is difficult to control and teeters back and forth quite a bit, then the spoileron mix may be required for that plane.

The Harrier

When you're first learning this 3D maneuver, practice with some altitude, even though it's commonly performed close to the ground. The harrier is simply very slow forward flight with the plane in a stalled attitude that's roughly at a 45-degree, nose-up angle. The flight path should run parallel to the ground with no gain or loss in altitude as the plane travels forward. Tournament of Champions pilot Jason Shulman recommends flying this maneuver at a safe altitude and flying into the wind. Begin by slowing the plane down, and maintain altitude with the elevator until it is at full deflection; carry a bit of power to keep the plane level. You may have to increase or decrease power until you've found the correct combination of elevator and power to keep the nose high while the plane flies level. You may also need to use some aileron and rudder to keep the wings level. Again, use the power to drive the plane across the field. When you are ready to exit the maneuver, power up and decrease the elevator until you're flying straight and level again. The trickiest part of flying the harrier is using the rudder to steer the plane. Try not to use the ailerons too much, as they could cause the plane to wobble from side to side. Keeping up with that will test your thumbs' dexterity. This is a great transitional maneuver to follow the elevator and lead into a rolling harrier or a torque roll. For advanced flying, slowly lose altitude and do a harrier landing. Let the plane land softly on the rear wheel, and add a touch of power so the main gears settle gently onto the runway.

The Elevator

In the elevator maneuver, the plane drops vertically in a nose-high attitude. During your first attempts, the plane may drop at a 45-degree angle, but as you practice and gain experience, it will soon drop straight down. Flying into a headwind will improve the look of the elevator, and if there is a good wind, the plane may even go backwards

a little. Again, Jason Shulman recommends starting this maneuver at a high altitude—at least three mistakes high—while flying into the wind. Begin the entry at a slow speed (about 1/4 throttle), and slowly increase the elevator to full deflection. As the airplane slows, use the ailerons and rudder to keep the plane straight. You will

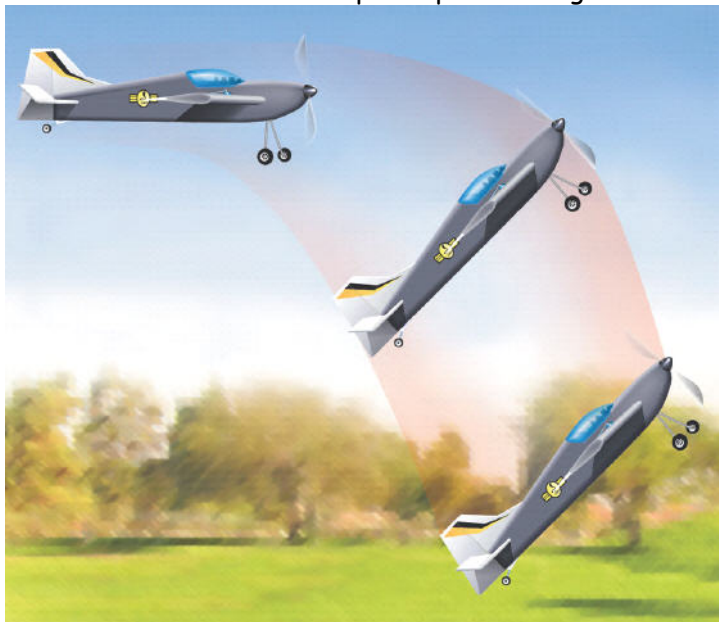


Figure 2: In an elevator, your plane should drop vertically while it's at a high angle of attack

have to adjust the power to keep the nose slightly high, but be sure not to add too much power, as that will cause the plane to fly forward. When you are ready to exit the maneuver, increase the power and decrease the elevator until you are flying straight and level. The trickiest part of flying the elevator is learning how to steer the plane down by juggling back and forth between the rudder and throttle. This is a great maneuver to lead right into a harrier. For advanced flying, take the elevator all the way down to the ground, add a little power just before touchdown to slow the descent, and land the plane. Remember two things while flying these maneuvers: always start with plenty of altitude, and don't let your direction (rudder) get away from you. Forgetting either of these could result in your snapping the plane while too low and ending your performance with a dirt nap—not the best way to finish the day! The elevator and the harrier are impressive maneuvers in any aerobatic performance, especially when flown close to the ground. Most 3D capable planes will fly them well; all that's required for you to master the tricks are the right setup and some practice.

Top Gun - July 19th

The weather was a hot & sunny, but it didn't stop the fliers. Gene Kolakowski, assisted by judge Russell Rhine, ran a great event. Top Gun (the original name is back again) is concurrently run with the One Fly - but that event was cancelled for the day. Everyone in both events was treated to some great hot dogs cooked by our Top Chef, Al Weiner. A total of 11 fliers signed up for the event and following are the standings through July. Highlight of the event was Patrick landing with all 6 jelly beans.

1	Ted Evangelatos	33 points
2	Patrick Boll	45 points
3	Bob Reynolds	59 points
4	Gene Kolakowski	62 points
5	Chris Mantzaris (tied)	63 points
	Nelson Ramos (tied)	63 points
7	Ed Daus Sr	65 points
8	Allen Berg	76 points
9	Curtis Underdue	81 points
10	Richard Boll	83 points
11	Ben Corbett	89 points
12	Bob Albano (tied)	95 points
	Ed Daus Jr (tied)	95 points

The next Top Gun competition is scheduled for Sunday - August 24th.

Big, Very Big Product \$\$ News

Horizon Hobby has announced new pricing for the very popular FS-1 Flight Simulator. Pricing for the product without a controller is \$79.99 and with either a mode 1 or 2 controller, the price is \$99.99. Their website www.horizonhobby.com has been updated with this new pricing, but availability is not scheduled until October.



Informative Sites for Glider Flying

Getting Started with Gliders

http://forums.flyesl.com/topic.asp?TOPIC_ID=217

Welcome to the Novice Lounge

http://forums.flyesl.com/topic.asp?TOPIC_ID=224

Sailplane terms

<http://www.rcgroups.com/forums/showthread.php?t=185385>

Sailplanes are Wonderful!

<http://www.rchangout.com/forums/showthread.php?t=5356> Pop-Offs

Discus Launched Gliders

http://forums.flyesl.com/topic.asp?TOPIC_ID=230

Learning to Use a Hi-Start

http://forums.flyesl.com/topic.asp?TOPIC_ID=216

What do Thermals Look Like?

<http://www.flyaboveall.com/mountainpilot/thermalclinic.htm>

Detecting Thermals

<http://f4bscale.worldonline.co.uk/Thermals.htm>

Performance Tuning Gliders

http://forums.flyesl.com/topic.asp?TOPIC_ID=227

Using Ballast

http://forums.flyesl.com/topic.asp?TOPIC_ID=232

Test Flight Procedures

http://forums.flyesl.com/topic.asp?TOPIC_ID=226

Video of a hand test glide

<http://www.youtube.com/watch?v=ixwur8lakBM&feature=related>

CG Location

<http://polecataero.com/articles/cg-location>

Using the Rudder in Thermal Flying

<http://www.polecataero.com/articles/using-the-rudder-in-thermal-flying/>

Sample Set-up for a Full House Glider

http://forums.flyesl.com/topic.asp?TOPIC_ID=233

Choosing a Sailplane Radio - What to Consider

http://forums.flyesl.com/topic.asp?TOPIC_ID=223

What Goes on Which Stick

http://forums.flyesl.com/topic.asp?TOPIC_ID=234

THE JOY OF SOARING

<http://www.rchangout.com/forums/showthread.php?t=5356>

The Joy of the Hunt

http://forums.flyesl.com/topic.asp?TOPIC_ID=225

Soaring is more fun with friends

http://forums.flyesl.com/topic.asp?TOPIC_ID=228

August Birthdays

3 Nicholas Guiffre

21 Elias Miranda

23 Larry Rosenthal



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