

Smoke Signals

Monthly Newsletter of the Meroke RC Club

November 2008

AMA Gold Leader Club #458 - established 1963



Propeller Safety

We are all aware of the dangers that a propeller, especially sharp nylon ones, spinning at high speeds presents. Recently, there was a very serious incident at the field that required significant medical attention. Following is a very interesting article:

We all know that propellers are dangerous, but it may be less obvious that propellers on electric-powered aircraft carry some additional risks. Here are two important risk factors to be aware of, and how to deal with them.

The first is the problem of accidentally bumping the throttle stick. Speaking from experience, it is very easy to move the throttle stick with your body or clothing, especially if you keep the radio around your neck when leaning over a model. On a gas or glow plane, this will just move the throttle servo, but there's no danger that the engine will start. By comparison, an electric motor will come alive instantly, with serious consequences.

Here are three easy steps to prevent this:

1. Put the transmitter down flat on the ground when working on your plane. Don't stand it up vertically - it could easily fall forward.
2. Buy a speed controller with an arming function. Good ESCs require you to move the throttle stick all the way to the top, then all the way to the bottom before the motor will start.
3. Program your radio to have a throttle kill switch. This is a toggle switch which will prevent the propeller from turning no matter where the throttle stick is. Helicopter pilots know this as Throttle Hold, but some radios only offer this feature in helicopter mode.

Here's how to program a [Futaba 7C](#) for a kill switch (thanks to Futaba Support for this technique):



1. Choose an available P-Mix, in this case P-Mix 1, and make it active.
2. Set the master and slave both to channel 3.
3. Set the top rate to -100% and the bottom rate to 0%.

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Meroke Calendar

November 1 st	Dues are due for 2009
November 6 th	Club Meeting 8 PM - Show & Tell And Virtual Fun Fly
November 9 th	Fun Flies at Aerodrome
November 16 th	Whitman Flyers RC Swap Meet at Camelot Hall, 585 Broadhollow Rd (route 110), Melville
November 20 th	Meroke Club Elections
December 4 th	Club Meeting 8 PM - Program to be Announced
December 18 th	Club Meeting 8 PM - Program to be Announced

Some Important Future Dates

Awards Dinner - Date and Location
to be Announced

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.

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Education	Charlie Lando	
Friends of Cedar Creek	George Carley	
Building Program Archivists	Charlie Lando Ron Berg	Ernie Schack Stan Blum
Webmaster	Ted Evangelatos	
Social (Coffee) Raffles	Irv Kreutel Nick Guiffre	Al Hammer Curtis Underdue
Show and Tell Video Librarian	Ed Wiemann Bob Cook	
Audio/Visual	Tom Cott	
Come Fly With Me	Mark Klein	Dave Bell
Open Fly-In	Ernie Schack	Tony Pollio
Monthly Fun Fly	Bob Reynolds	Gene Kolakowski
One Fly Picnic/Dinner	Ted Evangelatos Al Weiner	
	Nick Guiffre	Chris Mantzaris
Contest Directors	Allen Berg Ernie Schack	Tony Pollio Tom Scotto
Flight Instructors	Allen Berg Douglas Frie Mark Klein Ken Mandel Tony Pollio Bob Reynolds Ernie Schack	Ted Evangelatos Dan Gramenga Gene Kolakowski Tim Murphy Rick Porqueddu Bill Streb Al Weiner

From the President

As November approaches, we have Nominations and Elections of Officers and Board members ahead of us on November 20th. As this is a very important event in the life of our Club, I hope many of you are planning to attend to nominate and elect that person or persons who you would like to see in Office for 2009. The regular membership meeting will be held to the required minimum, allowing us more time for the nominations and elections. Tony Pollio has agreed to once again Chairperson the process. Tony has already spoken to you in regard to a proxy vote, in case you are un-able to attend. Make sure if your plans are to send in a proxy vote, you do it ahead of time, following the procedure outlined in our By-laws. If you do not have a copy of the By-Laws, copies will be available November 6th at the membership meeting.

Now that we have come to the close of our Monthly Programs, we still have the Awards Dinner to look forward to. As it was finally agreed by the membership, at a late date, to have the Awards Dinner outside, it doesn't leave many places to look at that have dates available for our time frame. We will be presenting what we have so far to the membership for your input and choice at the November 6th membership meeting.

The Bellmore Street Fair raffle brought us \$497.00. This covered the cost of the raffle prize and the cost of putting together the Meroke R/C Club informational brochure that was made available for the Public. We also had 7 people who showed interest in membership to our Club. Eight members made themselves available from 8:00 AM to 6:00 PM Saturday and Sunday to set up and man our Booth. They had a beautiful display of Model airplanes available for Public viewing. There were many questions asked about the Hobby and about the airplanes. I feel there is no need to name the individuals, as they know who they are, and I want to thank them personally for the time and effort they put in to make the event a huge success for all the Merokes. I also want to thank

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1. Cursor down to OFS (offset), set the throttle stick to the bottom, and press and hold the click wheel.
2. Set the switch to an available toggle switch. In this case B with a down arrow, which means the throttle kill is active when the switch is up.

Always have the throttle kill active when plugging in the battery. Throwing this switch is the last thing you should do before takeoff, and the first thing to do after landing.

The second problem to be aware of is interference. We have seen motors suddenly start for an instant in both planes and helicopters for no apparent reason. This is scary, but there are a few things you can do to minimize it:

1. Always turn on your transmitter before turning on the receiver, and turn off the receiver before turning off the transmitter.
2. If you use an FM radio (PPM or PCM), in addition to making sure no one else is using your frequency, never point the transmitter directly at the model at short range. This can overload the receiver and cause glitches.
3. And finally, consider switching to spread spectrum technology the next time you upgrade your radio equipment.

Hopefully this article has given you some good tips on how to stay safe. Remember to have a healthy respect for propellers, and go fly!

From the President - Continued from Previous Page

Chris Mantzaris and Sunrise Kafe for donating the space we had for our tables. And last but not least, thank you to Charlie Lando who made arrangements for the tables to be available to us from the Church, saving us an additional cost of renting tables for our displays.

I hope the weather continues to favour us, allowing us additional days for flying and getting together at the field for some good fun, good laughs and a strong camaraderie. Stay well, stay happy and safe flying.

Bellmore Street Fair

The last weekend of October played host to the rescheduled Bellmore Street Fair. A big thanks goes out to member Chris Mantzaris for allowing the Merokes to have a spot in front of his restaurant - Sunrise Kafe.



Chris had to call in a few favors to permit the Merokes to have a presence at the Fair. Saturday was a typical Fall day - with chilly temperatures and a late day rain. The Meroke tent had to be taken down prior to the Fair's end time for the day. Most passer-bys stopped by the tent to see Chris' turbo jet Panther and Lyndon's scale



Cessna. And a significant number took chances on the Park Flyer that we procured from Nassau Hobby Center (Thanks -

Dennis). The raffle brought in almost \$500 to the Merokes and it was great watching chances being sold on Saturday even while the tent was being dismantled. The new Meroke brochure designed by Jacki and Harvey really enhanced our image at the Fair. Thanks to the 8 people (of over 100 members) who gave a lot of their time over the two days and also in the preparing for the Fair.

When you are in Bellmore - stop by the Sunrise Kafe and say thanks to Chris and enjoy a great meal.

Show & Tell - October

In October we had 6 members participate in Show & Tell. Patrick (winner of \$10) with his Jap Zero, Ernie with another homebuilt, Tim with a foamie profile, Mark with his AT-6, Charlie with a foamie and Chris with his very impressive turbo powered Panther Jet.

Helpful Hints from Dr Phil

Save the environment and some money:

If you saw one of your fellow flyers dumping a half gallon of fuel on the ground in the pits you might think it was environmentally unsound and just plain stupid with the cost of fuel nowadays. The truth is you have probably done this yourself over the last year. Every time you fuel your plane you lose about 1/2 ounce of fuel on the ground, maybe more if you are slow at the pump switch. One half ounce does not seem like very much, but if you fly 3 times a week for six months you could easily dump over a half gallon on the ground. This could cost you up to six dollars and that is just you. With twenty members doing the same thing that's comes to 10 gallons. That is a lot of fuel, no wonder the grass in the pits is dead. There is an easy way to save yourself some money and maybe help keep the pollution down a little. Best of all it will only cost about a dollar or maybe nothing at all. All you need is an empty 10oz. plastic bottle that is clear and a pressure fitting from a muffler. Simply drill a hole for the fitting near one edge of the cap and another 1/16 inch hole on the other side of the cap for a vent. Screw the fitting into the cap and use a small nut to hold it on. Clean the bottle well and make sure none of the plastic shavings from the drill is in the bottle. To use the bottle remove the pressure hose from your muffler as usual. Then attach it to the fitting on the bottle. Fill you tank until you see fuel entering the bottle. Stop the pump and replace the hose on your muffler. The bottle will hold more than enough to last all day without emptying. When you are done flying remove the fuel from your plane as usual and then simply attach the pump hose to the bottle, tip the top of the bottle down with the vent hole up and pump the recovered fuel back into your fuel bottle as if you were draining the fuel tank in your plane. Most any clear fuel proof plastic or glass bottle with a tight cap will work fine, however a plastic one will not break and is light enough that if it falls over during fueling it will not pull the hose off. If your pressure hose to the muffler is too short to reach the bottle you can use a short piece of hose and a length of brass tubing left over from the last fuel tank you put together to

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make an extension. The only down side is that it is one more thing to drag to the field, but the bottle weighs next to nothing so it is not a big problem. You might want to attach a clip or loop of string to the bottle so it can hang off your flight box. For safety mark the bottle with a poison and flammable label. A child might mistake it for a soft drink so keep it out of a child's reach.

Here is one man's solution to removing broken nylon bolts from your airplane:

I use plastic bolts to hold my landing gear on. Although extremely unlikely, if I should land a little hard, the bolts will break off and keep the gear from ripping the bottom out of the airplane. The hard part comes when you try to take the broken off bolts out the airplane. What I do is take a Xacto knife and cut a slit across the end of the bolt then I take a very small flat screwdriver no wider than the bolt and remove the screw. If the bolt is too tight you may only be able to remove the bolt a short way before your slot strips out. You can then try to cut another slot or try to remove it with a pair of needle nose pliers. If you rub a little wax or soap on the new screws they will be a lot easier to remove should this unlikely event ever happen again.

Another method I have tried with little success, but might work in some cases is to heat an old screw driver and then stick it into the plastic screw end until it melts into the screw. Let it cool until the plastic hardens then remove the screw. Sounds good, but most of the time it will not work right.

To keep the screws from breaking on marginal landings try putting a thin (1/16") piece of rubber between the gear and the airplane. This will take up some of the shock and if the bolts break they tend to stick out a little from the hole.

New Members - Welcome

Jaclyn Tavorario
Harvey Schwartz

And a special thanks for all of their help at the Bellmore Street Fair

Product Review - Spektrum DX7 Special Edition Transmitter (MD1 and MD2)

Take the already groundbreaking features of Spektrum's DX7 radio system, including the unmatched clarity of DSM2™, ModelMatch™ and ServoSync™...then take it to the next level specifically for cutting edge heli pilots. The result is the DX7se. It's about way more than looks.

The Search for Speed Stops Here

The DX7se takes Spektrum's already incredible speed and gives it a shot of adrenaline. Combining an 11ms frame rate with a latency range that's 50% less than our nearest competitor delivers the absolute fastest air radio on the market with the most consistent response. And that low latency range is attributable directly to Spektrum's unique DSM technology. In the pursuit of even more precise control, heli pilots are looking for an extreme link between their radio systems and control surfaces, and the DX7se offers just that. No other radio system has a lower latency, resulting in a responsiveness that is nearly telepathic without compromising the RF link quality.



Resolution—It Means More than Clear Pictures

The DX7se boasts ultra-high 2048 resolution, providing precision to go along with its unprecedented speed. What does that doubled resolution mean for you? It means the most precise feel you could possibly imagine from a radio system.

The increased resolution of the DX7se makes the difference between standard control and gliding smoothness, eliminating any notched feelings or hesitation. Control inputs and responses are so smooth, you'll swear that you're flying on a hard-wired connection.

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And all of this with the incredible range and interference-free control of Spektrum™ DSM2.

The Speed You Need

One thing is undeniable—if you want the fastest response time and lowest latency for your high-performance heli setup, the DX7se is the only system to choose. Take the controls and see for yourself. Only Spektrum can offer this connected feel.

Key Features:

- Throttle Curve (3) (5-point mix)
- Pitch Curve (4) (5-point mix)
- Revolution mix
- Gyro Sensing
- Swashplate Type (1-servo normal, 2-servo 180, 3-servo 90, & 3-servo 120)
- Programmable Mix (3)
- 20-Model Memory
- Model Select
- Model Name
- Model Type Select
- Model Reset
- Throttle Recovery
- Input Select (Switch for Aux 2 & Gear Channels)
- Dual Rate Switch Select
- Timer
- 3-Axis (Dual Rate & Expo)
- Exponential
- Servo Reverse
- Sub Trims
- Travel Adjustments
- Servo Monitor
- Special Edition neck strap included
- Note: the trainer function has been removed from the DX7se

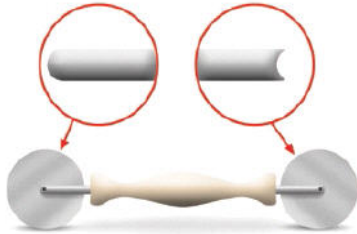
Product Specifications:

of Channels: 7
Modulation: DSM2
Band: 2.4GHz
Servos: none
Model Memory: 20
Transmitter (Tx) Battery Type: 1500NiMH

A Whole Bunch of Useful Hints

Grooving With a Screen Tool

Many people use a Dremel tool to cut a groove for the carbon stiffening rod in a foamie wing, but it's easier to use a window-screen-repair tool. It has a disc on both ends—one with a semicircular groove around it and the other with a rounded (convex) outer edge. To use this tool, cut a skin-deep slit using a straightedge and a modeling knife, and then groove it with the rounded disc. Lay the carbon rod in the groove and press it in flush with the grooved disc. Remove the rod from the wing, add CA, and press the rod back into the groove.



Erasable Marking Lines

When you draw pattern lines on film covering, it's hard to erase them. Use a dry-erase marker instead of your usual one. After you've cut the shape out, remove the lines with a soft cloth or a tissue. You can also use the dry-erase marker when you align trim covering



Letters in a Row

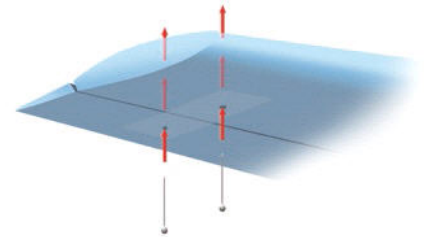
Here's a trick that can help you make neat and accurate lettering on any model. First, type the word you need on any computer Word program, and set it to the size and font you want. Have the software print it out in mirror image. Glue this copy onto the peel-off sheet that's on the back of the MonoKote. Carefully cut out the backwards letters. Now, simply



peel off the plastic peel-off sheet with the letters glued on, and iron the MonoKote on using a low heat setting

Make It Stick

CA-type hinges can be used on foam control surfaces, but they need a little help to wick the CA deep into the hinge slot. First, install the hinge and make a small pinhole through the control surfaces and the hinge. Wick in drops of CA to ensure complete bonding of the entire hinge. This creates a stronger bond—much better than only wicking in a few drops of CA at the hinge line.



Ready and Waiting

This handy epoxy caddy is made out of two empty water bottles. Just cut the tops off, and glue them to a scrap piece of wood. You can use an adjustable circle cutter (fly cutter) to cut a slot for a better joint, (you probably won't cut the bottles perfectly). Keep the bottles upside down, so the epoxy will always be ready to pour.



Remove Stubborn Setscrews

This works especially well with setscrews that were originally secured with thread-lock. Put a heated soldering-gun tip on top of the setscrew (best method) or on the collar or gear. Leave it there for 10 to 20 seconds, and then use a hex wrench to remove the screw. The heat breaks the adhesive's seal and allows you to remove the screw easily.



Hinge Hints

To ensure years of reliable service, keep these hints in mind when installing your CA hinges.

- Be sure to only use thin CA. It's the only adhesive that will penetrate deeply enough into the hinge slot. Clean out the slot with a hobby knife and drill a hole in the center to allow the CA to flow to the back of the hinge.
- Always be sure to use enough CA to bond the hinge securely to the wood; 4 or 5 drops per side is usually adequate. If you use too little, the hinge could fail in flight.
- Before you glue the Nyruds into place, scuff the surface with 80-grit sandpaper to give the glue some bite. Use epoxy here; CA won't stick to plastic.
- Though it isn't common, hinges sometimes break. This usually happens when a control surface has been pushed too hard against the trailing edge to avoid having a gap. Not only does that inhibit the surface movement, but it also puts undue stress on the hinge. It's always best to leave a small gap and seal it with clear tape or transparent covering.

The F-16

The Lockheed Martin F-16 Fighting Falcon is an American multirole jet fighter aircraft originally developed by General Dynamics (GD) for the United States Air Force.

Designed as a lightweight fighter, it evolved into a successful multirole aircraft.

The Falcon's versatility is a paramount reason it was a success on the export



market, serving 24 countries. The F-16 is the largest Western fighter program with over 4,000 aircraft built since production started in 1976. Though no longer produced for the US Air Force, it is still produced for export. In 1993, General Dynamics sold its aircraft

manufacturing business to the Lockheed Corporation, which in turn became part of Lockheed Martin after a 1995 merger with Martin Marietta.

The Fighting Falcon is a dogfighter with numerous innovations including a frameless, bubble canopy for better visibility, side-mounted control stick to ease control while under high g-forces, and reclined seat to reduce the effect of g-forces on the pilot. It was also the first fighter aircraft deliberately built to sustain 9G turns. It has a thrust-to-weight ratio greater than one, providing enough power to climb and accelerate vertically - if necessary. Although the F-16's official name is "Fighting Falcon", it is known to its pilots as the "Viper", after the *Battlestar Galactica* starfighter.

The F-16 is scheduled to remain in service with the U.S. Air Force until 2025. The planned replacement is the F-35 Lightning II, which is scheduled to enter service in 2011 and will gradually begin replacing a number of multirole aircraft among the air forces of the program's member nations.

Planes for Sale

Contact Len Schroeder 516-599-0235, for the following planes that he has for sale:

60 size Super Sky Bolt from a Great Planes kit. With an OS 1.20 four-stroke engine with pump. Equipped with Futaba servos, a high-band receiver and a 4.8 volt battery. Only a handful of flights, and a steal for at only \$600.

40 size RV4 from a Great Planes kit with an OS .46 engine. Equipped with Futaba servos, a high-band receiver and a 4.8 volt battery. Only a handful of flights, and a steal for at only \$400.

50 size rebuilt F4U Corsair ARF. All wood with all balsa skin. Equipped with Magnum .90 four-stroke, flaps, and 180 retracts. All Futaba equipped for \$400.

40 size Elder from a Top Flight kit. Equipped with a Magnum .60 four-stroke. One flight on air frame and only a few flights on the engine. Futaba and Hitec equipped for \$300.

EP Super Sportster ARF from Great Planes. Only one flight on plane. \$100.

40 size Uproar built from kit and equipped with a Magnum 46. All Futaba and has only been flown 3 times. \$300.

Aileron Differential

This is probably the most important advanced feature you'll want to program into your transmitter. Aileron differential offers a way to get your plane to roll in a more axial fashion; program in more up-aileron than down-aileron. The most commonly accepted theory of why this works says that the downward-deflected aileron creates more drag than the upward-deflected aileron, and that induces a yaw during a roll.

To test for this, fly your plane downwind and directly away from you. Pull it to a 45-degree up-line and roll it once. If the nose is yawed slightly after the plane has completed the roll, the plane needs aileron differential. To compensate for this differential, a scale aerobatics design such as an Extra will usually require approximately 2 degrees more up-aileron than down-aileron. You may need different amounts of up- and down-aileron for right and left rolls.

November Birthdays

- 1 *Thomas McManus*
- 2 *Louis Pinto*
- 7 *Herb Henery*
- 7 *Ken Mandel*
- 25 *Bob Wohlgemuth*
- 26 *Linda Murphy*



Windy, windy, and cool, but a few brave souls showed up and we had our fun fly. It was a challenge to just fly, much less compete in the event. Despite the wind blowing the hats off your head and blowing the barbecue grille around the impound area, there were no planes damaged, but a lot of broken props. The points accumulated are as follows:

- Ted - 6
- Nelson - 13
- Patrick - 17
- Gene - 28
- Ed Dawes - 31
- Rich Boll - 18

The point standings now are (after deducting a mulligan from everyone's totals):

- Ted - 48
- Patrick - 56
- Nelson - 84
- Bob R. - 93
- Gene & Ed Dawes - 112
- Chris - 120
- Rich - 123
- Curtis - 126

The last fun fly of the season will be held Sunday - November 9th.

Gene Kolakowski

CHICKEN WINGS™

BY MICHAEL AND STEFAN STRASSER

