



Smoke Signals

Monthly Newsletter of the Meroke RC Club

January 2009

AMA Gold Leader Club #458 - established 1963

Confidence Versus Ability

After you learnt how to drive, and that was a few years ago now, then you may have experienced the effect where your confidence increased faster than your abilities.

Looking back you may realize that some of the "incidents" you found yourself in you survived more through good luck than good management (although at the time you may well have chalked it up to good management, further increasing unjustified confidence).

The same thing can happen with RC flying (fortunately overconfidence in the air normally just results in a bruised ego and thinning wallet). If you fly, and nothing goes wrong, your confidence is naturally going to increase. If however, you have a few problems along the way, chances are that you are going to have somewhat adjusted your confidence to your ability.

Overconfidence in RC flying normally, results in:

- Pilots flying too close to the ground.
- Attempting aerobatics too close to the ground.
- Trying to fly models that are well beyond their ability.
- Not bothering with checks (control throws are the right deflection and direction, radio checks etc)

There was a situation that illustrates this that occurred over the past summer at the field. The flyer rolled a

plane, that he was flying on its maiden flight, onto its back for inverted flight. He did this, even though this was its first flight, from only 30 feet up. The plane didn't have enough elevator authority, enough altitude, or time to roll her back, and she went in.

Now, there's no soapbox here. We've all skipped checks and it didn't cause a problem. Then most of us have had crashes that if we'd done the normal checks, there might have not been a crash. It's also good practice to stay away from the heavy bush area across from the runways, especially when low on fuel.

So, as you go forwards, be aware of the difference between your confidence level and your ability.

Meroke Calendar

January 15 th	Club Meeting 8 PM - Show & Tell
January 25 th	Levittown Flea Market - Nassau Flyers
January 30 th	Mandatory Field Controller's Meeting at Levittown Hall at 7 PM
February 5 th	Club Meeting 8 PM - Show & Tell
February 19 th	Club Meeting 8 PM - Program to be Announced
February 20 th to 22 nd	41 st Annual WRAMS Show to be held at the Westchester County Center in White Plains,
	Some Important Future Dates
	Open Fun Fly, Come Fly with Us. Picnic and the 2009 Awards Dinner - Dates 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.

Don't Forget to Pay Your Dues

Club Officers & Volunteers

President	Tony Pollio 516-794-9637	rctony@optonline.net
Vice President	Lou Pinto 516-785-6890	meroke36@aol.com
Treasurer	Herb Henery 631-665-6274	hahenery@aol.com
Recording Secretary	Ron Berg 516-781-3911	rberg20@excite.com
Corresponding Secretary	Curtis Underdue 917-213-4459	curtisu@msn.com
Board of Directors	Dave Bell 516-633-0034	dave.bell0323@verizon.net
	Ed Wiemann 516-735-0733	eww46@man.com
	Nelson Ramos 631-420-2889	nel98rc@optonline.net
	Ted Evangelatos 516-997-0451	tevangalatos@yahoo.com
Chief	Bob Reynolds	mrbrew@optonline.net
Field Controller	516-775-4377	
Asst Chief	Tony Pollio	rctony@optonline.net
Field Controllers	516-794-9637	
	Ed Wiemann 516-735-0733	eww46@man.com
Field Safety Officer	Doug Frie 516-481-4089	dfrie@optonline.net
Smoke Signals Editor	Russell Rhine 516-484-0368	rrhine@optonline.net
Membership Programs	Frank Lasala	
Education	Jaclyn Tavorario	Phil Friedensohn-Advisor
Friends of Cedar Creek	Charlie Lando	
Building Program	George Carley	Ed Wiemann
Archivists	Charlie Lando	Ernie Schack
Webmaster	Ron Berg	Stan Blum
Social (Coffee)	Ted Evangelatos	
Raffles	Irv Kreutel	Al Hammer
	Curtis Underdue	
Show and Tell	Ed Wiemann	
Video Librarian	Bob Cook	
Audio/Visual	Tom Cott	
Come Fly With Me	Mark Klein	Dave Bell
Open Fly-In	Ernie Schack	Dave Bell
TAG Program	Charlie Lando	
Monthly Fun Fly	Chris Mantzaris	Gene Kolakowski
One Fly	Ted Evangelatos	Jaclyn Tavorario
Dinner	Jaclyn Tavorario	
Picnic	Chris Mantzaris	Al Weiner
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	Mike Hagens*
	Bob Reynolds	Bill Streb
*Flight Instruction Coordinator	Mike Hagens	Al Weiner 516-546-6773

From The President

"Happy New Year!

In response to my article in the last newsletter, several members submitted suggestions regarding how to improve the club and its programs. Please continue to submit suggestions.

A Meroke Board of Directors meeting was held on December 18, 2008 with the incoming board to prepare for 2009. Agenda items discussed were: procedure for induction of new members; membership participation in decision making process; how to recruit and retain members; projected income vs. projected expenses for 2009; dates for 2009 club activities; the recording secretaries duties; removal of members at the next board meeting for not attending meetings or not paying dues; possible establishment of a Membership Committee and an Election Nomination Committee; having a year end dinner/dance/award function if the membership chooses this option; the need for Contest Directors and Intro Pilots; newsletter distribution; planned uses for the club's laptop computer; and, establishing the next board meeting for February 5, 2009 from 6:30 PM to 8:00 PM at our Church meeting location in the small conference room and inviting all club members to attend. Suggestions were also made regarding improving the building program by including construction and repair of ARF's and informing the membership about the Mister Meroke award.

Newsletters and the Great Planes Real Flight Simulator have been loaded into the clubs laptop computer. Starting with the January 15th meeting, the laptop will be available on meeting nights from 7:00 PM to 8:00 PM and during the coffee break for anyone who wishes to read the newsletter or fly the simulators aircraft on a first come first serve basis and with a time usage limit of 15 minutes each.

(continued on next page)

A reminder, per the Meroke By-Laws, a member who does not attend at least one meeting out of every eight (8) consecutive meetings or does not pay dues in full by the last meeting in January may be removed from the membership rolls by the Board of Directors.

Please pay your 2009 dues if you have not already done so, but more importantly, attend the meetings and participate in the various club activities."

Tony Pollio

Product Review - Headplay

Development for video gaming, but think of the possibilities at the field when used with an onboard camera and video transmission device

Headplay's Personal Cinema System (PCS) is a portable headset that includes a pair of small LCoS (Liquid Crystal on Silicon) displays that simulate the experience of watching a 52-inch TV from 6 feet away. The visor-mounted goggles block most of your peripheral vision, so the whole experience is very immersive.



The package includes three main components: The visor, the Liberator module containing the video inputs and playback circuitry, and the small Navigator wired remote. There's also a surprisingly good set of earbuds. Put on the goggles, adjust each eyepiece (individual focus adjustments let you use the visor without glasses), and then use the Navigator to control the system using an

intuitive menu system. You can connect the Headplay PCS to a computer, game console, DVD player, or other video source, and you can display files directly from a memory card. An optional battery lets you use the PCS while traveling, though the 1.2-pound Liberator module is rather bulky.

Headplay supports 1,024x768 VGA input. DVD playback from a laptop looked great—it's just the ticket for watching *Saw XII* on the airplane without worrying that the grandma in the next seat is going to get squeamish from all the blood. PC games like *Crysis* and *Flight Simulator X* look fantastic on the visor. The appearance of watching the games on a big screen, combined with the lack of peripheral vision distractions, makes for a very immersive experience. Owners of certain nVidia graphics cards can download stereoscopic drivers and view some games in 3D.

The Windows desktop is clear and readable, for the most part, but we wouldn't want to spend a lot of time doing work using the visor. While the center of the screen is very sharp and easy to read, when we glanced at the extreme corners to select the Start button, a menu item, or minimize button, we found one eye or the other would encounter a blind spot. It didn't hamper usability, but it was annoying.

Game consoles are a mixed bag with Headplay. The PS3 and Xbox 360 normally work best at wide-screen, high-definition resolutions, so some games just don't look good at the low resolution supported by the Headplay PCS's S-Video and composite inputs. The Wii, which lacks HD, is a better experience—though it's hard to think of anything that will make you look dorkier than wearing the Headplay PCS and waving around a Wiimote.

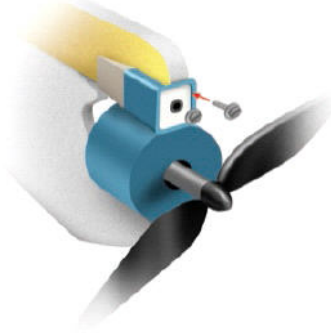
The composite/S-video inputs support video-capable devices like the iPod and Zune. You can also plug in a CompactFlash card or USB flash drive and view MPEG, Quicktime, Xvid, AVC/H.264, and AVI files using the video decoder built into the Liberator. The Liberator will also let you view JPEG images and play back MP3 music. When you're away from the wall socket, the removable battery delivers about six hours of playback. (Additional batteries are available for \$79.)

The coolness factor of wearing your own personal, private display just might offset the geek factor of being seen doing so.

A Whole Bunch of Useful Hints

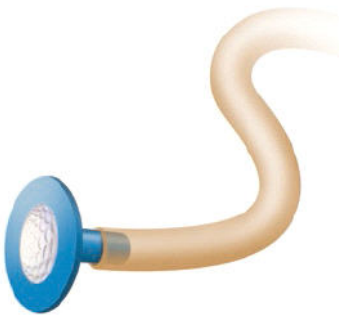
Machinist's Magic

Some foamie kits have a motor mount that's a 3/8-inch-square piece of wood stock glued to a carbon rod. If you use a screw to secure the motor mount to the wood stock motor mount, the screw will shatter the carbon rod. This is where you can use a Dutch screw. Insert the screw into the front gap between the mount and the wood stock to act as a wedge with teeth. One screw is usually more than enough. If the motor mount is not open at the front, just drill a hole in it for the screw at the same place as it would be on the open mount before you slide it onto the wood stock.



Mark that Ball then Plug that Hole

I like to use a three-hose setup for my fuel tank; this makes filling up the plane easy because I never have to disconnect the line from the carburetor. At first I used a bolt to close the filling line after fueling, but it would always leak and make a mess. Then one day after playing nine holes I was looking around in the golf pro shop and noticed all the different golf ball markers. I purchased a few and found that they are perfect for plugging the filler fuel line. Now I have a great stopper for the fill line and no more messy drips.



A Good Poke in the Eye(let)

To make inserting the servo eyelet into the rubber grommet when installing servos much easier, first install the grommet in the servo holes. Then slide the eyelets

onto an awl (or an 8d finish nail). Insert the awl into the grommet, and slide the eyelet into the grommet. A little liquid soap on the eyelet makes the job even easier.



Blind Nut Access

If you have trouble seating blind nuts on the inside of firewalls and your hand is too big to fit inside a fuselage, make this tool. You'll need a 10- to 12-inch 1/4-inch-diameter dowel. Epoxy a flat-head screw that's the same size as the blind nut to the end of the dowel. Let the epoxy cure, and then screw a blind nut halfway onto the dowel screw. You could also put a little epoxy under the blind-nut flange for extra security. Push the blind nut firmly into the hole from the back of the firewall until the barbs are seated. At the same time, insert the engine-mounting screw and the flat washer from the front. Continue with the engine screw while you unscrew the dowel screw from the rear. The front screw will pull in and seat the blind nut in the hole from the inside.



Epoxy Cup Holder

When mixing paints or epoxies and applying them to your model, it always takes one hand to hold the container cup and the other to hold the stirring stick or paint brush. This is tricky when you also need to hold the pieces you're painting or gluing and must let go of the cup. Use some scrap plywood to make this simple cup holder, and leave your hands free to properly apply the product and prevent spillage.



Oil Content in Fuel

There is a concern throughout the industry that many of the world's engine manufacturers are too conservative when recommending lubricating oil percentages for their product; however, high lube content never hurt an engine ... did it? A growing body of experimental and practical evidence suggests that modern engines are being impaired by excessive oil content in the fuel. Here are three examples:

- The engine has difficulty in maintaining a reliable low-rpm idle.
- The engine has difficulty in obtaining a crisp throttle-up.
- The engine displays diminished wide-open throttle power.

At one time or another, most of us have experienced difficulty in setting and maintaining the idle on a two-stroke model airplane engines. And what about the annoying sitting and sputtering—or to mention the occasional flame-out during throttling? Some modelers believe that these conditions would disappear if engine manufacturers would provide better carburetors. While we're waiting, try a fuel blend containing 2-percent less lubricant and 2-percent more methanol. Without changing the original primary needle valve setting, restart the engine. Experience has shown that the new fuel blend will produce a rich mixture setting, requiring the needle valve to be leaned a bit. The lower oil percentage makes the fuel blend less viscous and able to flow more easily. Reduced lube content often allows the engine to realize a modest power boost, due to:

- Decreased pumping and bearing-drag losses.
- Improved fuel and oxygen molecule contact within the inducted air.
- Reduced heat transfer out of the exhaust.

Note: according to noted West Coast engine authority Dan Rutherford, "Exaggerated lube content in the fuel transfers and excessive amount of combustion chamber

heat out of the exhaust, reducing the engine's ability to turn the crank."

Getting out of a Stall

If you are high enough and if the plane is trimmed well, just letting the stick go for a second or two will usually solve the problem. Removing the excess elevator removes the cause of the stall, and with enough altitude, the plane resumes non-stalled flight, and you can use the controls to get it straight and level.

Some planes just drop their nose when the wing stalls; this is the easiest kind of stall to cure. With other planes, both one wing and the nose drop, and the plane enters a spin. Releasing the elevator usually turns the spin into a dive, and you can gradually pull up into level flight. Sometimes, releasing the elevator and using opposite rudder is required. It depends on the design of the airplane and where it is balanced. The farther back a plane is balanced, the more aggressive it's stalling behavior.

Important Notices

Mandatory!!

Field Controllers Meeting

Friday - January 30th at 7:00 PM

Levittown Hall

You need to renew your flying permit for 2009 before you will be permitted to fly or stay in the pit and/or impound areas.

Levittown Flea Market

sponsored by Nassau Flyers

Sunday, January 25th

@ Levittown Hall starting at 9:00 AM

Flight Techniques

Aileron Setup Tips

Before you attach your aileron servo's control arm and aileron pushrod linkages, be sure to turn your transmitter and receiver on and center the servo.

Mechanically adjust your model's linkages so that your ailerons are perfectly centered at neutral and that they move the distance recommended by the model manufacturer.

When you stand behind the model (facing the tail) and move the aileron transmitter stick to the right, the right aileron should move up, and the left aileron should go down the same amount.

Before flight, always check to be sure that none of your model's control surfaces are binding and that they move in the right direction.

Tech Tips

Working with Carbon Fiber

Wear gloves when you work with it. The fiber tends to splinter, and pieces of it could lodge in your fingers.

It's very difficult to cut, so you'll need a carbide-rod saw or a razor saw. (Although you could use an X-Acto knife, it would take forever, and the blade would become dull quickly.)

You have to scuff the carbon fiber's surfaces with sandpaper before you apply CA or epoxy to them. Wear a filter mask when you sand.

Many types of CA and epoxy work well with carbon fiber.

To strengthen wings (foam and wooden), you should use .0070mil-thick fiber. To reinforce the area near retract cutouts, .014-mil-thick fiber is best.

January Birthdays

- 2 Philip Hajohn
- 5 Mike Elbers
- 7 Jerry Leibman*****
- 10 Matthew Comerford
- 13 Tony Pedalino
- 22 Charles Lando*****
- 24 Ben Corbett
- 29 Peter Heinz



* Big One

BY MICHAEL AND STEFAN STRASSER

CHICKEN WINGS

