



Smoke Signals

Monthly Newsletter of the Meroke RC Club

November 2009

AMA Gold Leader Club #458 - established 1963

Meroke Lecture Series

Last month we had the last of 2009's lectures, and it was excellently presented and very informative. Roy Valliancourt brought his L5 Stinson - a model he built some 20 years ago. One of his models, that has won many awards and one that he enjoys flying very often. Roy doesn't use scale plans for his many scale airplanes as he creates each one from drawings of the full-size aircraft.

After a narrative regarding the Stinson, he went into detail about his use of latex paint for his flying scale airplanes. Yes - he uses standard Benjamin Moore latex exterior house paint from his local paint store. As he continued the lecture, he discussed the various size spray guns he uses. He also spoke about how he thins the paint as well as the use of Flowtrol for better performance with the spray guns. He even discussed some of the weathering and details he manages to add to the airplane with simple techniques.



Besides this, he discussed as length the various properties of latex paint that not many of us were aware of.

Thanks to Jaclyn and Phil for the great lectures they scheduled for us this year.

Meroke's Awards/Holiday Dinner



Want to have as much fun as these people are having. Make your plans to attend at: **Antonettes** on Thursday, December 10th at 6:00PM. Antonettes is located at 2701 Merrick Road, Bellmore and the photo was actually taken at the restaurant. Cost to members is \$25 - due by the first meeting in November.

Meroke Calendar

November 5 th	Club Meeting 8 PM - Show & Tell
November 8 th	Club Fun Fly - weather permitting
November 15 th	Whitman Flyers Swap Meet Camelot Hall, 585 Broadhollow Rd (Route 110), Melville - 9am to 2pm
November 19 th	Meroke RC Club Elections
December 3 rd	Club Meeting 8 PM - Show & Tell
December 10 th	Meroke Holiday Party
December 17 th	Club Meeting 8 PM - TBA

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.

November - The Month to Pay Dues

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Friends of Cedar Creek	Jaclyn Tavorario	Phil Friedensohn-Advisor
Building Program Archivists	Charlie Lando	Ed Wiemann
Webmaster Social (Coffee)	George Carley	Ernie Schack
Raffles	Charlie Lando	Stan Blum
	Ron Berg	Al Hammer
	Ted Evangelatos	
	Irv Kreutel	
	Curtis Underdue	
Show and Tell Video Librarian	Ed Wiemann	
Audio/Visual	Bob Cook	
Come Fly With Me	Tom Cott	Dave Bell
Open Fly-In	Charlie Lando	Dave Bell
TAG Program	Ernie Schack	
Monthly Fun Fly	Charlie Lando	Gene Kolakowski
One Fly Dinner	Chris Mantzaris	Jaclyn Tavorario
Picnic	Ted Evangelatos	
Contest Directors	Jaclyn Tavorario	Nick Giuffre
	Chris Mantzaris	Tony Pollio
	Allen Berg	Tom Scotto
Flight Instructors	Ernie Schack	Ted Evangelatos
	Allen Berg	Dan Gramenga
	Douglas Frie	Gene Kolakowski
	Mark Klein	Tim Murphy
	Ken Mandel	Mike Hagens*
	Tony Pollio	Harvey Schwartz
	Bob Reynolds	Al Weiner
*Flight Instruction Coordinator	Bill Streb	516-546-6773
	Mike Hagens	

From the President - Tony Pollio

"I'd like to begin by reminding everyone that the annual Meroke club dues for 2010 are due in November 2009. Please pay your dues at the next club meeting or mail a check for your dues to our treasurer, Herb Henery.

Next, I would like to remind everyone that our annual club elections will be held during the second meeting in November, which will be November 19th.

The election process will proceed as follows:

We will begin the elections by accepting nominations and voting for the positions of President, Vice President, Treasurer, Recording Secretary, Corresponding Secretary, and three Board of Director members.

We will proceed in this order so that if a person is not elected to a higher office, they can then run for a lower office position. The nominating committee will list their nominees for each position first and then we will open the floor for additional nominations for each position. A person can also choose to volunteer to run for a particular position. Nominations do not require a second nomination. A nominee needs to accept the nomination in order to be placed on the ballot. If there are two or more candidates for a position, voting will be by written ballots to be counted by a committee of three members.

Voting by proxy must be conducted according to the bi-laws. A member must submit a signed, original, written letter naming and designating another member to vote for that member. No other format will be accepted for proxy voting. No e-mails will be accepted for proxy voting.

After the officers are elected, we will ask for volunteers for each of the club committees and for the clubs various activities, if the president-elect so chooses. As an alternative, the President-elect may choose to appoint members to these positions at a later time.

The five club officers elected, the three Board of Directors elected, and the last past president, make up the nine members of the Meroke Board of Directors.

Newly elected club officers and board of director members will begin their term of office at the first meeting in January 2010."

Conquer the Wind

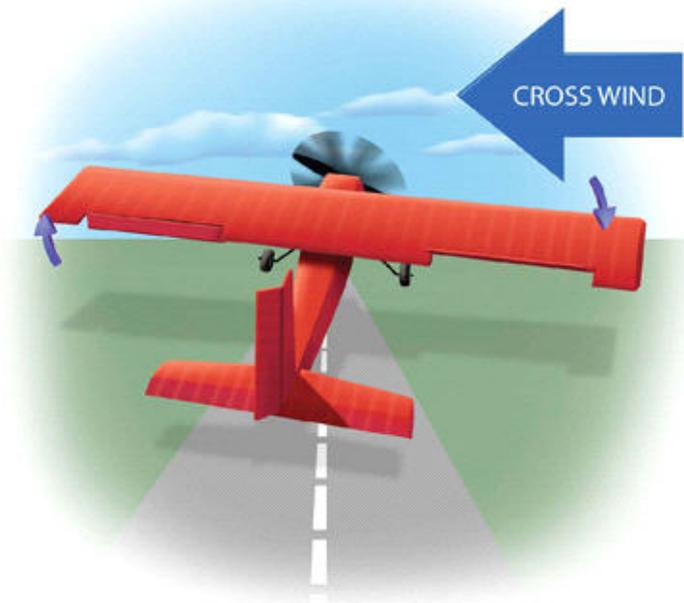
Ridge lift is not just for glider pilots. With a little practice you can take advantage of this free upwelling of air current to extend the flight duration of your propeller-powered airplane.



Learn to read the conditions and be a better pilot

When you first go out flying a straight course in a cross-wind is similar to rowing a boat across a

swiftly flowing river. Keep the upwind wingtip down with aileron, and use rudder to prevent the tail from being blown downwind. Try to maintain a slight nose-into-the-wind crab angle relative to the crosswind.



to fly with a new park flyer, often it's hit or miss as to what the weather is going to be like and whether or not the area winds will be favorable. Of all the variables we take into account each time we release our lightly loaded model, the wind is what we have the least control over. If you're in a sailboat, or are flying a kite, strong winds are good. For RC pilots, not so much! By following a few guidelines and understanding our surroundings better, we

can get the most out of what Mother Nature dishes out for us. Often, whether we have a good or bad day at the flying field all depends on the winds.

As a little reminder, wind is the byproduct of how solar energy affects the weather. In simple terms, hot air rises and cooler air sinks. The motion of the rising and falling air currents produces the winds we feel and see the effects of. Like the weatherman on TV tells us, high and low air-pressure zones drive the direction of the winds. But let's get back on track.

BE AWARE

Calm, blustery and windy are all relative terms. For the beginner pilot, the calmer the conditions, the better.

However, before you head out to your favorite flying area, an easy way to read wind is to look at the tops of tall trees. Are the branches and leaves whipping about, or are they calm and motionless? How about flags atop big flagpoles? Is Old Glory pointing at the ground or is it proudly flapping in the breeze? You get the idea—calm skies mean fun, while big wind means stay indoors and fly on your simulator. You'll also notice that the time of day also has an effect on the wind. Due to solar energy, the early hours right after sunrise and before sunset are the calmest times of the day and most modelers tend to take advantage of the calm. Generally, cloudy days (low air pressure zones) are calmer than sunny, high-pressure days.

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WIND DIRECTION

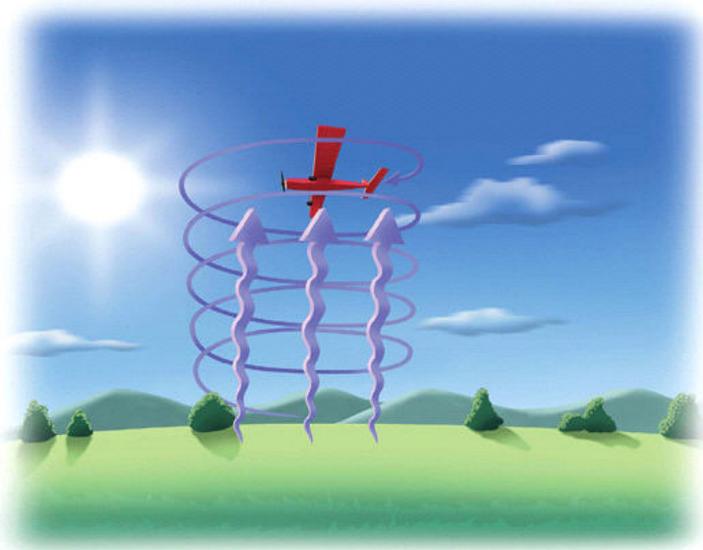
During flight, the relative direction of the wind and your direction of flight is also very important. Always take off or hand launch your model directly into the wind. Flying upwind gives your model increased airspeed and airflow over its wings with a relative low over the ground speed. This is important when you are working for altitude. Whenever possible, try to land directly into the wind. Taking off or landing in the same direction as the wind is blowing (downwind), increases your ground speed and the distance your model needs to land safely. Flying at an angle to the relative air flow is called "flying crosswind." There's nothing wrong with doing this, but it does require more skill to fly properly. Similar to trying to cross a

flowing river with a boat, you have to compensate for the airflow direction to get to where you want to go.

ROUGH AIR

Turbulence in airflow is also something to be aware of. If you don't pay particular attention to your model's flight path, you can be surprised when a model gets buffeted about when turbulence pops up. Rough air can lead to you losing control or having your model stall and lose lift as the direction and force of the wind quickly changes. Turbulence is caused when wind flows and swirls around obstacles such as trees, fences or buildings. The shape and location of your flying area can also contribute to air turbulence. Trees in particular can, and often do, affect the way a model performs. Flying below the tops of trees or very high over them will keep you in calmer air. Turbulence is most felt at or around the tops of trees or in the breaks in a line of trees where the air flows through the open areas. Just being aware of all this dynamic air and obstacle interaction will greatly improve your ability to keep your model flying smoothly.

GETTING A RISE



Hitching a ride in a thermal is another great way of saving battery power. Like surfers catching a wave, riding a thermal takes practice.

Thermals are rising columns of air that are caused when the sun heats the ground. Darker patches of earth such as plowed fields and paved parking lots, heat up more quickly than lighter-colored areas that tend to reflect the heat instead of absorbing it. If you fly through a thermal, you might notice a wingtip suddenly being lifted,

which causes your model to turn or roll abruptly. Thermals aren't all bad, however. If you learn to find and then fly your model tightly within the rising air column, you can greatly increase your flight times and save power while doing it. Glider pilots do this all the time and stay up for very long periods. Like a surfer catching a wave, catching thermals takes practice-but it's always a lot of fun.

Another form of uplifting air current develops when wind is deflected by a steep hill or cliff face. This upwelling airflow is known as ridge-lift and glider guys especially take full advantage of this wind condition when they go "slope soaring." The size of the hill is not as important as having sustained winds. Both gliders and powered planes can benefit from this free, additional lift.

EQUIPPED FOR THE JOB

As with anything else, you have to have the right tools to get the job done. Lightweight, lightly loaded airplanes with only rudder and elevator control require calmer conditions to fly properly. If you want to fly regularly in less than perfectly calm conditions, consider a more powerful airplane that's equipped with ailerons. Higher wing-loadings give models a more solid feel when you fly because the wind has less effect on them. The addition of roll control also gives aileron-equipped planes the edge when correcting for windy conditions more quickly. More experienced pilots can even cross control the rudder and ailerons so they can side-slip their plane during landings. This allows the model to be flown in for landing with a much steeper approach angle without the airspeed becoming too great. This is a particularly good task to learn if you like flying scale Piper Cubs; when done correctly, this move is sure to impress everyone at the flying field.

IF YOU WANT TO FLY REGULARLY IN LESS THAN PERFECTLY CALM CONDITIONS, CONSIDER A MORE POWERFUL AIRPLANE THAT'S EQUIPPED WITH AILERONS

So, there you have it. Don't be grounded or limited in your RC flying just because the wind starts to blow. A little understanding about the situation you're flying in and applying the correct adjustments will make you a better pilot and greatly increase your backyard flying fun! ?

Thunder Tiger TOC Katana 35%

A new airplane for those who like to fly the big ones

Every once in a while, a plane comes along that combines form and function into a beautiful flying aircraft. The Katana from TOC is just such an aircraft. This plane is the latest offering from Thunder Tiger and their fantastic TOC line of planes. The Katana is a 35% scale model with balsa and plywood-built construction and the plane is finished in UltraCote with a great-looking team color scheme.



Primarily designed for experienced pilots, the Katana's assembly is easy enough for the novice builder. With This gorgeous giant-scale, aerobatic 3D monster flies like a dream. With the exception of a rear tailwheel, which is available separately from Thunder Tiger, almost everything is included in the box. The plane does have a lot of little niceties such as prehinged control surfaces, fully installed tank with tubing, adjustable firewall and the correct-size prop spinner. The plane arrives in two very large boxes; one houses the wing panels and the other the fuselage with all the other parts. The covering job is outstanding and the first step in the assembly process of shrinking and tightening this covering was finished in record time. A 35-page assembly manual accompanies the kit and guides the builder through construction, which took me less than 30 hours.

GENERAL FLIGHT PERFORMANCE

Stability. With those unmistakable wing fillets, Katanas are known for having amazing stability. This one is no exception and offers a solid feeling in all attitudes. High alpha flight seems unreal as all control surfaces offer outstanding authority, giving you a crisp and comfortable feel, even post stall.

Tracking. A total of three clicks of trim were used to get the plane flying hands off straight and level. Point it in

any direction and the Katana stabs through the air with surgical precision until you guide it elsewhere.

Aerobatics. This airplane will do any type of show-stopping maneuver. Tons of elevator authority makes it easy to do a wall into a hover. Minimal corrections are needed when hanging it on the prop. Harriers are rockless, high-alpha knife edges look sweet down low and have virtually no coupling. Rolls are axial, loops can be as large as you like and anything I could throw at it was easily accomplished.

Glide and stall performance. There's something special about how this plane glides and floats. A shallow sink rate is predictable, which makes landings feel like a walk in the park. The Katana will fly in a stalled condition, but since it weighs a hair over 25 pounds, I avoided a power off stall during the test flight.

SPECIFICATIONS

NAME OF PLANE: TOC 35% Katana (tiger.com/tw)

DISTRIBUTOR: Ace Hobbies (acehobby.com)

TYPE: giant-scale aerobatic

LENGTH: 98 in.

WINGSPAN: 106 in.

WING AREA: 2,046 sq. in.

WEIGHT: 25.6 lb.

WING LOADING: 28.8 oz./sq. ft.

MOTOR REQ'D: 85-100cc

RADIO REQ'D: 4-9 channel

PRICE: \$950



O.S. GT55

Introducing the first O.S. gas engine—designed especially for R/C!

It's similar in appearance to other O.S. 2-cycle engines, with a large number of extra-deep and -thin cooling fins on the crankcase and head. A unique 1-piece crankcase design eliminates gaskets and enhances strength and precision.

A unique front-mounted carb, however, provides several performance benefits.

- Better carburetor cooling, for more consistent engine runs and high performance.
- Requires shorter standoffs, which results in more secure installation (mounting) and less vibration overall.
- Very simple, direct installation of the throttle and choke linkages.

Another major performance benefit is the IG-01 Capacitive Discharge Ignition. Developed from **proprietary** O.S. technology, it uses a microcomputer programmed for optimum spark advance. Magnetic sensors on the crankcase and prop drive detect ignition timing. The IG-01 also detects and compensates for wet plugs, ensuring quick starts. Designed to accept a wide range of input voltages, the IG-01 requires minimal current in standby mode and features a low-voltage warning (intermittent engine operation).

Other benefits include:

- No oil seal is required, eliminating rpm lost due to additional friction.



A front-induction, rotary-valve crankshaft, which ensures that the valve is opened and closed for optimum timing.



Massive front and rear bearings, for longer life and maximum power output.

Specifications

Displacement:

3.352 cu in (54.93 cc)

Bore:

1.62 in (41.2 mm)

Stroke:

1.62 in (41.2 mm)

Practical rpm:

1,500-8,000



Monthly Fun Fly

September/October's Fun Fly was successfully held at the field and Patrick was awesome with an almost perfect score for the day of 7 points (4 points is the score if you take first place in all 4 events). It's tight at the top and with the upcoming last Fun Fly in November, Bob, Tom and Ted will be contending for the top spot for 2010.

Place	Flier	Points
1	Bob Reynolds	70
2	Tom Tavorario	81
3	Ted Evangelatos	88
4	Patrick Boll	122
7	Nelson Ramos	142
6	Gene Kolakowski	146
8	Allen Berg	147
5	Curtis Underdue	148
9	Tony Pollio	155
10	Richard Boll	164
11	Ron Berg	175
12	Chris Mantzaris	177
13	Mark Klein	186
14	Peter Ackerman	189
15	Kevin Urso	191

Tech Tip

4-Stroke Maintenance

The number-one maintenance problem associated with all model internal combustion engines is corrosion: the rusting of the internal parts. With 4-strokes, this is especially difficult to control because the crankcase, which houses the ball bearings, crankshaft, camshaft, camshaft surfaces and timing gears, is partly sealed. To control rust, before you put your engine away, you must purge the crankcase of residual fluid and replace it with after-run oil. Over the past quarter century, a consensus has gradually evolved. At the end of every flying session, run the engine at a peaked wide-open throttle for about 20 seconds, and then pull the fuel line off the carburetor (if you can). Using a syringe, inject rust-inhibiting oil through the crankcase breather fitting and rotate the propeller. Tip the engine in various directions to ensure complete component coverage. Eight to 10 drops of oil dripped into the glow-plug hole while you turn the engine over will lubricate the valve components and ensure that the meehanite (iron) compression ring on the piston is taken care of.

November Birthdays

- 2 *Louis Pinto*
- 5 *George Althaus*
- 7 *Herb Henery*
- 7 *Ken Mandel*
- 10 *Jaclyn Tavorario*****
- 14 *Vlad Pean*
- 25 *Bob Wohlgemuth*
- * *Big One*



CHICKEN WINGS

