Smoke Signals

Monthly Newsletter of the Meroke RC Club October 2009

AMA Gold Leader Club #458 - established 1963

An Update on Cedar Creek Park From the President

"This month I would like to brief the membership about the process involved regarding the proposal submitted to Nassau County in response to a Request for Proposals (RFP) regarding construction of new facilities at Cedar Creek Park, including a Go Cart track adjacent to the Aerodrome.

The proposal includes construction of four ball fields to replace the two existing ball fields, a miniature golf facility, a spray park, an enclosed sports complex where the administration building is presently located, and a Go Cart complex with parking and concession stands adjacent to the Aerodrome. The developer intends to invest over $24 million and is looking to obtain a 10 year lease of park or County owned land with two 5 year renewals. The developer will share profits with Nassau County based on a negotiated agreement with Nassau County. The County will issue the developer a Use and Occupancy (U and O permit) The construction duration is estimated at five years.

There are many steps required before this proposal gets to the construction stage. Nassau County will use in-house staff or hire a consultant to review the financial package contained in the proposal. The County will not invite others to participate in the negotiations. The developer will be required to prepare a Draft Environmental Impact Statement (DEIS) and then a Final Environmental Impact Statement (FEIS) and this process requires several public hearings which will afford the public an opportunity to testify or submit written comments. The developer needs to prepare detailed construction drawings and specifications and obtain approvals from various County agencies. The Nassau County legislators will hold public hearings before they approve or reject the proposal, the financial

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Meroke Picnic

After many years of holding our annual Meroke picnic in the picnic areas in the park, this year we moved it to the field. It turned out to be a great success. Members were able to fly while enjoying the great food. And their families were able to sit back, snack on burgers, hot dogs, chicken, salads and some great Greek delicacies.

Hats off to Chris Mantzaris, Nick Guiffre, Mike Hagens and also some of Chris' restaurant staff for a great day.

Meroke Calendar

October 1st	Club Meeting 8 PM – Show & Tell
October 15th	Club Meeting 8 PM – Roy Valliancourt - Vailly Aviation to discuss his Stinson L-5 Sentinel
October 18th	Club Fun Flys
November 5th	Club Meeting 8 PM – Show & Tell
November 19th	Meroke RC Club Elections
November 22nd	Club Fun Flys – weather permitting
December 3rd	Club Meeting 8 PM – Show & Tell
December 10th	Meroke Holiday Party
December 17th	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.

Club Officers & Volunteers

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Programs	Jaclyn Tavolario	Harvey Schwartz
Education	Jaclyn Tavolario	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
Show and Tell	Curtis Underdue	
Video Librarian	Ed Wiemann	
Audio/Visual	Bob Cook	
Come Fly With Me	Tom Cott	
Open Fly-In	Charlie Lando	Dave Bell
TAG Program	Ernie Schack	Dave Bell
Monthly Fun Fly	Charlie Lando	
One Fly	Chris Mantzaris	Gene Kolakowski
Dinner	Ted Evangelatos	Jaclyn Tavolario
Picnic	Jaclyn Tavolario	
Contest Directors	Chris Mantzaris	Nick Giuffre
	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	Harvey Schwartz
***Flight Instruction Coordinator**	Bill Streb	Al Weiner
	Mike Hagens	516-546-6773

plan, the lease agreement, the U and O permits, and the FEIS, if they are designated the lead agency, and the public can testify or submit written comments during this approval process. The Nassau County Comptroller, as an independent elected official, will need to approve any financial arrangements or expenditures and the public can inform the Comptroller about their positions regarding the proposal.

Most importantly, several elected Nassau County officials are up for re-election this November, including the County Executive and some legislators, so now is the time to obtain commitments from them to oppose the re-development of Cedar Creek Park or face the prospect of not being re-elected. Contact your local representatives, let them know that you object to the Cedar Creek Park Proposal and ask them if they support your position. Let them know that you will not vote for them if they do not support your position. Contact them now by telephone, email, or standard mail. Election day is about five weeks from now so we must act quickly.

Local civic organizations are beginning to mobilize and hold strategy meetings and, if they need our support, you will be informed about their meetings so you may have the opportunity to attend."

Letters to the Editor

Hi Meroke club,

Thank you for the idea about the safety tables. We now have 3 in full use at our field. Our club is LEMAC, based in Nottingham, UK.

Sincerely, Gordon Hughes

It never gets too old hearing from other clubs about our Meroke Bench – especially those from overseas.

Meroke Lecture Series

Due to restrictions at the field, we are not able to see turbine-powered jets fly. With the advances in new battery technology, we have witnessed an increase in electric-powered jets. Small hundred dollar jets showed up at the field a few years ago. Now, we see electric- powered jets that seriously are close to meeting the performance of the turbines.

Mike Krug can be seen many afternoons at the field flying one or more of his electric jets. Moving over from glow and gas, Mike has rapidly moved up from the hundred-dollar foam jets to the composite fuselage electric jets. Last month, Mike brought a number of his electric jets to our meeting and discussed them with us. With the price of LiPo batteries decreasing substantially due to the Chinese manufacturers, the electric powered airplanes are becoming more cost effective. Mike certainly brought us up to the latest developments in electric-powered jets.

Messerschmitt BF-109G

The new ParkZone Messerschmitt BF-109G is another airplane that all airplane enthusiasts are familiar with. A long tail and high aspect ratio wingspan guarantee that it will perform very well as a scale model. This model has so many details, that it makes this airplane stand out over just about any park flyer you have ever seen.

The Messerschmitt will be available as both a BNF and PNP model. The new 15 BL out-runner brushless motor is installed in lieu of the 480-size motor, due to the additional torque required for the three-bladed prop. And that means more performance!

Meroke's Awards/Holiday Dinner

Want to have as much fun as these people are having. Make your plans to attend the Meroke's Annual Awards/Holiday Dinner 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. More information to follow as we get closer to the date of the Dinner.

Monthly Fun Fly

With the bad weather this past weekend, there was no Monthly Fun Fly which means no Fun Fly for September. Following are the current standings as we look forward to October's event.

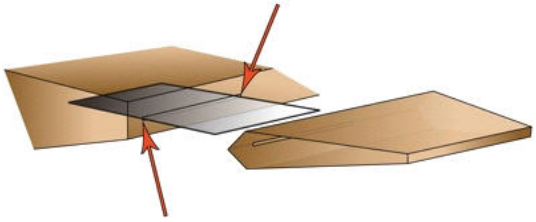
Place	Flier	Points
1	Bob Reynolds	51
2	Ted Evangelatos	71
3	Tom Tavolario	67
4	Patrick Boll	115
5	Curtis Underdue	117
6	Gene Kolakowski	118
7	Nelson Ramos	119
8	Allen Berg	123
9	Tony Pollio	135
10	Richard Boll	138
11	Ron Berg	143
12	Chris Mantzaris	145
13	Mark Klein	154
14	Peter Ackerman	157
15	Kevin Urso	159

Tips and Tricks

A few tips and trick from fellow modellers

California Hold Them

When installing EZ-type hinges, I have found that sliding the control surface on the wing, stab or rudder sometimes causes the hinges to slide back and not fully enter the other side or allow the hinge to be centered between the wing, stab or rudder. This is caused by the wood sometimes being harder on one side. It's hard enough to align all the hinges and keep them straight. I mark the hinge with a pencil at the halfway point and slide it in the control surface.



Next, just add a very small amount of medium CA to the edges on both sides. Do not saturate the hinge; that will be done later. This will hold the hinge in place as you install the control surface. Before you saturate the hinges with thin CA, verify that the pencil line is still visible just to make sure the hinge did not move.

Getting a Grip

Holding on to those little screws long enough to get them started can be quite frustrating. Here is a tip that can relieve some of that frustration. Place a piece of fuel tubing near the end of a screwdriver to hold the screw in place. The tubing grips the screw securely on the screwdriver so you can get it started, even in tight areas. Another advantage is that it prevents the screwdriver from slipping off the screw and damaging the covering on the airplane.

Easy Fin Alignment

When I glued a vertical fin to an aircraft, I always had difficulty keeping it at 90 degrees to the stabilizer. I eventually made a jig to solve this problem. First, I installed the stabilizer. After the glue had dried, I used my 90-degree jig to hold the fin in place. Just clamp it to the stabilizer and then to the fin. Keep everything clamped while the epoxy cures, and then unclamp the jig, and you'll find the vertical fin in perfect alignment.

Tech Tips

Flat Pinned Hinges – For hinging thinner control surfaces, Du-Bro flat hinges are the old standard, and they work very well. They come in three sizes (mini, standard and heavy-duty), so you can use them in any size airplane. The larger ones have removable hinge pins (cotter pins), so you can remove a control surface after you've installed it. Also, to make installing these hinges easier, Du-Bro offers a Hinge Slotter Kit that includes specialized slotting tools and a wood pick that can be used with all three hinge sizes. The alignment tool centers the forked slotting tool so you can push it into the control surface to form a properly sized hinge slot. You use the picker blade to clean out unwanted balsa from the center of the slot. Properly installed and aligned, Du-Bro's flat hinges are extremely strong and provide very free control-surface movement.

Frequently Asked Questions About 2.4 GHz

Q. Is it true that you can't be shot down on 2.4GHz?

A. It is true that you can't be shot down by another 2.4GHz radio control system but there is still always a chance that other forms of interference can cause you to lose control of your model. The 2.4GHz band is used by a very wide range of other electronic equipment from wireless internet to microwave ovens. There's no guarantee that one of these other devices won't interfere with your RC set.

Q. Are there disadvantages to a module-based 2.4GHz system?

A. There are some disadvantages to using a module based system over a totally 2.4Ghz one. The newer non-module-based 2.4GHz systems often offer higher resolution and faster response. The JR native 2.4GHz systems also offer a unique feature (Model Match) that elminates the risk of flying with the wrong model memory selected in your transmitter.

Q. Can I use my existing servos with a new 2.4GHz system?

A. Yes, all of the currently available 2.4GHz systems are compatible with conventional (analog or digital) servos. There is talk of a new generation of totally digital servos becoming available specifically for advanced SS RC gear but nothing has yet been seen. The only exception to this is that some Hitec digital servos may not work reliably (or at all) with some Futaba FASST receivers due a lower than expected voltage on the signal line.

Q. What causes lockouts on 2.4GHz?

A. Spread spectrum radio sets work in a way very similar to PCM ones in the way they respond to strong interference. If you're unlucky enough to experience interference so strong that the link between transmitter and reciever is lost, your receiver will enter "hold/lockout" mode and then go to failsafe mode (if set).

The cause of such a lockout/failsafe can be almost anything including, but not just limited to, interference. In fact, in the case of spread spectrum systems, experience has shown that lockouts are far more likely to be caused by inadequate batteries in the model or bad installation.

Q. Should I switch to 2.4GHz now or wait?

A. this depends very much on your own situation. If you've never had a glitch with your existing narrowband RC system and have no problems with frequency control at your flying field then there's no reason why you should rush out and by a 2.4GHz spread spectrum set. However, if you do live in an area where interference on your existing set is not uncommon, or if there are long queues for frequency pegs then the move might be worthwhile.

If you're just starting out in the hobby and don't yet have any RC gear then it probably makes sense to go straight to 2.4GHz.

Q. Why are good receiver batteries so important on 2.4GHz? A. Inside every spread spectrum receiver are an array of tiny computer chips that must perform millions of complex instructions without mistakes every second. In order to function reliably, these computer chips require a steady stream of electricity. If that steady stream is interrupted, even for a tiny fraction of a second, the computers can crash or stop working briefly.

This means that if your receiver batteries, BEC or regulator aren't up to scratch then you will almost certainly have real problems with your new 2.4GHz radio.

Unless you're flying helicopters with servos that can't handle the extra voltage, it is strongly recommended that you use a 5-cell receiver pack (6V) or even one of the new 2-cell A123 battery packs (6.4V) to further reduce the risk of voltage-related receiver problems.

Many of today's hi-torque servos can draw very high amounts of current and if your battery isn't up to the task, this can cause the voltage they deliver to be drastically reduced. Should that voltage drop below the 4.5V some receivers require to function, a lockout or reboot may result. Remember that when the computer in your 2.4GHz recevier crashes, its' quite likely your plane will also crash. Good batteries of adequate capacity and well-charged are absolutely essential to safe flight.

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Q. Can I use a 2.4Ghz system in my carbon fiber glider

A. Unfortuately carbon fiber acts as a pretty good shield against 2.4GHz radio transmissions. This means that if you mount a 2.4GHz receiver inside a carbon-fiber fuselage, it probably won't work very well at all. For this reason, many glider fliers (especially DLG fliers) are sticking with narrowband radios where not only are the frequencies less affected by carbon fiber but at least some of the antenna can be routed outside the fuselage.

Some 2.4GHz receivers such as those from Futaba have extended antennas that make it easier to route them through the CF to the outside world. It's still very important to make sure that at least one antenna is visible from every

Elections

Next month, we will hold our annual elections. New to the Merokes this year was the establishment of an Election Committee to be more proactive in the candidacy process. At the last meeting in September, we heard from a number of members who were interested in running for office for 2010. Among the prospective candidates who spoke were: Ted Evangelatos (President), Jaclyn Tavolario and Bob McClay (Vice-President), Herb Henery (Treasurer), Curtis Underdue (Corresponding Secretary), Nelson Ramos and Ed Weimann (Directors). Allen Berg and Harvey Schwartz were not present at the meeting, but also expressed their desires to run for the position of Director.

New Members

Jude Polis, Joseph Virgilio Jr. and Joseph Virgilio Sr.

Flight Techniques

4 Steps to land a Bipe

During landings, try to avoid the habit of chopping power to idle and letting the model descend by itself; this can lead to a stall short of the end of the runway.

1. Reduce power to about 1/3, and use elevator to pitch the model downward and fly it all the way through the pattern.

2. On final, estimate your touchdown point and use throttle to adjust the descent rate. If you see you're going to be short, add power.

3. As you come in, level out at the end of the runway, and start the flare a little higher than with a monoplane.

4. Reduce power to idle and pull back on elevator, and try to hold the model off the ground! It should be fully stalled just as you touch down. Stay on rudder until it comes to a stop.

October Birthdays

4	*Jude Polis*
13	*Michael Cheung*
23	*Allen Berg*
27	*Russell Rhine*