

# Smoke Signals

Monthly Newsletter of the Meroke RC Club

September 2009

AMA Gold Leader Club #458 - established 1963



## Pattern Primer

We were all expecting to have a lot of fun and also learn something new on August 22<sup>nd</sup> at our club sanctioned



Pattern Primer. The experts were coming in from New Jersey to show us what pattern flying is all about. However, there was one thing standing in our way - Tropical Storm Bill. An email went out early in the morning informing us that the New Jersey people weren't coming. Was this day to be a total washout and disappointment after months of anticipation? No - we are the Merokes. With those low lingering clouds above, and rain just hanging above, CD Allen Berg and Ted Evangelatos decided to proceed. With Bob Teseo explaining the event maneuvers and judging, and yours truly scoring, the event went on as scheduled.

We had 8 participants, who each flew 2 rounds in the Sportsman 401, which consisted of 17 maneuvers. Allen Berg took first place and the scoring was as follows:

1	Allen Berg	352 points
2	Ted Evagelatos	293

3	Tony Pollio	279
4	Curtis Underdue	256
5	Gene Kolakowski	240
6	Patrick Boll	233
7	Mark Klein	208
8	Ron Berg	196

The day started out dismally, but ended with a very successful and enjoyable event. A big thanks to everyone who helped run this event and especially to the cooks for some great burgers and franks.

Hopefully, this taste of pattern flying will make this event a yearly happening.

## Meroke Calendar

September 3 <sup>rd</sup>	Club Meeting 8 PM - Show & Tell
September 13 <sup>th</sup>	Annual Meroke Picnic at the Cedar Creek Aerodrome
September 17 <sup>th</sup>	Club Meeting 8 PM - Mike Krug - discussion of his composite electric jets
September 20 <sup>th</sup>	Club Fun Flys
October 1 <sup>st</sup>	Club Meeting 8 PM - Show & Tell
October 15 <sup>th</sup>	Club Meeting 8 PM - Roy Valliancourt - Vailly Aviation to discuss his Stinson L-5 Sentinel
October 18 <sup>th</sup>	Club Fun Flys
November 5 <sup>th</sup>	Club Meeting 8 PM - Show & Tell
November 19 <sup>th</sup>	Meroke RC Club Elections
November 22 <sup>nd</sup>	Club Fun Flys - weather permitting

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](http://www.meroke.com).

## Club Officers & Volunteers

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

## Sal Seddio 1924 to 2009



We just saw Sal a few months ago after a long absence from the field. He will always be remembered as a great friend and for his fun loving attitude. He always brought out the laughter in us during meetings. Sal will surely be missed.

### High Flight

Oh! I have slipped the surly **bonds** of earth  
 And danced the skies on laughter-silvered wings;  
 Sunward I've climbed, and joined the tumbling mirth  
 Of sun-split clouds - and done a hundred things  
 You have not dreamed of - wheeled and soared and  
 swung  
 High in the sunlit silence. Hov'ring there  
 I've chased the shouting wind along, and flung  
 My eager craft through footless halls of air.  
 Up, up the long delirious, burning blue,  
 I've topped the windswept heights with easy grace  
 Where never lark, or even eagle flew  
 And, while with silent lifting mind I've trod  
 The high untresspassed sanctity of space,  
 Put out my hand and touched the face of God

## From the President

"This month I would like to provide some basic information regarding the Chief Field Controller, Controllers, and Flight Examiners positions at the Aerodrome since there are so many new Aerodrome users who frequently ask questions about the program.

About over 25 years ago the Cedar Creek Park Director and Nassau County established a set of rules and regulations for the Aerodrome and decided to turn over control of the Aerodrome to volunteer Controllers and Flight Examiners, to be headed by a volunteer Chief Field Controller who reports to the Cedar Creek Park Director. Provision was made for 40 Controllers and 15 Flight Examiners. The Controllers primary function is to ensure that Aerodrome users and visitors adhere to the Aerodrome rules and regulations. Flight Examiners perform the same function as Controllers and they also test candidates applying for a Senior Permit (formerly referred to as a Blue Card). The duties and qualifications of Controllers and Flight Examiners are spelled out in the Aerodrome rules and regulations which each flyer should have in their possession.

There are no formal by-laws governing this program. The original Controllers and Flight Examiners were recommended by the various clubs using the Aerodrome and required final approval by the Cedar Creek Park Director. The Chief Field Controller was selected by a consensus of the Controllers and Flight Examiners with the final approval of the Cedar Creek Park Director. Today, the Chief Field Controller submits the names of candidates for Controller or Flight Examiner to the Cedar Creek Park Director for final approval.

The Chief Field Controller prior to our present Chief Field Controller requested two Assistant Chief Field Controllers. These two new volunteer positions were filled with the Chief Field Controller requesting two candidates who were approved by a consensus of the Controllers and Flight Examiners and by the Cedar Creek Park Director.

Anyone who meets the qualifications and is interested in serving as a volunteer Controller or Flight Examiner should inform the Chief Field Controller, who will interview the applicant, obtain background references and information, and may submit the individuals name to

the Cedar Creek Park Director for approval when there is an opening for the position requested."

## Australia Bans Airmail Shipping of LiPos

**NO MORE CHEAP LIPOS FOR THE AUSSIES? WILL THIS BECOME A POLICY IN THE US?**

Australian RC fliers who used to import their own LiPo batteries from sources outside the country will be reeling from news that Australia Post has now banned the carriage of lithium polymer batteries by air.

With local distributors imposing stiff mark-ups, many Australian modellers have been importing their batteries directly from cut-price suppliers in China and Hong Kong but now that option may have effectively been cut-off.

Australia Post says they will not be accepting any shipments that contain LiPo batteries due to safety concerns.

The postal service says that packages containing lithium batteries will be rejected because air carriers are now scanning all mail for the presence of "dangerous goods", something that lipos are now classified as.

It is expected that other countries may follow suit in banning the personal shipment of lithium polymer batteries by airmail.

## Gary Fitch Visits Cedar Creek

Always welcome, Gary Fitch, our District 2 AMA Vice-President, visited the field on Sunday - August 23<sup>rd</sup>. It was great that we were also holding our monthly Fun Fly, and that we could tell him about our previous day's Pattern Primer.

Gary got to speak to many Long Island fliers throughout the day. I'm sure that Gary came away with a lot of very useful suggestions from his visit.



Gary is a great asset for us with his position in the AMA. He is very approachable and I'm sure he would like to continue receiving your comments and suggestions.



## Great Planes Z-526 Zlin Akrobat

Based on the Zlin Z526A that's been popular since the 60s and 70s, the Great Planes Z-526 Zlin Akrobat .46-.70 GP/EP ARF model is a distinctive departure from the many CAPs, Extras and Edges currently found at the flying field.

The Zlin is similar in looks and performance to the Super Chipmunk,



with a sleek profile and the capability for thrilling aerobatics—equally achievable with a 2- or 4-stroke engine or an outrunner brushless motor. The sheeted foam core wing can be built in one or two pieces and the airfoiled tail surfaces are strong and lightweight. With its low parts count and extensive preassembly, the Zlin can be flight-ready in just a few hours. The Great Planes Akrobat features a high-visibility, scale MonoKote trim scheme, with decals included for German registration or U.S. "N" numbers.

- ElectriFly's RimFire 42-60-480kV outrunner brushless motor delivers plenty of power for sport flight and aerobatics.

- An engine mount is included for installing a 4-stroke or 2-stroke glow engine for added realism and exceptional performance.

- The canopy doubles as an easy-access hatch for the battery compartment; magnets and a latch provide extra security.

### Specs

Wingspan: 58 in.

Wing area: 633 sq. in.

Weight: 6-6.75 lb.

Wing Loading: 22.24 oz./sq. ft.

Length: 52 in.

Requires: 4-5 ch. radio with 4-5 servos; .46-.55 2-stroke or .52-.70 4-stroke

OR RimFire 42-60-480kV outrunner brushless motor, 60A brushless ESC & (2) 11.1V 3200mAh 20C LiPo batteries

Price: \$219.99

## Monthly Fun Fly

The 2009 Monthly Fun Fly Season continued last month with its 5<sup>th</sup> meeting with 11 fliers competing. The year to date standings, are as follows:

Place	Flier	Points
1	Bob Reynolds	51
2	Ted Evangelatos	71
3	Tom Tavorario	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

\* Did not compete

## New Members

*Peter Ackerman  
Carl Russo Jr.*

## The 2.4GHz Spread Spectrum FAQ

### 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 eliminates 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 receiver 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 buy 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 receiver crashes, its' quite likely your plane will also crash. Good batteries of adequate capacity and well-charged are absolutely essential to safe flight.

## Ask Dr Phil

Ed Wiemann found this article in RC Hangout. He thought we all might enjoy the read - Dr Phil

Here's a scenario: Pilot takes off, plane's engine sounds great. After several minutes of flying, engine seems to lose power, sounds kinda "thin", pilot keeps flying. Engine continues to sag, now full throttle is very weak, pilot now understands that maybe this isn't gonna clear up. Engine dies (what a shock! ), pilot calls for deadstick landing overshoots, tears off landing gear, etc. Never seen this at your field, right?

Here's the way that \*I\* set mixture on non-airbled carburetors (90% of the engines out there fit this category, but the theory is similar for air-bleed carbs). First of all, understand that the high speed needle has its main effect from 3/4 to full throttle, and the low speed needle controls everything from idle up to 3/4 throttle. It thus makes sense to me to spend the biggest majority of my tuning time adjusting the needle that controls the largest portion of engine running, right? Also, remember that there is a proper air to fuel ratio (mixture) that allows the engine to run properly. Too much fuel is rich, and too little fuel is lean. We "richen" the mixture by adding more fuel (turning the needle out, or counter-clockwise), and we "lean the mixture out" by decreasing the fuel (turning the needle valve in, or clockwise).

I start the engine give it full throttle, and lean it to it's highest rpm (peak), then richen it by maybe a quarter turn. Then with the glow plug igniter still attached, I slowly close the throttle to an idle rpm. At the lowest rpm that the engine will still reliably run, I then remove the glow igniter. If the engine dies immediately, I know it's too rich, and I then lean out the LOW SPEED NEEDLE by 1/8th of a turn (don't touch the high speed needle). Start the engine again, (and this is important) give FULL throttle briefly to clear out excess fuel, then slowly close the throttle again. Remove the glow igniter, and this time it may run a little longer before it dies, so lean the low speed another 1/8th turn. Re-fire the

engine, give a burst of full throttle to clear it out, and slowly close the throttle again. remove the glow igniter and now notice that the rpm DROPPED a bit when you removed the glow igniter, but the engine kept running. We're getting there. It's still too rich, and you'll prove that by opening up the throttle and hearing the engine "blubber" then die. That's because excess fuel has collected in the crankcase during the rich idle, and when you opened up the throttle, the excess was pulled into the cylinder, making it WAY too rich. Supposed you were on a landing approach, and decided to go around, you throttle up but the engine "blubbers" and then dies (another thing we haven't seen, right?). Yep, the LOW SPEED needle was still too rich, allowing excess fuel to collect in the crankcase, just WAITING on you to try to go around so it could "LOAD UP", blubber, and die!

Keep leaning the low speed needle down until it idles well, but now, when you open up the throttle, it HESITATES instead of BLUBBERS. When this happens, you've lean it down too far, so richen it up 1/16th of a turn and try again. You know you've got the LOW SPEED needle right when you can fire it up, remove the glow igniter, and the rpm doesn't change AT ALL, and you can open the throttle up, and it doesn't blubber or hesitate, it just runs!

The final thing you do is re-adjust the HIGH SPEED NEEDLE, leaning it to it's highest rpm (peak) and then richening it up maybe 1/8th turn to give it a slightly rich mixture. We also know that the fuel mixture will change in flight when you point the nose up (harder for fuel to travel uphill) and also as the fuel level in the tank changes. In both cases, a leaner mixture results, so we actually need to set the mixture a bit further on the rich side to account for this. While the engine is running at full throttle, CAREFULLY pick the model up and raise the nose to at least a 45 degree angle while listening to the engine. If the engine sags a bit, then you'll need to richen up the high speed needle 1/16th turn. Try it again, and when you can point the nose up and the engine doesn't sag, but maybe shows a slight GAIN in rpm, you know you've got it right.

Continued on Next Page

Now the engine will be happy, and chances are will reward you with reliable running. If you've got one of the few engines with an air bleed adjustment for low speed adjustment, the theory is the same, just refer to your manual to see how to richen and lean the low speed mixture.

## Gas Engine Troubleshooting

If your engine runs fine on the ground but behaves poorly in the air, your problem is probably with the regulator. If a faulty part is to blame, the guilty party is most likely the (Walbro carburetor's) rubber diaphragm, and this usually occurs because of its age. If you carefully remove the chrome cover after you run the engine and find that the surface between the cover and the diaphragm is wet, you have a problem. There should be no fuel here; even a pinhole leak will cause fuel-metering problems. The other, more common problem is that over time, the diaphragm may harden and will no longer respond to pressure changes. The simple solution to both of these problems is to replace the diaphragm. A carburetor kit contains all the parts you'll need and should be considered part of your routine airplane maintenance, just as new batteries are. Carburetor kits are available at hobby shops and small-engine shops, as these carbs are the same as those used in weed eaters and chainsaws.

## CHICKEN WINGS



## FASST™ Wireless Trainer System

The following was brought to my attention by Ernie Schack. I will have further information about this product in next month's issue of Smoke Signals.

The FASST Wireless Trainer System makes the teaching/learning experience more enjoyable by eliminating the cord!

- Does away with cumbersome trainer cords, allowing the instructor and student to stand up to 30 feet apart
- Plugs into the micro port of any instructor's transmitter and attaches to the back with included hook-and-loop material
- Easy programming through the transmitter



Instructor's transmitter can be 72MHz, 50MHz or 2.4GHz; student's transmitter must be a 2.4GHz FASST system.

### September Birthdays

- 4 Charlie Restivo
- 4 Ernie Schack
- 5 Robert Peters
- 6 Frank Savarese
- 8 Al Weiner
- 10 Timothy Murphy
- 15 Frank McGrath
- 23 Greg Gatto
- 27 Paul Fornuto
- 28 Frank Lang



BY MICHAEL AND STEFAN STRASSER