Smoke Signals

Monthly Newsletter of the Meroke RC Club May 2009

AMA Gold Leader Club #458 - established 1963

From the President

I'd like to begin by urging everyone to read the last section (the last nine paragraphs) of the President's Perspective on page 5 of the May 2009 Model Aviation magazine. In this section of his message, AMA President Dave Matthewson discusses how to react when someone new shows up at our flying fields. As pointed out in the article, it is extremely important that we make a good first impression on visitors to our field so that we can provide them with a smooth entry into the hobby and possibly encourage them to become members of the Meroke R/C Club. I urge all of our members to assist visitors to our flying field in obtaining information about the hobby and about our club.

Next I'd like to inform everyone that the video that was produced by the two students from Hofstra University has been finished and has been posted on YouTube at the following address:

http://www.youtube.com/watch?v=MggGS0-J2vs.

Type this URL address into your web browser and you can watch the video. We will try to distribute this video to our members and also place it on our website.

I also would like to report that the six safety benches that were constructed by our young Boy Scout member Joe Cieslewicz and members of his Boy Scout troop were delivered to the Aerodrome on Saturday, April 25th. Joe coordinated the raising of the money, the obtaining of all materials, the construction of the benches, and the delivery of the benches to the Aerodrome as part of the process to qualify for Eagle Scout. When you see Joe, make sure that you thank him for a job well done.

From left to right: Scouts Joe Cieslewicz, Tom Garcia, Tom Cieslewicz and County Legislator Dennis Dunne

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Meroke Calendar

May 7th	Club Meeting 8 PM – Lecture – Ed Anderson speaking on Electrics
May 21st	Club Meeting 8 PM – Show & Tell
May 24th	Club Fun Flys
June 4th	Club Meeting 8 PM – Show & Tell
June 7th	Annual Meroke Open Fun Fly
June 18th	Club Meeting 8 PM – Lecture – Tom Gywnne of the Cradle of Aviation speaking on History of Aviation on Long Island ****Lecture starts at 8PM****
June 21st	Club Fun Flys
July 19th	Come Fly with Us
August 22nd	Pattern Primer – more information in next month's newsletter
September 13th	Annual Meroke Picnic at the Cedar Creek Aerodrome

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	Ed Wiemann
Building Program	Charlie Lando	Ernie Schack
Archivists	Ron Berg	Stan Blum
Webmaster	Ted Evangelatos	
Social (Coffee)	Irv Kreutel	Al Hammer
Raffles	Curtis Underdue	
Show and Tell	Ed Wiemann	
Video Librarian	Bob Cook	
Audio/Visual	Tom Cott	
Come Fly With Me	Charlie Lando	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 Tavolario
Dinner	Jaclyn Tavolario	
Picnic	Chris Mantzaris	Nick Giuffre
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

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Finally, I'd like to discuss Aerodrome Aircraft Flight Rule number 11. This rule states that, "No aircraft shall take off if there is any person, plane, vehicle, animal or other object on the upwind side of the transmitter impound area or on, or anywhere closer than the pilot line to, any portion of the active runway." It is extremely important that everyone adhere to this rule. This rule was implemented to ensure that we avoid damage to aircraft and injury to pilots that happen to be on the upwind side of the transmitter impound during the process of retrieving aircraft that have landed or otherwise found their way into this area (crash, dead stick, etc.). If you takeoff while someone is on the upwind side of the transmitter impound area, you are exposing any person or plane in that area to serious injury and/or damage. Unfortunately, over the years, we have found that the person or plane on the upwind side of the transmitter impound area acts like a magnet to attract any plane that is in the process of taking off and creates a very dangerous situation. By following this rule, we will avoid placing any person or any plane in danger of injury or damage. Please be patient and wait for the person or plane that is on the upwind side of the transmitter impound area to return to the transmitter impound area before you start your takeoff roll. Safety should always be our number one priority at the Aerodrome.

Dr. Phil is Back

Hi Folk,

Welcome back for another fun filled season of high flying adventures at Cedar Creek.

At this time of year everyone is taking out their equipment and trying to have their first shake down fights of the year. Some of you may be forgetting to check and recheck all your equipment after the winter lay up. Please make sure you go over every inch of your plane and radio gear with a fine tooth comb.

Once you're at the field, I'm sure a lot of you with have the usual problems starting your engines etc. The following are some helpful hints to keep you on the right track. I've printed these tips before but they are worth reprinting.

When checking the idle mixture of your two stoke engine. The most popular and most accurate way is to use the **pinch test**. Pull the throttle back to idle. Pinch the fuel line and hold it.

- If the engine begins to **speed up** then the idle mixture is **too rich**.
- If the engine immediately **slows down** or tries to quit then it is **too lean**.
- If the engine slowly speeds up or slows down then the mixture is close to right.

When the idle is adjusted properly then when the fuel line is pinched the engine will run at the same rpm for several seconds and then begin to slow down. The engine should transition smoothly from idle to full throttle without burbling, loading up or dying.

Now a word on the WRONG way to check the idle mixture. The way a lot of people check their idle setting is to reduce the throttle to idle and then immediately gun the engine. If it transitions ok then they think everything is set properly. The problem with this technique is that it does not allow the engine to idle long enough to reveal a problem. If the idle is close to being properly set then you have to let the engine idle for several seconds to see if there is a problem. For example, if the idle is ever so slightly too rich, then it may take several seconds for the engine to load up with enough fuel at idle for it to be noticeable when the throttle is advanced. If you really want to get the idle setting dialed in, then let the engine idle for 15 to 30 seconds and then advance the throttle. If it still transitions well, then the engine is set properly. If the engine sputters and spits then the idle mixture is too rich. If it slows down then it is too lean. Setting an engine is not difficult. It is just a matter of going through a set of procedures and being a little patient.

Now that you have the idle mixture set correctly, why does the engine die at the same spot every time? Could it be a crack in the silicone pickup line INSIDE the tank, right at the end of the brass tube from the stopper? The sharp edge eventually cut through, and when the tank was inverted, about a third into the flight, the clunk would fall to the top of the tank, and the crack at the brass tube would then draw air. Instant dead stick. The reminder is - **NEVER forget to pay attention to the symptoms!!! If a deadstick repeats at the same "time" after engine start, it is TANK related!!! It is ABSOLUTELY tank related!!!! SO....** when you have a new tank, assemble it with whatever tubes you use, but chamfer and de-burr BOTH ends of the tubing, on all the tubes…this will definitely stop the fuel line cracks that WILL occur if there is a sharp edge or the slightest burr on the tubing. It will save you grief down the road!!!!

Now if you are still tinkering with your engine maybe your problem is your glow plug?

Glow plugs come in two types: with and without idle bars. Both plugs work well in muffled engines. Idle bar plugs provide a slightly more consistent idle, especially for engines mounted in the inverted position. However, idle bar equipped glow plugs reduce the engine's top rpm by 2-300 rpm.

Glow plugs also have something called a "heat range" that measures the temperature of the glow element during operation. For sport engines using nitro methane levels of 10-20%, this is probably irrelevant. One very important point to know is that glow plugs can need replacing *even*

though the engine still runs! Like all things mechanical, glow plugs wear. The glow element still glows when connected to the glow driver and the engine still runs, but the plug may be worn out. The first operational indication of a worn plug occurs during idle. The engine starts smoothly, and idles well. As soon as the glow driver is disconnected, the idle slows by 2-300 rpm. This is the signal to replace the plug.

If not replaced, the next operation to go bad is the engine's transition. No matter the mixture settings, the engine stumbles during acceleration as if it were too rich. Next, the idle becomes unreliable and the engine sometimes quits at low throttle settings. Once this starts the pilot starts changing the perfectly good mixture settings. Sometimes this is of temporary help, but makes matters worse because now the settings are off and the plug is still bad. Change the glow plug the first few times a well set idle slows dramatically when the driver is removed. You will save yourself a lot of headaches if you do.

Don't be lazy take a couple minutes and make sure you all systems are go and then have fun! See you at the field.

Monthly Fun Fly

The 2009 Monthly Fun Fly Season got off to a great start on April 26th. Chris and Gene hosted 12 fliers on a beautiful day for flying. The standings so far for this season are (remember! As in golf, the lower the score the better):

Place	Flier	Points
1	Bob Reynolds	14
2	Tom Tavalares	16
3	Tony Pollio	17
3	Chris Mantzaris	17
3	Ted Evangelatos	17
6	Curtis Underdue	19
7	Rich Boll	23
8	Ron Berg	26
9	Gene Kolakowski	27
10	Patrick Boll	28
11	Nelson Ramos	30
12	Kevin Urso	31

Emails to the Merokes

The following Email was sent to Ernie Schack

We've received your request for a donation to your June event and we're happy to help!

Donations ship 2-4 weeks prior to the event and will arrive under the Great Planes label. We'll be shipping to the (address withheld) address unless you specify otherwise.

All of us at Hobbico wish you a successful event and by the way, you have a great website!

Sincerely,
Carol Pesch, Product Communication Manager

The following Email was sent to our Webmaster – Ted Evangelatos

My name is Kevin Rathmell and from left to right in the picture it is, Kevin (me), Dwight White, Dwight Rathmell and James Gamon.

I am a member of the Dallas RC Club #609. I found the plans to the safety bench on your website and wanted to say thanks for sharing.

We have built 6 so far and the membership loves them, saying they are the best built benches they have seen. Here is a picture of our building team with 2 of the bench's we built.

I made a few modifications like the wheels which make them really easy to move around when mowing.

Editor's Comment – After all of these years, it is still great getting feedback from other clubs regarding our Meroke bench design.

How To Make Fiber Glass Landing Gear

Why fiberglass landing gear? They're tough, easy to make and won't permanently deform as a result of a hard landing. The same technique can also be used to make high-tech, carbon-fiber landing gear, but you will have to experiment with the number of plys (layers of cloth) to use. The fiberglass gear described works great on profile, trainer and other RC aircraft. You can easily make these in an afternoon or a lazy weekend. All of the needed materials can be found at your local hobby shop and hardware store.

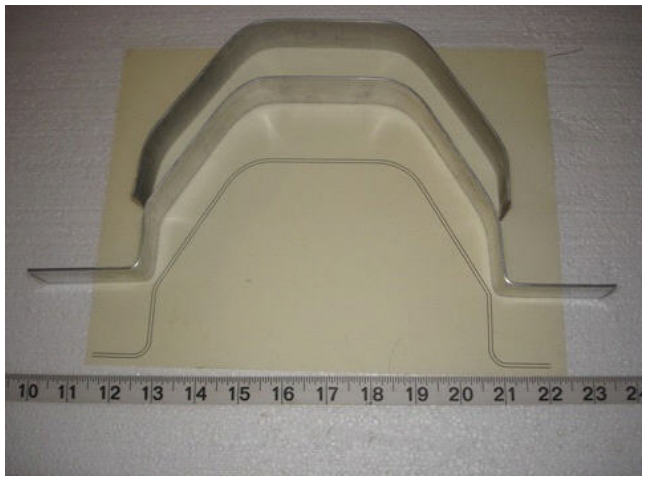
Tools and supplies needed (from left to right):

- Tin snips for cutting aluminum bar
- Vice grips or vice for forming aluminum bar
- Clamps for securing form
- Mold-release wax (paste car wax works too)
- Fiberglass (four pieces at 45 degrees, six pieces at 0 degrees)
- Sharp, but not expensive scissors
- Waxed paper
- Polyester fiberglass resin
- Disposable bristle brush and mixing container
- Acetone
- Latex (or similar) gloves

Not shown:

- 1/16x1 1/4 inch-wide flat aluminum bar stock
- Dremel tool with cutoff wheel
- Drill and drill bits
- Paper towels or rags for cleanup

First, draw a pattern for your gear. You will use this as a

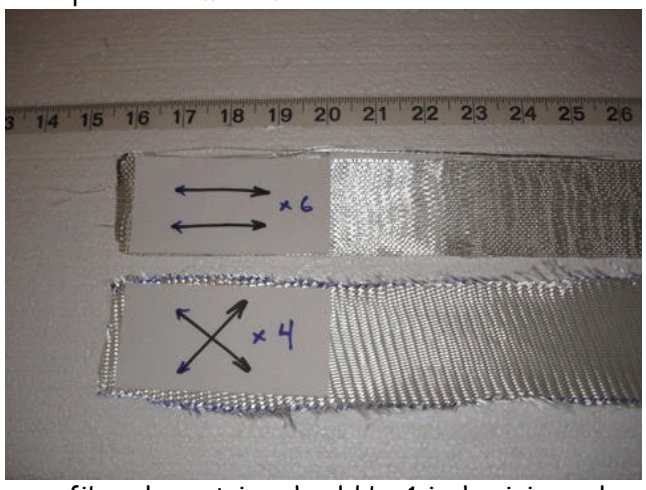


template to form the bar stock. Form the bottom so that you have some "ears" to clamp to the table.

Tip: If you want your landing gear to have any special angles (like toe-in), now is the time to put them in.

Tip: A good design practice is to make the width of your gear (viewed from the front of the airplane) a minimum of 25% of the wingspan. For trainers I would use 30%. A 60-inch model would have gear that is 18 inches wide, if it were 30% of its span (60 x 0.30 = 18).

Next, form a second piece to fit on top of the first. Lay the fiberglass up on the piece that has the "ears" and then clamp the top piece on so that both sides of your finished part are smooth.



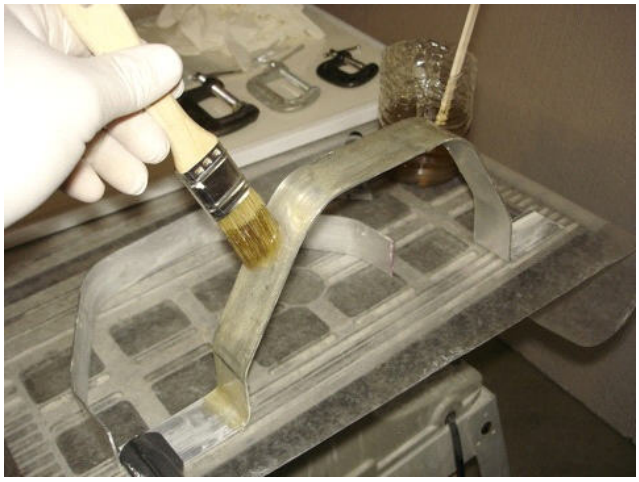
All your fiberglass strips should be 1 inch minimum longer than the gear. They should be wider than your finished

gear by at least 1 inch. This will make placement a lot less critical. When the resin has cured, you will cut the excess away.

Cut your fiberglass so you have six pieces with the fibers running parallel to the long edge of your gear. This will give the gear strength in bending under hard landings. The more plys you add here, the "stiffer" the gear will be. You can add more if you model is heavier, or less if it's lighter. With six plys in this direction, this gear will easily support a 5-pound model. These pieces will end up in the middle of our layup. Next, cut four pieces so that the fibers are running 45 degrees to the long edge of the gear. This will give the gear strength in "twisting." These layers will form the outside of our layup with two pieces going on first, and two pieces going on last.

Next, put a piece of waxed paper down and clamp the form to your work surface. Wax both the upper and lower forms, and don't forget the edges. The wax will keep the fiberglass from getting stuck to the form. You should apply at least three coats of wax. Let each coat dry before applying the next.

Next, prepare your work area. Once you mix up the fiberglass resin, you will have only 15-20 minutes of working time. Make sure your fiberglass is laid out and

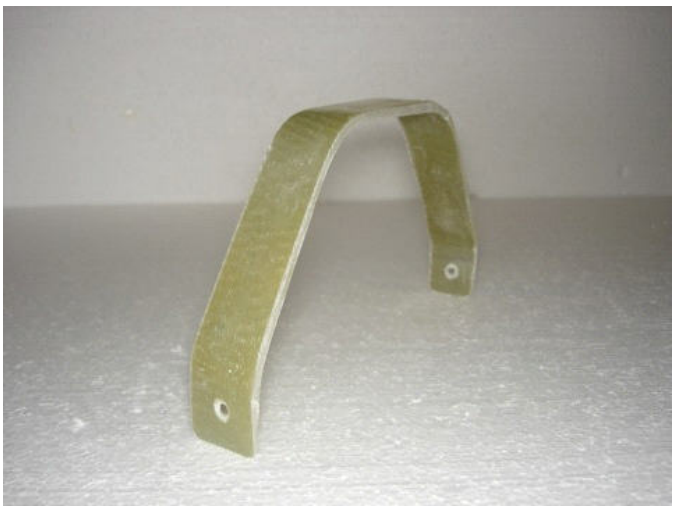


you have extra gloves available.

Mix up your fiberglass resin thoroughly according to the directions on the package. For this small layup, you will probably use 5 oz. of resin.

Tip: When applying resin, don't use brush strokes. This will distort the fiberglass and make it hard to do a good layup. Instead, dab the brush with short, quick motions.

Dab the resin onto the form and put your first 45-degree



layer down. Dab resin until it's nearly saturated. If you see air bubbles, use your brush to dab them away. Then put the next 45 degree layer down and saturate it with resin.

Now lay your "0" degree layers down. Repeat until all 6 "0" degree layers are on.

Finish the fiberglass layup with the two remaining 45 degree layers.

Make sure that all the layers are on the form and there are no air bubbles.

Put the top form on the layup and very lightly clamp it to the bottom form. Stop clamping when you squeeze just a little resin out. Make sure that all the clamps have about the same pressure and that the top and bottom forms align. You don't want to squeeze all the resin out!

Caution: When using power tools, always use safety goggles and other protective equipment!

When the layup cures (6-12 hours), use a cut-off wheel to remove the excess fiberglass on either side. A sanding bar is helpful to get all the edges even.

Next, drill holes for the axles. You can use bolts from the hardware store or the hobby-shop variety. Be sure to use a lock washer or lock nut for the fist nut if you are not using hobby shop axles.

Last, drill the holes to attach the gear to the airplane. You may want to use 1/4-20 nylon bolts for this task. The nylon bolts shear in a crash, but hold up well in hard landings.

Show and Tell

At the April 2nd meeting we had 2 members participate in the Show and Tell.

- Mark Klein spoke about his CMP Katana ARF. After telling us that the balsa wood used was of questionable quality and the covering was inferior – I don't think anyone listening would buy one of these ARFs.
- Ed Weimann showed the P-51 Mustang he built over the winter from a Top Flite Gold Edition kit. It was covered in fiberglass and Solatex and painted using acrylic lacquer in spray cans. Equipped with a Thunder Tiger 90, a number of us saw it fly at the field two days before. One of the highlights of the plane's construction was the internal muffler – designed and fabricated by Ed. Ed copied the paint scheme from a book he has of "still flying" Mustangs. Ironically, the owner of the full-size plane has the same name as Ed. Ed hopes to see it when he travels through Wyoming this summer with his camper. The $10 Ed won will help pay for the gas needed for his trip.

Congratulations to our Newest Member

George Althouse

May Birthdays

3	*Sal Richichi*
3	*Alex Shapiro*
6	*Henry Ortiz*
6	*Ron Berg*
6	*Tom Cott*
16	*Len Schroeder*
17	*Jose Giraldo*
22	*Thomas Lang Sr.*
31	*Robert Henken*