

# SMOKE SIGNALS

## NEWSLETTER

2016

### CLUB OFFICERS

PRESIDENT  
**MARK KLEIN**

CORRESPONDING SECRETARY  
**GENE KOLAKOWSKI**

BOARD MEMBERS

VICE PRESIDENT  
**JOE PETROZZA**

RECORDING SECRETARY  
**RICHARD BRUNSWICK**

**MIKE HAGENS**

**LOU PINTO**

**TONY POLLIO**

**ED WIEMAN**

TREASURER  
**RUSSELL RHINE**



### CALENDAR

JANUARY 7

Club Meeting

Show & Tell

JANUARY 21

Club Meeting

Virtual Fun Fly

### BIRTHDAYS

Mike Elbers  
Jerry Liebman  
Charlie Lando  
John Raparelli

Send all suggestions to:  
[newsletter@meroke.com](mailto:newsletter@meroke.com)

### UPCOMING PROGRAMS

Phil Friedensohn will be running the PROGRAMS this year and the first installment will be at our meeting January 21 - **Virtual Fun Fly** - Phil suggests "...keep your fingers nimble!"

### UPCOMING RAFFLE PRIZES

Roy Southard is handling the raffle and the first one in January will include an OS 46FX engine, Kaos ARF along with a Phoenix Dolphin MK2 EP/GP ARF 63" WS. If you can not make a meeting have your buddy buy some raffle tickets for you and support our club.

### RECORDING SECRETARY MINUTES SYNOPSIS

Starting with the February issue Rich Brunswick will be a contributor to SMOKE SIGNALS with an edited version of the meeting minutes.

### FIELD SAFETY OFFICER REPORT

As you will see in the upcoming pages Ted Evangelatos will be giving us regular updates on Field Safety and any other issues relating to the field and keeping it safe for us all.

## SMOKE SIGNALS

### MESSAGE FROM THE PRESIDENT

This year, I'm glad to say, finds the club in excellent shape thanks to the tutelage of Lou and his fine executive board. The club could not have been run any better with all events and programs moving smoothly along. In addition, our treasury is in great shape thanks to Nick's conscientious hard work and attention to detail. Thank you Nick!

I'm looking forward to carrying out similar programs this year along with some new ideas that I hope you will find fun and beneficial. The first is what you are now reading - a revamped Meroke Newsletter thanks to Dennis Osik. Please take a moment and look over the content rich format that is geared to you, the membership.

Our first of two Paint Ball events will be a charitable fund raiser for the "Seeing Eye", a high scoring, non-profit local guide dog organization that places 500 dogs a year for those in need. We will also introduce BBQ Sundays during the nice weather, serving lunch for members at the field. We may also have a team fun fly event linked to those Sundays.

Programs are another important part of our meetings and this year Phil has several interesting and useful programs planned. Our showcased, standalone program is of course Nelson's Building Program on Saturdays where you will receive expert and hands on advice in all phases of our hobby.

One more thing. The Meroke Club doesn't move on its own - the membership contributes to its everyday functionality so I will be looking forward to all of you **volunteering** for the various jobs essential to meeting our goals. Thank you for the honor of serving as President.



***This message was sent by Chief Field Controller Ted Evangelatos on December 14, 2015 to the Field Controllers. This is VERY IMPORTANT information and a must read for everyone who wants to continue flying.***

Controllers,

As you may be aware, the FAA today announced a rule for mandatory registration of all RC aircraft weighing between 0.55 lbs to 55 lbs.

This rule includes ALL RC aircraft and applies to ALL OF US owners/operators of RC airplanes and helicopters - NOT JUST DRONES. The criteria is only the weight, not the type of aircraft we own.

Registration starts next Monday 12/21/2015. The cost is \$5 per registration for 3 years, but it will be refunded if you register within the first 30 days. You only need to register once, regardless of how many airplanes/ helis you own.

Violators may be punished with civil penalties of up to \$27,500, while criminal penalties include fines of up to \$250,000 and/or imprisonment for up to three years!!! The FAA is not kidding around!

This rule will be incorporated in our Field Rules, and will be strictly enforced. In order for someone to fly anything, he/she must have the FAA registration on their person. The FAA reg number MUST be on ALL aircraft.

***Since the December 14, 2015 FAA announcement the AMA is suggesting that members hold off with registration until the AMA clarifies its position. For more information go to:***

***<http://amablog.modelaircraft.org/amagov/2015/12/17/hold-off-on-registering-model-aircraft/>***

# SMOKE SIGNALS

## ASK A MEROKE



This is a new feature of the Newsletter that President Mark Klein and I are excited about. The e-mail address [askameroke@meroke.com](mailto:askameroke@meroke.com) is available for you to write and ask a **HOW TO** question that will be answered in the next Newsletter by one of your club members experienced to deal with your query.

Here is a question that I asked and Nelson Ramos answered that I posted in the past that will give you the idea of what I am talking about.

*Hi Nelson, I have never set up an rc planes receiver. Can you tell me which items (Rudder, ailerons, elevator and throttle) go to which channels of the receiver. Also I have an "AIR ALERT" which was set up to the throttle. I will do the best I can but may need your help to set up the electronics.*

Hi Dennis, The easiest way to remember channel one through four is that we all use the right hand on the transmitter for channel 1 & 2 and the left hand for channel 3 and 4.

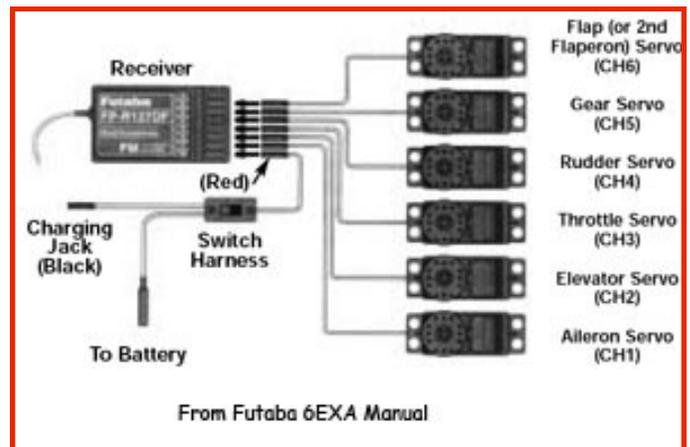
1) This is what I do. I insert the battery in the highest channel which is always marked with the letter " B" and turn on the transmitter.

2) The right joy stick controls the elevator and the ailerons ( channel 1 & 2 ), insert the aileron servos into channel one or two and move the joy stick left and right and see which surface moves the elevator or the ailerons. You want the ailerons for this action. Move the joy stick to the right, from behind the fuselage the right aileron will move up and left down. If that doesn't happen than stop and THINK !

3) Move the right stick up and down, this is for the elevator. Move the stick down ( PULL ) and the elevator surface should travel up. Move the stick up ( PUSH ) the elevator surface should move down. With this action you have determined which is channel one or two.

4) The left joy stick controls channel 3 & 4.

5) Move the left joy stick up and it stays where you left it, it does not return to the center, this is the engine throttle. Now insert the throttle servo



and find out which is the channel - 3 ? Pulling the joy stick opens the throttle, pushing the joy stick closes the throttle. To set up the throttle correctly with the stick in the middle position your carburetor is in the half position.

6) And now through a process of elimination the only channel left is the rudder. Move the left joy stick to the left and again from behind the fuselage the rudder should move left . Move the joy stick to the right the rudder should move right. Also check the front landing gear it should move in the direction of the stick movement.

This procedure identifies which channel number is one to four. There is still more to set up, the travel end point for each servo, the servo reversal features. Centering each control surfaces with the center of the servos. Making sure equal travel up and down ( Unless using aileron differentials )

7) This is my favorite...**"read the manual."**

**Please Note:** Nelson's set up pertains to Futaba receivers, channel lineup on Spektrum, JR and Airtronics are different.

## SMOKE SIGNALS

ASK



DR PHIL

*From time to time we will reprise Phil Friedensohn's articles from past Newsletters since the information is timeless and important to remember and for our new members to have access to, so enjoy this first installment.*

Hi Dr. Phil

A Tower Hobbies .46 engine is giving me a little problem every time I turn the engine/model upside down, it won't run for more than about 8 seconds. It seems to go rich then dies. It does it at idle to 50% throttle (I haven't tried it at full blast). I tried to check everything but still the same. I made sure no fuel goes back through the muffler pressure line. I disassembled the engine twice and there is no visible damage on the parts. I checked seals, adjusted the low speed needle. In normal position and it runs fine and throttles good. So I have no idea what else should I do. Is there maybe an error or fuel leak?

Sal R

*If your engine quits with the plane upside down then it's probably a fuel feed problem, not an engine problem. If your tank is too low when the plane is upright, then the engine will go rich when the plane is upside down. If the tank is too high then the engine will go lean when the airplane is upside down. You say your engine seems to richen, so I suspect the tank position is too low.*

*The center of the tank should be about 1/4 inch below the center of the carburetor spray bar. (the tube going through the carburetor. See if changing the tank position helps resolve the situation.*

Dr. Phil,

Any fast tips on how to prevent small screws from stripping a wooden hole.

Mr. Questioning Mind

Here's a little trick I like to do to prevent small screws from stripping a wooden hole. I enlarge the hole to 7/64", add a little CA or epoxy, and then I tap a piece of inner pushrod tubing into the hole. Now a #2 screw will fit nicely into the pushrod and won't vibrate loose or strip the hole.

*See you at the field...Dr.Phil*

## SMOKE SIGNALS

### Update Meroke R/C Club Building Program by Nelson Ramos



By the time this Meroke Smoke Signal paper is published it will be a new year

Happy New Year to all Meroke members. Its time for an update on our building program.

Last month on our show and tell meeting I presented a 90-size form core balsa model. I explained the method used to core out each side of the wing for a servo bay and wiring of each servo plus an aggressive covering scheme using Monokote.

So far since we started back in October 2015, we've been working on kit building (Fun One) model. Stripping covering from old models, working on the battle abuse paint ball, Jim Gilmartin is in charge of our paint ball models. Continuing on ARF's, replacing bearings on glow engines, carburetor cleaning, electronics and more. For the New Year we'll continue on our building projects.

As I reported the lectures seem to be what the members are interested in. The information received by a novice is valuable, with this information the members can avoid common mistakes due to lack of knowledge and experience.

These are the list of topics we covered last year.

**Glow engine, Servo 101, Axis related information, Prop-Balancing, Soldering tips**

As you can see we covered a lot of information in 2015 plus the experience the members are receiving working on the models.

For a newcomer (novice) joining this club receiving flying instruction from our Meroke instructors and attending the building sessions, all this will make for a well informed R/C pilot. I don't know of any club that offers this as part of a club structure base program.

I will ask members to let me know of any topic they wish me to cover in our building program, which ends in March 2016 so we still have plenty of time to put a lecture together.

In closing many thanks should be given to all involved in making this program a success. Starting with the support from the AMA tag program (Come Fly with US), the board members, the volunteers, flying and building instructors, and to all who give up their Saturday morning to become informed builders and flyers.

Happy New Year  
Nelson



## SMOKE SIGNALS

### Tame your Tail-Dragger

Article thanks to Phil Friedensohn who found it in



From sport planes and classic civilian aircraft to warbirds and fighters, where the little “steering” wheel is in back behind the main landing gear, the tail-dragger configuration remains very popular. Though the tailwheel has very little effect on the model’s flight performance, the landing gear configuration does make takeoffs and landings much different from planes with tricycle (trike) landing gear. Here are some of the basics to help tame your tail-draggers and improve your takeoffs and landings. Depending on the wind, you can land a tail-dragger in two different ways: a tail-down, 3-point attitude (stall landing) or in a nose-down (2-point), wheel landing approach as shown here.

### DIFFERENT TECHNIQUES



The major difference between a tail-dragger and a trike-gear model, is the relative position of the model’s main landing gear with respect to the position of the center of gravity. With a trike, the center of gravity is forward of the main wheels and, when you land the model, it should touch down on the main wheels. The nose then remains level or tilts slightly downward, until the nosewheel comes in contact with the ground. This in turn decreases the wing’s angle of attack and helps to keep the model on the ground. With a tail-dragger, the center of gravity is somewhere behind the main wheels and so after the main gear touches down and the model begins to slow down, the nose slowly tilts upward (the tail comes down)

To see this full article go to <http://www.modelairplanenews.com/?s=tame+your+tail+dragger>

---

### QUADCOPTER UPDATE

As it currently stands, Quadcopters can only be flown at Lufbery Aerodrome under the following conditions:

- Same rules apply as helicopter flying
- Quads can only be flown at helicopter time slots, i.e. 7:30 to 10:00 AM
- Helicopter Controllers will instruct the quadcopter pilots where and how to fly.
- No FPV ("First Person View") flying is permitted, whether it is with goggles or viewing screen. The quad must be flown under direct visual contact by the pilot, within visual range - just like normal RC airplane or helicopter flying.
- Quad pilots must have a valid Park permit, either Helicopter or Airplane.
- Currently there no specialized tests or permits for quads. Pilots must test either with a helicopter or airplane and, if the test is successful, they will receive the appropriate permit.



Ted Evangelatos  
Chief Field Controller

# SMOKE SIGNALS

## MARK KLEIN



## SHOW & TELL

"...It's a **JEMCO** kit by Jim Meister it's out in the seventies...it's foam wings, built up fuselage, it is scale, it's built to scale outlines...one thing that I did

have a problem is that they cut the canopy scale, and the lines on the canopy, (laugh) well sure here I am I followed and I cut it right on the line that goes right on to the top of the wood there's no overlap so how do you put this sucker on? Ed Wiemann gave me a product called...**Formula 5-6-0** it's like a copy of the old **56**, the **Canopy 56, rc 56** it happens to work a lot better... because you wick it in you don't put it on and then put the canopy on top, you put the canopy first and then you wick the edges you put it along the edge, you can wipe it with you finger...and it dries clear and it's on tight...it really worked."



"The engine is an **OS 91 4** Stroke and this baby cost me with shipping and everything \$274 and let me tell you it is a great engine...when you hear it it sounds fantastic!

## Nelson Ramos



AT-6 TEXAN

It's inverted...a lot of people don't know how to set up an inverted engine...normally they get an engine that bogs down on idle. They don't know about the siphoning effect number one...the siphoning effect is this here, you have the tank, you have the carburetor you bring it straight in it keeps flooding the stupid carburetor, it bogs down, With the fuel, you take the fuel you go over the top of your tank and then into your carburetor and you prevent the siphoning effect, there it is"



## SMOKE SIGNALS

**HOLIDAY DINNER** - Photos by Marc Trager are available at the following link:[https://www.dropbox.com/sh/qth3hagjj8weesa/AADt-fHtQsD2aIWv7wXHX55\\_a?dl=0](https://www.dropbox.com/sh/qth3hagjj8weesa/AADt-fHtQsD2aIWv7wXHX55_a?dl=0)

Last month on Saturday December 5th the Meroke Awards Dinner was held at the Angelina's Restaurant in Lynbrook. The evening began with time for everyone to settle in, have a cocktail and enjoy pleasant conversation with club members and their companions. The meal a sit down affair began with a choice of Caesar or tossed salad and wonderful crusty bread followed by either Penne ala vodka or Penne marinara.. A choice of a main dish was available which included Chicken Marsala, chicken Frances,Chicken Marsala, Chicken Parmigiana or Salmon Dijon. Beer, wine and soda was provided throughout the meal topped with desert and coffee. Special thanks to Gene Kolakowski for arranging this year's dinner and to 2015 President Lou Pinto for making it free for club members.



The main event of course was the naming of "Mr. Meroke" for 2015, given this year to Al Weiner who truly deserves the honor for all his hard work over many years of service to the Meroke R/C Club.. Al was presented with with the traditional robe, staff and crown at which time he made his victory lap around the dining room. CONGRATULATIONS AL Weiner!!!



The Meroke Newsletter "SMOKE SIGNALS" accepts classified ads under the following conditions... the information is sent to [newsletter@meroke.com](mailto:newsletter@meroke.com) and is worded and priced the way you want it to appear in the Newsletter and that I can copy and paste it easily. Ads will be accepted from the 1st of the month until 12noon on the 15th of the month prior to publication, in other words if you want to place an ad in the February issue of "SMOKE SIGNALS" you can do so January 1 thru 12noon on January 15. The Newsletter is not responsible for any mistakes or misinformation that you provide.

### FOR SALE

**Joe MacDougall** has the following for sale:

TOWER UPROAR...fully built & covered with a good OS 46 AX and all servos...\$100

**TOP FLITE P-47 KIT WITH BUBBLE CONVERSION**

**DAVE PLATT ZERO** 80 inch wingspan semi-kit, includes cowl, canopy all ribs & former read cut and plans

**CONTACT JOE** at 516-221-6254 or e-mail at [batjam@aol.com](mailto:batjam@aol.com)