

# SMOKE SIGNALS

## NEWSLETTER

### CALENDAR

**FEBRUARY 2**

Club Meeting  
Show & Tell

**FEBRUARY 16**

Club Meeting



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

### BIRTHDAYS

- JACK TRAMUTA
- GENE KOLIKOWSKI
- MICHAEL CANALE
- RICHARD BOLL
- JOSEPH PETROZZA
- ROGER SCANLON

### UPCOMING PROGRAMS

***Nassau Flyers Swap Meet***

**Levittown Hall Jan 29 at 9AM - We have 2 tables**

**IMPORTANT - 2017 DUES \$60 ARE NOW REALLY OVERDUE**

### MESSAGE FROM THE EDITOR

Winter rules of flying are in effect - That means don't wait for a day with perfect weather. Not going to happen, check your weather app and look for a window of a couple of hours where the temperature is over 40 and the wind under 10. Enjoy God's gifts when he offers!



### MESSAGE FROM THE PRESIDENT

It may be February, but the Flying season will soon be upon us, so if you have not started to check out your equipment, charge your batteries and order supplies, you might want to think about it. See all of you at the next meeting. IOE P

### FIELD SAFETY

Mike Hagen had a good comment - When taxiing your plane back you don't want to face it to you or the Pit Area. What would happen if the throttle cut did not work but went out of control. You could be christened "Captain Cuisinart"



# MEROKE RC CLUB EST.1963

## YOUR PRESIDENT & BOARD PLAN FOR THE YEAR

Who says that these guys sit in a back room and just talk? No they sit in the front room and get it done.

Before the meeting January 6, Joe Petrozza had a working events calendar to present and the board went over the logistics to make it work. Great work Joe!

**If you have to contact Joe-** please use his new email dedicated to the club: [AMAJOEPET@OPTIMUM.NET](mailto:AMAJOEPET@OPTIMUM.NET)



<i>Meroke</i>			<i>2017 Calendar (proposed)</i>
Month	date	day	Event
<b>JAN</b>	5	TH	MEETING- show & tell
	15	TH	MEETING virtual fun fly
	29	SUN	NASSAU FLYERS SWAP MEET
<b>FEB</b>	2	TH	MEETING- show & tell
	16	TH	MEETING
	24-26	F-Su	AMA EXPO/WRSM SHOW NJ
<b>MAR</b>	2	TH	MEETING- show & tell
	16	TH	MEETING
<b>APR</b>	6	TH	MEETING- show & tell
	20	TH	MEETING
	23	SUN	HOT DOG SUNDAY FUN FLY
<b>MAY</b>	4	TH	MEETING- show & tell
	13	SAT	PAINTBALL #1
	18	TH	MEETING
	20	SAT	PAINTBALL #1 RAIN DATE
	21	SUN	NASSAU FLYERS Heli Fly-in (Field)
<b>JUN</b>	1	TH	MEETING- show & tell
	11	SUN	NASSAU FLYERS Electric Fly-in (Field)
	15	TH	MEETING
	25	SUN	Rain date Electric Fly-in (Field)

<b>JUL</b>	6	TH	MEETING- show & tell
	20	TH	MEETING
	23	SUN	HOT DOG SUNDAY FUN FLY
<b>AUG</b>	3	TH	MEETING- show & tell
	17	TH	MEETING
	23	SUN	NASSAU FLYERS Barbacue @ FIELD 5
<b>SEPT</b>	7	TH	MEETING- show & tell
	9	SAT	PAINTBALL #2
	15	TH	MEETING
	23	SUN	HOT DOG SUNDAY FUN FLY
	24	SUN	NASSAU FLYERS Giant Fly-in (Field)
<b>OCT</b>	5	TH	MEETING- show & tell
	19	TH	MEETING
<b>NOV</b>	2	TH	MEETING- show & tell
	16	TH	MEETING
<b>DEC</b>	7	TH	MEETING- show & tell
	10	SUN	NASSAU FLYERS XMAS PARTY
	21	TH	MEETING or XMS PARTY? TBA

## **BUILDING CLUB**



**The Nelson report:** The first picture are the three paint ball planes the guys are repairing . Dave Bell , Roy Southard, Paul Rozek are working the models plus out of this picture Lou Pinto is also working on one of the wing. The second picture is Robert Henken this model was lost in the woods of Lufbury aerodrome for months, after repairing the fuselage and wing its now on the covering portion of the build. The third picture you see Eppi Santiago and Tim finishing up last years' FUN ONE build . These guys came up with the color scheme. You can see the guys did a nice job. A few more building sessions and it will be ready for the show and tell. And our VP is there supporting the guys. The forth picture you see John Cap starting the covering phase of this old free flight model . John said his brother had this stored in his house for decades, John Cap is converting this free flight model into a 2.4 GHz R/C using glow fuel. He plans to invite his brother this Spring for the maiden flight.

## ***COOL MOVIE "SULLY" - But what would You do?***

**Dennis Osik asked a friend who is a commercial pilot..... WHAT WOULD YOU DO?**

**Dennis sent this e-mail to my friend Captain Joyce May of American Airlines after watching the Movie "SULLY" with Tom Hanks and Directed by Clint Eastwood. I think you and the club will find her answers very insightful and eye-opening. I just watched "SULLY" it is still haunting me as I write this...Here is my question to you as a professional airline Pilot...as to the actions taken by Captain Sullenberger did he do the correct thing, is this what you would have done? Dennis Osik**

To answer your questions:

In the event of an emergency, the airline captain is allowed -- and expected -- to do whatever he or she feels is necessary to best ensure the safety of the passengers. If the scenario is not one that has been previously addressed with a specific procedure, it's up to the captain to draw on his or her training, experience, and ability to think quickly, to come up with a plan on the spot. That's the real job of the captain -- making those tough judgment calls and decisions when the going gets tough.

As for what I would've done -- or for any pilot to answer that question truly fairly -- one would need experience flying that same type of jet (to know it's capabilities and limits), and then be put in that same unusual circumstance, without any prior knowledge of Sully's emergency and outcome, since Sully also didn't have any similar precedent to guide him in his scenario that day. If even just one flight parameter was different -- like a different altitude, or with the wind or cloud conditions altered -- his options for the same successful outcome become different as well, and perhaps not even possible. Without operating engines keeping you aloft and providing more time to review your options, there are no clear solutions -- just educated estimations based in the pilot's training, experience, and ability to think quickly in the face of a dreadful situation. The movie dramatized some other actions an experienced airline captain might've taken, and showed that if Sully had done any of those things, a smoking wreckage with multiple casualties would've been the outcome, as is too often the case when something catastrophically goes wrong with an airliner.

A competent professional pilot takes the possibility of worst case scenarios very seriously. We train for the more likely ones, and imagine and mentally rehearse what actions we could take in the less likely ones -- such as what Sully had to quickly assess and take action on, that fateful day. The truth is, Dennis, pilots know that when the very bad unexpected happens for real -- such as in a scenario as extreme as the loss of both engines at the relatively low altitude where Capt. Sullenberger was at the time -- we can only hope we're on our game that day: that we got our rest the night before so our brain is firing on all cylinders to best access all the training and conscientious studying throughout all those years beforehand, all to best enable our likelihood of making the right split decision when there are no second chances. Sully's scenario left little room for revision of his plan. He did have the good luck (if one could say that following that kind of emergency) of a good visibility day with favorable weather on his side, otherwise I have little doubt that there would've been virtually no viable action available, and with a catastrophe as the outcome.

Sully's excellent judgment and choice to put his crippled jet down on the Hudson River was not a decision that I believe many pilots would've chosen, though. That's because water landings without engine power to ease descent rate and fine-tune aircraft control is a very rare occurrence. Of the existing few examples of powerless water landings, they typically resulted in very bad outcomes, most often due to rough landing from the high descent rate without engine power, combined with ripples typically present on the water surface. Breakup of the plane in the ensuing careening around after touchdown has been the historical norm in the existing few examples of dead-engine water landings. The river was also freezing cold on that mid-January day, with the consideration that anyone whom might end up in the water would not survive in it for very long.

Given all the expected drawbacks of a water landing in the freezing cold, I believe most other pilots would've instead opted for a typical landing site (one of the several runways in the immediate vicinity), which the movie showed would've been unreachable without engine power and with the likely outcome of an ugly crash. But on that low-wind day on January 15, 2009, the Hudson was fortunately smooth. Sully knew his own abilities and the



characteristics of his jet well enough to judge that landing on the Hudson was his best option. All onboard the flight that day at least had enough luck that they had an exceptionally competent pilot of Sully, because I believe that few pilots would've been able to pull it off as successfully as he did. The pilots who might've tried to make it to a runway apparently would not have succeeded -- but nor, I believe, could they have been faulted for making the more expected choice.

Not being able to do the near impossible is not expected of airline pilots -- **but a great takeaway here is that they manage to do it anyway**: The DC10 that made it onto the runway at Sioux City despite no operating flight controls, with the resultant survival of most of the passengers despite what should've been unsurvivable for everyone onboard; the FedEx pilots who landed successfully after fighting off a crazed hijacker whom had first fractured their skulls with a hammer, in the hijacker's attempt to take over the jet so he could crash it into the FedEx Shipping hub which would've killed hundreds; the Aloha Airlines flight that had a catastrophic inflight structural failure, resulting in the loss of a huge section of the top of the plane which seriously jeopardized its ability to remain intact, had it not been for the very careful handling of the severely damaged jet by its pilots; and Sully's jet losing both engines due to catastrophic multiple-bird strikes at too low an altitude to glide back to a usable runway -- all just a few examples of pilots doing the near impossible. It's why you want smart, competent, well-trained pilots in the cockpit, and why you pay them well enough to attract the best people to the job. Exceptional, well-trained pilots find a way to do the impossible when the unlikely strikes.

Which brings me to your last question, Dennis, as to if I would've done the same thing as Sully. Since I was a capable and conscientious pilot who took my responsibilities very seriously, and was prepared and on my toes to deal with both the expected and unexpected, I feel confident that I would've arrived at the right judgment that making it back to a runway was not doable. Truly though, no pilot can really say for sure what they would've done in that very unexpected and unrehearsed scenario unless they were the pilot sitting in that seat, on that day....

### ***...And now for something entirely different:***

### ***JUST FOR FUN***

What happens when you let a couple of hot shot drone race pilots give you a tour of a new mega cruise ship . You will enjoy this link - COPY AND PAST IT INTO YOUR BROWSER

**<http://worldmaritimeneews.com/archives/195847/video-the-attack-of-the-drones/>**

In this two-minute video, AIDA Cruises' new flagship AIDAprima becomes a theater for scenes that we don't see very often – two drones in a rapid race onboard the cruise ship.

Moving at a speed of up to 120 km/h, the drones are presenting the ship from a unique, perhaps extreme perspective.

The drones can be seen flying over the ship's decks and the swimming pool, through the water slide, in the restaurants and the organic spa.

The video was made in April this year when AIDAprima was on its way to Hamburg, where it was subsequently [christened](#) in May.

The cruise ship was [delivered](#) from Mitsubishi Heavy Industries (MHI) in Nagasaki on March 14. It can accommodate 3,300 guests and over 900 crew members.

## MEROKE RC CLUB EST. 1963

**NEW SECTION- The Swap Shop - Sell, Buy or Trade**

send to Mel Brenner email: [merrillbrenner@yahoo.com](mailto:merrillbrenner@yahoo.com).

**For Sale - John Cappabianca** [cappabianca.john@yahoo.com](mailto:cappabianca.john@yahoo.com)

**Antique Transmitter collector item Over 50 year old - Best Offer**  
 Transmitter Model # DPT Never used Plus 2 Proportional Actuators  
 Model# DPC ,All 3 units made by - Citizen - Ship RADIO. Corp.  
 From Indianapolis, Indiana  
 These units have never been used.



**For Sale- Mel Brenner** [merrillbrenner@yahoo.com](mailto:merrillbrenner@yahoo.com)  
 516-526-4644

**F-4U Corsair classic warbird complete PNP - Asking \$140 Negotiable.**

OS 46 FX nitro engine, 54" wingspan, Digital volt meter, NiMh 2300 battery, all Futaba servos. just needs your receiver



**For Sale- Mel Brenner** [merrillbrenner@yahoo.com](mailto:merrillbrenner@yahoo.com) 516-526-4644

**Giant Scale Electric Mustang With Spektrum compatible Receiver + Retracts Asking \$140 Negotiable.**

Giant Epo foam scale model 63" wingspan, Receiver Spektrum Dxm2 compatible (Orange RX), Electric retracts, Upgraded motor and 100A ESC. Uses 6s 5000 LiPo