



Volume 5, Issue 2

Somerset Signal Senders
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Camp Okee Sunokee by Becky Rossi

It was a beautiful sunny July Monday on July 19th. After a quick breakfast meeting on Main Street in Somerville, 7 club members headed to the field in Branchburg for the annual presentation to the campers at Camp Okee Sunokee, a day camp structured for children through the Somerset County Park Commission.

The cast of characters included Tony and Becky Rossi, Dave Rollino, Chris DeBlass, Ken Hoeg, Stu Goodman, and Paul Brill.

Stu manned the camera while the kids filed in for the first session. Most of them knew what was coming, and they could barely contain themselves during Ken's presentation on aviation, especially when Chris started demonstrating the flight simulator on the television. I have never seen a group of people more motivated to see a model crash—definitely not something you hear a lot of at the field!!! When the presentation concluded, all the club members helped the campers assemble

their gliders, and it was outside we went to put the lesson into action.

Everyone had a great time chasing their gliders down the hill outside the park building, and seeing the effect wind speed and direction had on their gliders.

Lee Shahay from Somerset County Parks Commission sent these kind words to the club, following our visit:

"Thanks goes out to you guys for being so kind to us. Your visit is one of the highlights of the summer for the kids. Enjoy the rest of your summer... Take care."

It was a great way to contribute to the Somerset County Parks Program, and enlighten our youth about the fun of flying we all enjoy. Great job guys!!



How To Balance A Propeller by Becky Rossi

So you've assembled your model, you've put all the necessary hardware in, and you're ready to go. Before you take your new plane for her maiden flight, make sure you remember to do one thing – balance your propeller!!

Why balance a prop, you ask? Well for one thing, it will preserve the rest of your power-

plant, and save you time, frustration and money. Operating with an unbalanced propeller can cause unnecessary vibrations to your engine, and the rest of your plane's components. It can cause foaming in the fuel tank, as well as damage to radio equipment.

A prop balancer supports the propeller in the center and it

allows it to rotate naturally. When balanced, the propeller rotates evenly; if unbalanced, the heavier side will rotate downward. There are a number of propeller balancers on the market, including the Top Flite Power Point (Magnetic) Prop Balancer.

(continued on page 2)

Inside this issue:

Camp Okee Sunokee	1
How To Balance A Propeller	1,2
A Lesson in How to Crash	2,4
Upcoming Events	4
Upcoming District II Events	4
Contact Information	4
Summer Events Pictures	3

Don't miss pictures from this season's events on page 3!

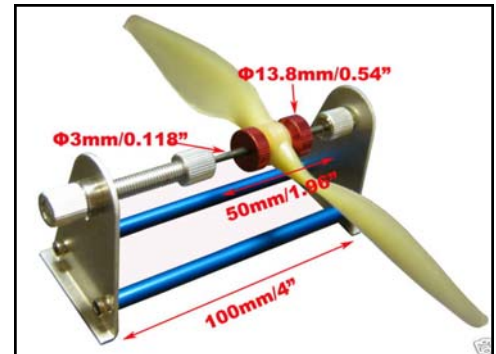
“Thanks goes out to you guys for being so kind to us. Your visit is one of the highlights of the summer for the kids.”

- Leora Shahay,
Camp Okee
Sunokee

How to Balance A Propeller (continued from page 1)

This prop balancer features magnets, to eliminate friction while balancing the propeller. There are also many prop balancers on ebay (www.ebay.com), including one in particular, recommended by Paul Brill at our last club meeting, which can be found [here](#). According to Paul, the threaded horizontal adjustment spacing holds better than Top Flite's. One negative, there is some movement – he suggests mounting the balancer on a wooden board to stabilize it. So how do you fix the problem? Once you identify what side of the propeller is heavier, lightly

sand the heavier side, and rebalance. Repeat until the propeller is balanced. It's best to avoid sanding the tip of the propeller, as this will cause the propeller to be dynamically unbalanced. Balancing a prop may seem like an unnecessary task, but your engine and the rest of your plane will thank you.



A Lesson in How to Crash

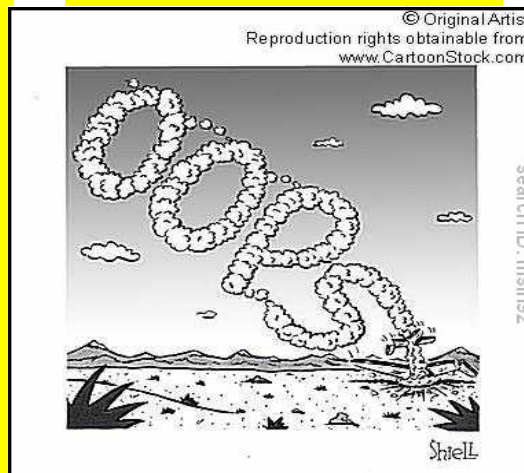
From the newsletter of the Silent Electric Flyers, San Diego

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermark 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing



to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I

had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zipped when I should have zipped.

End result was a near full-power dive into the ground instead of pulling up smartly.

(continued on page 4)



**CAMP OKEE
SUNOKEE KIDS**



**UMAC FUN
FLY**



**ELECTRIC FUN
FLY**



DAWN PATROL



**WARBIRDS OVER
NORTH BRANCH IV**



A Lesson in How to Crash (continued from page 2)

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So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.
4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control.

Upcoming Club Events

Saturday, 10/2/2010 Warbirds Event (Allaire State Park)

Tuesday, 10/26/2010 8:00 PM Club Meeting

Saturday, 11/20/2010 9:00 AM Turkey Fly

*The American Legion
Post 306
707 Legion Place
Middlesex, NJ 08846
(732)356-9699*

*LAST TUESDAY OF
EVERY MONTH
8 PM*

Upcoming District II Events

[AMA District II Fun Fly](#) Sat, Sep 25th, @10:00am - 04:30PM

[Orange County Silent Flyers Sailplane Workshop](#) Sat, Oct 9th, @8:00am - 05:00PM