



Mr Meroke 2006

Mark Klein

B. Chang



# Smoke Signals

**January 2007**

**Official Newsletter of the Merokes RC Club**

**AMA Gold Leader Club #458 (established 1963)**

**Website <http://www.meroke.com>**

**Next Meetings:** Thursday January 18th and February 4th @ 8:00 PM; check Smoke Signals for pre-meeting Lectures (begin at 7:00 PM)

**Location:** First Presbyterian Church of Levittown

474 Wantagh Avenue (1 mile north of the SS Parkway Exit 28N)

Photo by Brian Chang

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## Meroke Officers

|                         |                  |              |                          |
|-------------------------|------------------|--------------|--------------------------|
| President               | Mark Klein       | 516-326-0855 | mclein@optonline.net     |
| Vice President          | Dave Bell        | 516-633-0034 | david.bell@ba.com        |
| Treasurer               | Herb Henery      | 631-665-6274 | hahenery@aol.com         |
|                         | 420 Pine Acres   |              |                          |
|                         | Brightwaters, NY |              |                          |
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| Recording Secretary     | Al Weiner        | 516-868-5674 |                          |
| Corresponding Secretary | Bob Reynolds     | 516-775-4377 | mrbrew@optonline.net     |
| Board of Directors      | Allen Berg       | 516-781-3911 | extragiles@yahoo.com     |
|                         | Tony Pollio      | 516-794-9637 | rctony@optonline.net     |
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| Field Safety Officer    |                  |              |                          |
| Smoke Signals Editor    | Russell Rhine    | 516-484-0368 | merokenews@optonline.net |

## Meroke Volunteers

|                        |                  |               |              |
|------------------------|------------------|---------------|--------------|
| Membership             | Tom Scotto       |               |              |
| Meeting Raffle         | Mark Klein       |               |              |
| Coordinator            |                  |               |              |
| Programs               | Phil Friedensohn |               |              |
| Education              | Charlie Lando    |               |              |
| Friends of Cedar Creek | Charlie Meyer    |               |              |
| Model Building Program | Charlie Lando    | Ernie Schack  |              |
| Archivists             | Ron Berg         | Stan Blum     |              |
| Webmaster              | Thomas McManus   |               |              |
| Social (Coffee)        | Irv Kreutel      | Al Hammer     |              |
| Raffles                | Mike Loboza      | Nick Lovisolo |              |
| Show and Tell          | Al Cagan         |               |              |
| Video Librarian        | Lou Pinto        |               |              |
| Come Fly With Me       | Mark Klein       | Intro Pilots  |              |
| Open Fly-In            | Ernie Schack     | Tony Pollio   | John De Sena |
| Monthly Fun Fly        | Bob Maran        | Gene          |              |
|                        |                  | Kolakowski    |              |
| One Fly                | Tim Murphy       | Mark Klein    | Al Weiner    |
| Picnic/Awards Dinner   | Bob Reynolds     | Dave Bell     |              |
| Contest Directors      | Allen Berg       | John De Sena  | Tom Scotto   |
|                        | Bob Maran        | Tony Pollio   |              |

## Calendar



|   |  |
|---|--|
| January 4 <sup>th</sup>                       | Club Meeting 8 PM<br>Show & Tell                   |
| January 18 <sup>th</sup>                      | Club Meeting 8 PM<br>Meroke Auction                |
| February 1 <sup>st</sup>                      | Club Meeting 8 PM<br>Show & Tell                   |
| February 15 <sup>th</sup>                     | Club Meeting 8 PM<br>Virtual Fun Fly<br>WRAMS Show |
| February 23 <sup>rd</sup> to 25 <sup>th</sup> |  |
| March 1 <sup>st</sup>                         | Club Meeting 8 PM<br>Show & Tell                   |
| March 2 <sup>nd</sup> & 3 <sup>rd</sup>       | Keystone Indoor<br>Electric Fly                    |
| March 15 <sup>th</sup>                        | Club Meeting 8 PM<br>Paper Airplane Fly-In         |
| April 5 <sup>th</sup>                         | Club Meeting 8 PM<br>Show & Tell                   |
| April 19 <sup>th</sup>                        | Club Meeting 8 PM<br>S&R Batteries                 |

### Future Meetings

|             |                                 |
|-------------|---------------------------------|
| Gary West   | Premier Scale<br>Modeller       |
| Tom McManus | The History of<br>Mitchel Field |

## January Birthdays

|    |                       |
|----|-----------------------|
| 2  | Philip Hajohn         |
| 5  | Mike Elbers           |
| 5  | Ray Stamile           |
| 7  | Jerry Leibman         |
| 10 | Matthew Comerford     |
| 13 | Tony Pedalino*****    |
| 13 | Andrew Rifkin         |
| 14 | Stuart Rosenberg      |
| 22 | Charles Lando         |
| 24 | Angel Cruz-Ortiz***** |
| 29 | Peter Heinz           |

\* Big One



# President's News

Mark Klein



Welcome to our first meeting of 2007! While many of you were vacationing, your Board was meeting and working diligently on the many issues we will be addressing this year.

First up, is increasing attendance at our meetings. The By-Laws require that all members attend, at the very least, one out of eight consecutive meetings. **Please sign the attendance sheet at the door.** Meetings shouldn't be something that you dread, but rather look forward to. Sure, we discuss club business, but this year we are looking to stream-line the procedures, so that we can have more time during coffee to hang with our buddies and talk planes. As an extra incentive, we have ramped up the raffle (please subscribe and buy tickets) - thanks to Mike and Nick, and instituted the "Show and Tell" format to replace the Static Contest (thanks velvet fog Al K.). Additionally, all the officers and board members are working for you to make the meetings truly enjoyable and fun.

With Phil Friedensohn's program planning, we will have some of the best second meeting features ever. How about a Virtual Fun Fly in the winter? The Paper Plane contest is always fun and our Auction in January may land you a bargain. We'll have guest speakers galore. What more can you ask for (but please ask and we'll try to accommodate)?

The Board is presently tackling the issue of updating the Meroke By-Laws to bring it into the 21st century. You will be notified of proposed changes through the Smoke Signals and at Special Meeting(s) that will be announced in advance. Also, you will be receiving shortly a full survey to determine the nature and cost of our annual dinner - stay tuned! And, as always, we will be fine tuning our budget to work within our means.

The paper edition of this newsletter will be phased out before long, so please provide your email address to Tom Scotto or Russell Rhine. You may also access Smoke Signals on the Meroke Website ([www.meroke.com](http://www.meroke.com)) along with archived copies, thanks to Tom McManus and Russell Rhine. Should you be out of town or do not have access to the Internet, please write to me (Mark Klein, 1415

Terrace Blvd., New Hyde Park, NY 11040) and arrangements will be made to have it mailed.

This year we will have our first Cedar Creek Challenge (Open Fun Fly) on June 3rd, with sanctioned club teams and individual flying. Thanks to Ernie, Dave and Tony for taking charge of this event. Please lend us a hand during this AMA event or know that Ernie will take it and volunteer you. Our other large AMA event will be the "Come Fly With Us" on August 19th, to increase awareness of the hobby. More details on this event will be provided shortly.

Some administrative matters that need to be noted: Please **sign the attendance sheet** at the door, buy **raffle tickets**, see **Herb Henery** prior to the start of **meetings** for your treasury needs AND as I will be calling half-time administrative meetings, please allow **Board Members to take Coffee First**.

*Annual dues \$60 and please pay your dues by check*

*Please read the President's Message for important information each month.*

## From the Editor

Russell Rhine



Hope you enjoyed Mark's column this month. He certainly didn't leave me much room for mine, but that's OK.

It left me more time to enjoy the Holidays and catch up on reading some of the RC magazines. The fruits of this labor can be found on the 3 pages this month dedicated to the Spektrum DX7 radio system. Having lost a plane in Cedar Creek's own "Bermuda Triangle", the idea of purchasing one of these systems is very tempting.

I hate to repeat this so often, but this is your newsletter, so please make recommendations, submit articles, news pieces, etc. No room left for anymore.

New Members

Samantha Koenig

Ted Evangelatos





## Ask Dr. Phil

Happy New Year to all. Just to keep the record straight. In obtaining Cedar Creek Field passes, it is NOT necessary to have a Nassau County Leisure pass. There are a small number Meroke members that do not live in Nassau County. All we are required to have is a current AMA membership and pay a \$40.00 fee for the Cedar Creek Field pass.

### Important!

At the time of the distribution of this issue, there was no electrical power in all of Cedar Creek Park. This will delay the distribution of new permits.

### Northeast Electric Fly-In >> March 2<sup>nd</sup> and 3<sup>rd</sup>

Any of you folks that want to get your winter flying fix, this is the event to attend. They have been able to secure the dome just outside of Scranton for an electric fun fly in March. This place is HUGE, one of the largest soccer domes in the nation at over 400x200ft (houses four complete soccer fields with no pillars or columns!)

Flying will start around 3pm, Friday afternoon and continue straight thru (that's right, an all-nighter if you like) till Saturday evening. There will be featured several well known XFC, E-Toc, Masters pilots doing demo flights on Saturday as well as seminars and vendor booths. Micro flight will have a huge presence as we will host some of the countries finest micro engineers and pilots in attendance. You can't believe how small these planes are till you see them in person. There will be special areas for micro- flight planes as well as 3D areas for aerobatics.

Hotel accomodations are being made and the rates are very nice compared to what most payover the summer at IMAC events. Please see the below link and stop back often as we are adding new info to the site daily.

[http://www.simodels.com/keystone\\_flyin/](http://www.simodels.com/keystone_flyin/)

*Submitted by Rick Porqueddu*

## Holiday Party



Everyone had a great time and Mark Klein was honored as Mr. Meroke 2006. Al Weiner had the dance floor most of the night and he and Lenny Schroeder put on a Fred Astaire and Ginger Rogers dance medley. Charlie Lando's Wife won the gift certificate to the Majestic Salon and Health Spa in Seaford. Also raffled were 3 gift certificates to Macy's. It was a great night with lots of food, drink and Holiday Spirit.

## Coming in February



In the February issue of Smoke Signals there will be an in-depth review of the construction of the Phoenix 330S ARF by Master Modeller Brian Cashin

### Cedar Creek Aerodrome Permits

2007 Aerodrome permits will be on sale starting on January 5th. You need a new one in order to fly after that date. They will be on sale at the Administration Office of Cedar Creek. You must show your 2007 AMA card, your driver's license and a valid Nassau County Leisure Pass. The cost of the permit is \$20. Non-residents pay \$40 (no Leisure Pass required). You can now also obtain a new Leisure Pass at the same office.

The Administration Building is open from 11 am to 4 pm, Tuesdays through Saturday.

## DX7 - New Product of the Year?

*A few months back, I covered the DX6 Spread Spektrum Radio System. One of the most significant product introductions and technology developments for our hobby in many years. Of course, it had a major shortcoming, it was limited in transmitter power and thus limited to electric park flyer type airplanes. Well, we all knew that this restriction would be short-lived and just recently came the introduction of DX7 - with the power and functionality to be used with all of the airplanes. The next few pages of this newsletter contain a wealth of information regarding the DX7.*

With the DX7 you'll be able to fly anything from micro electric helis, to big gas-powered IMAC planes without regard to frequencies and free from fear of interference. Calling this kind of thing "revolutionary" just doesn't cut it. It is nothing less than a quantum leap in RC technology that will change how you fly forever. Never again will the availability of a frequency pin dictate when you can take off. Never again will you have to ask, "What channel are you on?" Never again will your flying experience be interrupted by model-generated RF noise, interference from commercial broadcast towers, or anyone on another RC system.

About the only problem you and the rest of the Merokes will have when you all start flying with Spektrum® is what to do with the frequency board.

### DSM2 — Security and Speed

Unlike most first-of-its-kind innovations, DSM2™ is not an unproven concept. It is based on the exact same Spektrum 2.4GHz DSM® (Digital Spectrum Modulation) that RC car racers as well as micro electric and parkflyer modelers have been enjoying for at least two years now. Like DSM, DSM2 provides an impenetrable radio link that's immune to every known type of RC interference. And because it operates at 1024 bit resolution, it provides the kind of locked-in response that will have you feeling more connected to your model than ever before.

The big difference with DSM2 is that, in addition to absolute precision and complete freedom from interference, it processes its signal faster than any high-end 72MHz PCM system. In fact, many of the pilots who have tested the DX7 describe DSM2's response time as almost telekinetic. You'll feel more connected with your model than every before.

### AR7000—Spectacular Signal Clarity

AR7000 dual receiver that comes with the DX7 is key to the system's incredibly robust RF link. Comprised of a compact main receiver that is linked to an even smaller satellite receiver by a 6" lead, the AR7000 acts as a pair of extremely sharp RF "eyes" that each take in a slightly different view of

the signal environment. Information from both receivers is then processed by patent-pending Spektrum software that



takes information from each receiver and combines it to form the most vivid "picture" of an RF signal than has ever been possible in RC before.

What's more, there are no long pesky antennas to accommodate. The AR7000's short 3" antennas don't require any external exposure, so installation is an absolute breeze.

### ModelMatch and ServoSync - Extra Safety and Precision

DSM2 and the AR7000 aren't the DX7's only marvels. Spektrum engineers have come up with two more patent-pending innovations that you'll wonder how you ever lived without—ModelMatch™ and ServoSync™.

ModelMatch puts an end to the "wrong model" syndrome. Almost everyone that flies RC has, at one time or another, crashed, or seen someone crash, because they neglected to verify the model name on the transmitter display in their preflight check. With the DX7 a unique code is embedded in the signal so that if the wrong model's name is on the screen, the model's controls simply won't respond.

ServoSync is an ingenious new feature that actually re-sequences the bits of data the DX7 transmits based on the type of mixing you select. So, if you have a dual elevator on your big Extra or a 3-servo CCPM setup on your heli, ServoSync will see to it that those servos working together receive their impulses together. The result is more synchronized servo movement which translates into an undeniable, locked-in feel when you fly.

### AR6000 Compatible

DX6 owners, and anyone else who flies small electric models, will be pleased to know that the AR6000 receiver works perfectly with DX7 too. In fact, the AR6000 will actually benefit from the DX7's signal speed, as well as ModelMatch and ServoSync. So whatever the aircraft in your collection, be it a .60-size heli or a 15-ounce foamie, you can fly it with the DX7.

## DX7 Frequently Asked Questions

Q: What is the range of the DX7, and can I fly largescale airplanes and large gas- or glow-powered helicopters with the system?

A: *The DX7's range is beyond visual limits, allowing even giant-scale airplanes and unlimited class sailplanes to be flown to the limits of sight. The AR7000 receiver incorporates a second remotely mounted receiver that sees a slightly different RF environment. This remote receiver is the key that allows sophisticated aircraft of all sizes and types to maintain a solid RF link out to the limits of sight.*

Q: I've read that the DX7 has DSM2 technology. What is DSM2?

A: *DSM2™ technology is Spektrum's second-generation proprietary spread spectrum protocol. DSM2 (Digital Spektrum Modulation 2nd version) is optimized to allow all types and sizes of aircraft to be flown. With DSM2, latency has been greatly reduced and, in fact, the system offers faster response time than any brand of 72MHz PCM system.*

Q: What is Model Match?

A: *Model Match™ (patent pending) prevents the pilot from flying a model using the wrong memory. During binding (the process of teaching the receiver the specific code of the transmitter), the receiver actually learns and remembers the specific model memory that is selected during binding. Later, if the system is turned on and a different model memory in the transmitter is selected, the system will not operate. This prevents the disastrous issue of trying to fly a model using the wrong model memory. Simply selecting the correct model in model memory will cause the system to connect.*



The AR6000 parkflyer receiver is 100% compatible with the DX7.

Q: Will the DX7 work with AR6000 receivers that are included with the DX6?

A: *Yes. The AR6000 receiver included with the DX6 works perfectly with the DX7 transmitter. The AR6000 receiver is designed for parkflyer and Mini helicopter use only and, even when used with the DX7 transmitter, the AR6000 must only be used in parkflyer type of aircraft. The Model Match feature functions perfectly when using the AR6000 with the DX7 transmitter.*

Q: How long will the batteries last in the transmitter?

A: *The included 1500mAh transmitter battery offers nearly 6 hours of flight time in the DX7 transmitter.*

Q: Can I use various brands of servos including digitals with the DX7?

A: *Yes. All popular brands of three-wire servos, including digitals and even high current draw digital servos, work with the DX7 system.*

Q: The receiver has an extra part attached to it. What does this part do?

A: *The AR7000 incorporates two receivers: an internal receiver is located on the main board, and the extra part you're referring to is actually an external receiver. Mounting the external receiver in a slightly different location with its antenna oriented in a different direction greatly improves the RF link in difficult environments.*

A typical AR7000 installation in a helicopter.



A typical AR7000 installation in an airplane.



Q: Any guidelines for mounting the receiver?

A: *Mount the main portion of the receiver exactly as you would a conventional 72MHz receiver in your airplane or heli but leave the antennas facing outward. Usually this means wrapping the receiver in foam. The external antenna should be mounted with the main and external antennas at least two inches apart, and ideally the antennas will be oriented 90 degrees to each other. In an airplane, the side of the fuselage or in the turtle deck is a perfect location. For helis, the side of the radio tray is a good spot for the remote. Servo tape works great for mounting the external antenna in place.*

Q: The antenna wires are very short. Why so short and do they really work?

A: *Each antenna wire is 1.25" long. The 2.4GHz wavelength is much shorter than 72MHz and that is the reason the antenna is this short length. It makes mounting the receiver in the model much easier because you don't have to worry about what to do with the long antenna wire.*

Q: When using long servo leads and/or Y-harnesses, should I use amplifiers, chokes or other filters?

A: *No. Spektrum's 2.4GHz system is immune to interference caused by long servo leads and there is no need to add filters. In fact, some types of amplified Y-harnesses won't operate with the Spektrum system.*

## How Does the Spektrum DX7 Really Work?

*Submitted by Russell Rhine*

The Spektrum DX7 system operates in the 2.4GHz band. This offers significant advantages over our existing radios that operate in the 75MHz band. Typical radio interference generated by electric motors and other sources is under 300MHz. Since the DX7 operates at a frequency at least 8 times this, it is immune from interference as it can not see the radio interference. The inherent design of the DX7 also isolates it from interference from other sources, such as cell phones, Wi-Fi, etc.

The DX7 operates at a 1024-bit rate that is only found in more pricier radios. This results in faster control-surface responses for the pilot. Because the 2.4 GHz wavelength is short, the radio and transmitter antennas are also short - 1 and 1/8<sup>th</sup> inch for the receiver and 3.5 inches for the transmitter (note: no outside antenna wire as we have presently).

A unique design is that the DX7 utilizes dual receivers - linking the main receiver with a satellite receiver by a 6 inch lead. The Spektrum software extracts information from both receivers to provide an uninterrupted high-quality image of the RF signal. The two receivers are mounted at least 2 inches apart in the plane and the antenna's arrays are oriented at 90 degrees.



The Spektrum engineers came up with a few more innovations. First is "**Model-Match**", which prevents any servo movement on the plane if the wrong model is selected on the transmitter. And then there is "**ServoSync**" which provides synchronization of servos when used in mixing situations and provides a better tracking plane during maneuvers.

Of great importance is how the receiver and transmitter communicate. When the transmitter is turned on, it scans 80 frequency channels, locks onto a free one and then immediately locks onto a second free one. This provides a double path of signal security. When the receiver is turned on, it scans the 2.4GHz band until it finds its unique transmitter GUID code. That it was programmed to recognize (similar to the code in a garage door opener). Once locked on, the second receiver searches, locks on and we now have two independent channels. When the DX7 system is purchased, the two receivers are "bound" to the transmitter's unique GUID code. Subsequently, when purchasing additional receivers for additional airplanes, there is a procedure to "bind" the new receivers to the transmitter. That is, to program the unique GUID code into the receivers.

**SmartSafe Failsafe** prevents unintentional electric motor response on electric powered planes and eliminates the possibility of over-driving servos on start-up. SmartSafe establishes a failsafe stick position, so that if there is a loss signal, the throttle goes to the low-throttle position while the channels stay at their last positions. If the receiver is turned on before the transmitter, all channels go to their last failsafe positions (set during binding), but the throttle channel will not generate a pulse and won't activate the ESC. If this occurs, then the receivers must be rebinded to the transmitter.

The transmitter itself is very similar to our existing radios with the exception of the short stub antenna. And it includes all of the features that we expect on a radio system. The enhanced display even shows the curve when exponentials are programmed into the transmitter.



Since the FCC limits output power to 1 watt on the 2.4GHz band, the Spektrum engineers needed to be extremely creative in developing the DX7 to meet the range requirements of the larger planes. It turns out that the range of the original DX6 system introduced a year ago for park-flyers was adequate for the larger planes. The problem was in the construction of the planes themselves. Signals in the 2.4GHz band do not propagate through solid material very well. The signal is greatly degraded when the line-of-sight path between the transmitter and the receiver is "blocked" by an engine, a muffler can, etc. in flight. With the two receivers seeing the transmitter signals in different positions, this problem is resolved.

This is a great innovation in our hobby and I'm Futaba, JR and the rest of the radio system manufacturers will not be far behind. There is no better recommendation for such a system than the following testimonial from Champion Pilot Mike McConville.

*"To test the DX7's response, I first flew my 33% Edge 540 with the conventional 72MHz PCM system focusing on response-critical maneuvers. When I felt "tuned in", I then switched to the DX7. Instantly the new Spektrum radio felt every bit as connected. When doing rolling harrier circles, the Edge actually started to climb meaning that the Spektrum system was slightly ahead of my timing. Spektrum engineers told me that the DSM2 was faster than PCM and, after several aggressive 3D flights, I believe them"*

*Mike McConville - IMAC Champion Pilot*

**RAFFLE SUBSCRIPTION FORM**  
(RS-1) FOR JANUARY THROUGH MARCH

NAME \_\_\_\_\_

TEL.# \_\_\_\_\_

AMOUNT OF **CHECK** ENCLOSED (MINIMUM \$15.00 FOR 3 MONTHS). You may purchase more than \$5.00 per month.

\$ \_\_\_\_\_

\* IF MORE THAN \$15.00, PLEASE SHOW DISTRIBUTION OF CHANCES BELOW

JANUARY \_\_\_\_\_

FEBRUARY \_\_\_\_\_

MARCH \_\_\_\_\_

Ten chances will be entered with your name the first meeting of each month.

**DO NOT MAIL CASH!!**

Please mail check and this form to:

Mark Klein  
1415 Terrace Boulevard  
New Hyde Park, New York 11040



**Meroke Annual Auction**

**January 18th**

The Meroke Annual Auction hosted by our velvet-voiced auctioneer Stan Blum will take place on January 18. Bring all those unwanted "treasures" along with fists full of money. No item is too small or too large for Stan to take care of (used cars excluded). You may bring one guest with you but non-members pay a 10% donation on items sold. You may think that no one wants that used muffler, one wheel or leftover covering from that plane that now resides in a barrel somewhere but you are mistaken! Remember too that a Futaba 6EXAS computer radio will be raffled off at this meeting along with other valuable prizes. Only club members are eligible for the grand prize, but non-members may purchase raffles for other prizes.

**FOR SALE**

Hobbico Avistar .40 with very low flight time and set up for .46 engine. Installed - four (4) Futaba S3004 ball bearing servos, Hobbico VoltWatch, fuel tank, engine mount, all control rods, Dubro low bounce gear and rubber tires. Just plug in your radio, battery and engine.

\$125.00 FIRM - Jack Tramuta / 516-524-5164

**Items for sale:**

Meroke hats \$11.00

Meroke patches \$4.00

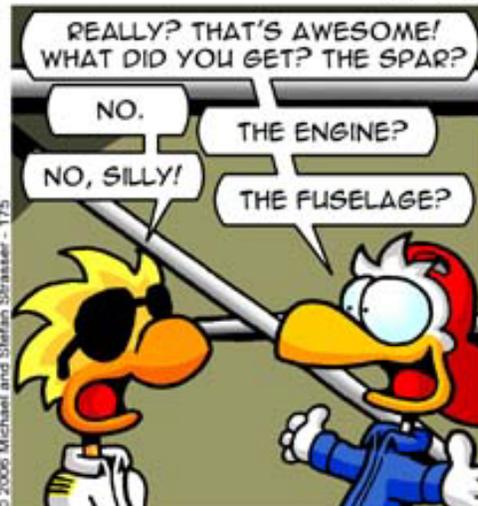
Meroke license plate frames 3:00 each

For Meroke clothing, go to [www.sewbusy.com](http://www.sewbusy.com)



**CHICKEN WINGS™**

BY MICHAEL AND STEFAN STRASSER



# Meroke Members - January 2007

|                     |              |                        |               |                   |              |
|---------------------|--------------|------------------------|---------------|-------------------|--------------|
| Abruzzo, Tom        | 516-796-2078 | Henery, Herb           | 631-665-6274  | Pedalino, Tony    | 718-894-3363 |
| Acovino, Fiore      | 516-432-1730 | Hubner, William        | 516-798-0077  | Perry, Keith      | 516-551-9514 |
| Anzaldi, Frank      | 516-775-4956 | Klein, Mark            | 516-326-0855  | Peters, Robert**  | 631-691-3986 |
| Battaglia, Peter    | 516-771-0047 | Koenig, Gerald*        | 516-579-7643  | Pinto, Louis      | 516-785-6890 |
| Bell, David         | 516-633-0034 | Koenig, Jerry          | 516-796-0481  | Pollio, Tony      | 516-794-9637 |
| Berg, Allen         | 516-781-3911 | Koenig, Samantha*      | 516-579-7643  | Porqueddu, Rick   | 516-796-3842 |
| Berg, Ron           | 516-313-2866 | Kolakowski, Gene       | 516-599-3875  | Ramos, Nelson     | 516-483-3453 |
| Betts, Rob          | 631-225-6744 | Korderas, Chris        | 516-756-0908  | Restivo, Charlie  | 631-271-3226 |
| Blum, Stan          | 516-623-5839 | Korderas, John*        | 516-756-0908  | Reynolds, Bob     | 516-775-4377 |
| Boll, Patrick*      | 516-596-1613 | Kreutel, Irving**      | 516-799-7422  | Rhine, Russell    | 516-484-0368 |
| Boll, Richard       | 516-596-1613 | Lando, Charles         | 516-826-4054  | Richichi, Sal     | 516-798-6036 |
| Cagan, Alan         | 516-378-0393 | Lang Sr., Tom          | 718-225-5537  | Rifkin, Andrew    | 516-766-7109 |
| Carley, George      | 516-798-6709 | Lang, Frank            | 718-225-5537  | Rosenberg, Stuart | 631-424-2999 |
| Cieslewicz, Joe*    | 516-781-6236 | Leibman, Jerry         | 516-334-1153  | Rosenthal, Larry  | 516-333-7309 |
| Closs, George       | 631-209-2022 | Lima, John**           | 516-872-6698  | Rothman, Stan**   | 516-826-6723 |
| Colquhoun, Robert** | 516-735-0255 | Lobozza, Mike          | 516-735-3348  | Rubinson, Al      | 516-798-6991 |
| Comerford, Matthew  | 516-698-1354 | Loffredo, Steven*      | 516-561-3198  | Savarese, Frank** | 718-726-7794 |
| Cott, Thomas        | 516-433-1441 | Longo, Joe             | 516-781-7144  | Savarese, Pat**   | 516-735-3277 |
| Crescenzo, Massimo  | 718-296-2096 | Lovisolo, Michael*     | 516-520-1631  | Schack, Ernie**   | 516-481-1814 |
| Cruz-Ortiz, Angel   | 718-358-6581 | Lovisolo, Nicholas*    | 516-520-1631  | Schroeder, James* | 516-596-9747 |
| Czeto, Joseph       | 516-938-6268 | Mandel, Ken            | 516-935-3536  | Schroeder, Len    | 516-599-0235 |
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|                      |            |
|----------------------|------------|
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| Regular Members      | 107        |
| <b>Total Members</b> | <b>134</b> |

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gusty wind doesn't keep our  
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