



Smoke Signals

Monthly Newsletter of the Meroke RC Club

February 2009

AMA Gold Leader Club #458 - established 1963

Letters to the Editor

Due to the many discussions regarding Mr Meroke, I am moving this letter submitted by Ron Berg to the front page of Smoke Signals.

Dear fellow Meroke members.

Lately there has been much ado about the choosing of a Mr. Meroke, and why one has not been chosen for the past 2 years. Why are past Mr. Merokes the only people who get to vote?

Since I have been the Meroke archivist, and currently have the longest standing of continuous, uninterrupted membership, dating back to 1979, I will attempt to update you on the past history of this award. When Allen and I joined the club that year, Mr. Meroke was an award presented every year at the Annual Awards Dinner Dance. From 1980 to 1991 it was discontinued) It was pomp and circumstance, ceremonial and frivolous, serious and humorous, accompanied by a fanfare of music to the tune of The Miss America Beauty Pageant. It was the award of awards. The winner was paraded around the room, with a sheepish grin of embarrassment, dressed in a long gown with long sleeves, carrying a Neptune Triton Staff and Meroke hat, trailed and accompanied by the past Mr. Meroke award winners. It was 'Goofy' and fun and enjoyed by all the wives. The awards plaque was passed around the room for all to see. It was unusual, and set us apart from all other clubs. There were times when we had as many as 10 musicians at these truly gala events with as many as 125 people at the Beth Page Golf Course Clubhouse. An open bar, hor d'oeuvres and a full sit down dinner made these events memorable. Many other catering halls were used throughout the years. It

was a social event where the wives took part and enjoyed the achievements of their husbands amongst their peers.

Times have changed, circumstances have changed, and now we are where we are. The award has lost its edge. Mr. Meroke was chosen on the basis of current and past services to the club. It was somebody who year after year had dedicated his service, his expertise, his selflessness, his participation and involvement in many of the clubs activities to promote the hobby of R/C Model Aviation. It was not necessary, but usually it was somebody who wanted the responsibility to hold some office or different offices for a few years and participated or led several committees. There always was some significant amount of prestige to be chosen, and many members put the Mr. Meroke status on their airplanes, and sported the new hat with the designation of Mr. Meroke and the year, it was awarded.

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Meroke Calendar

February 5 th	Club Meeting 8 PM - Show & Tell
February 19 th	Club Meeting 8 PM - Virtual Fun Fly
February 20 th to 22 nd	41 st Annual WRAMS Show to be held at the Westchester County Center in White Plains,
March 5 th	Club Meeting 8 PM - Show & Tell
March 19 th	Club Meeting 8 PM - Meroke Club Auction

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.

Don't Forget to Pay Your Dues

Club Officers & Volunteers

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Building Program Archivists	Charlie Lando Ron Berg	Ernie Schack Stan Blum
Webmaster Social (Coffee) Raffles	Ted Evangelatos Irv Kreutel Curtis Underdue Ed Wiemann	Al Hammer
Show and Tell Video Librarian	Bob Cook	
Audio/Visual	Tom Cott	
Come Fly With Me	Mark Klein	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 Tavorario
Dinner	Jaclyn Tavorario	
Picnic	Chris Mantzaris	Al Weiner
Contest Directors	Allen Berg Ernie Schack	Tony Pollio Tom Scott
Flight Instructors -	Allen Berg Douglas Frie Mark Klein Ken Mandel Tony Pollio Bob Reynolds	Ted Evangelatos Dan Gramenga Gene Kolakowski Tim Murphy Mike Hagens* Bill Streb
*Flight Instruction Coordinator	Mike Hagens	Al Weiner 516-546-6773

From the President

This month I would like to comment on suggestions submitted by members for the Club to undertake new or revised programs.

All suggestions are welcome but a few important items must be provided before the Club members can discuss and decide if they wish to undertake a new or revised program.

The first, and most important, item is the names of the members who will be volunteering to coordinate, supervise, and execute the program, including handling all required paperwork. Second, is a brief outline of how the program will be organized and executed. Third, is an approximate cost of the program. And finally, a list of Club members expected to participate in the program.

Once this basic vital information is provided, it can be reviewed by the Board and presented to the Club members for discussion and a final determination.

AUCTION

At the second meeting in March (19th), we will have the almost Annual Meroke Auction. If you have anything that you want to have auctioned off - please bring it to the meeting. You can set a minimum bid for any of your items. As in the past, Mark Klein will once again honor us with his always exciting presence as our auctioneer. If you have any questions, contact either Mark or our Programs Director - Jaclyn.



Important! - You need to renew your permit for 2009 or you will not be able to fly or enter the impound and pit areas

I always believed that only past Mr. Merokes could choose a new Mr. Meroke, because they had the experience, and knowledge to know 'what it takes' and how they earned this title. This award has never been given to the same person more than once. It is indeed an award of acknowledgment of meritorious service by those who have already served. A meeting is held by past Mr. Merokes every year to select a new candidate. It is an open vote and if a past Mr. Meroke is absent he can submit his written proxy to a fellow Mr. Meroke. A unanimous vote or consensus was necessary and any dissenting vote was considered as if abstained. In the past, I cannot remember more than 1 dissenting vote in any election. For the past 2 years no award was given because nobody stood 'head and shoulders' above everybody else and the past Mr. Merokes had difficulty in unanimously choosing a candidate.

President Kennedy said it best when he said "Ask not what the country can do for you, ask what you can do for your country"? The Mr. Meroke candidate should say "Ask not what the Merokes can do for me, But what can I do for the Merokes? That is a good start.

From my recollection and some research into the archives, these are most or all of the Mr. Merokes during my term of membership. They are not in chronological order. My earliest recollection from 1979, when Allen and I joined was Richie Hirshman. There was a period of about 12 years that the Mr. Meroke Award was discontinued. Allen and I asked that it be reinstated in 1991, and was approved by the Board of Directors. The change of wardrobe included Priscilla's graduation gown adorned with red and gold trimmings, and a new hat and staff designed by me. It has been changed again since then. Subsequent Mr. Meroke awards were given to; Tony Pollio, Jack Hammer, Ernie Schack, Ron Berg, Bob Maran, Joe DiPrima, John DeSena, Nelson Ramos, Tom Scotto, Fred Abeles, Gene Kolakowski, Ray Chiroux, Terry O'Grady, Bob Reynolds and Mark Klein.

Respectfully submitted by Ron Berg

New Dremel Kits

Dremel EZ Lock Cutting Kit:

The EZ Lock Cutting Kit is an 11-piece set, which features three different cutting wheels, along with the EZ402 EZ Lock Mandrel. The kit contains four EZ456 Metal Cut-off Wheels that last twice as long compared to the previous No. 426



Reinforced Cut-off Wheel. Also included are three EZ409 Thin Cut Wheels and three EZ476 Plastic Cutting Wheels. The cutting task-oriented accessory kit is packaged in a reusable storage box that snaps into designated areas on select Dremel storage cases and can be easily removed to travel wherever users are working on projects. The EZ Lock Cutting Kit (model EZ688-01) is available at most hardware stores and home improvement centers nationwide for a suggested retail price of \$19.99.

Dremel 75-Piece Accessory Kit:

The 75-Piece Accessory Kit features 75 assorted accessories in an embossed accessory storage tin. Included in the tin is an assortment of cutting, cleaning, polishing, grinding, sharpening, sanding, carving and engraving accessories - to help with any project that might pop up around the house. The kit also includes a storage box with snap-tight lid to organize the accessories. The 75-Piece Accessory Kit (model 707-01) is available now at suggested retail price of \$14.99.



A Whole Bunch of Useful Hints

Fresh Clean Air

If you fly off dirt or grass, you can keep your engine clean by using a filter over the carburetor intake. A simple filter can be made by cutting a small, round piece of pantyhose a little larger than the carburetor opening. Hold it in place with a rubber O-ring of the correct size pressed down on the outside of the carburetor barrel. The best part is that there is no noticeable power loss.



Hot Holes

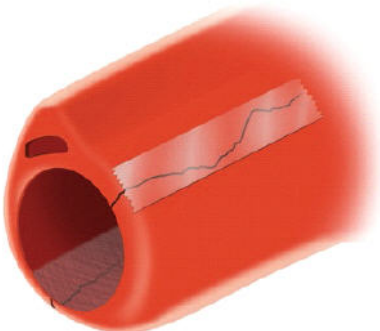
Here's a simple way to make holes through balsa in tight spots. Just bend the tip of a soldering gun to 90 degrees, and burn the holes you want in the balsa. Having water and/or a wet rag on hand is highly recommended.



Cowl Repair

To repair cracks, splits, or crash damage to a cowl, tape the cowl back together using a low-tack masking tape on the outside of the cowl. Then cut fine fiberglass cloth into strips just large enough to cover the cracks or splits.

Place this cloth over the damage on the inside of the cowl, and cover the entire piece with canopy glue. After a few hours, it will dry to a very strong transparent mend. Remove the tape, and



repaint the cowl if necessary.

Revive Old Water Decals

Old waterslide decals become hard and brittle and will most likely break apart if you try to apply them. To revive them, spray them with a clear gloss or satin water-based polyurethane, and let them dry before you cut them out.

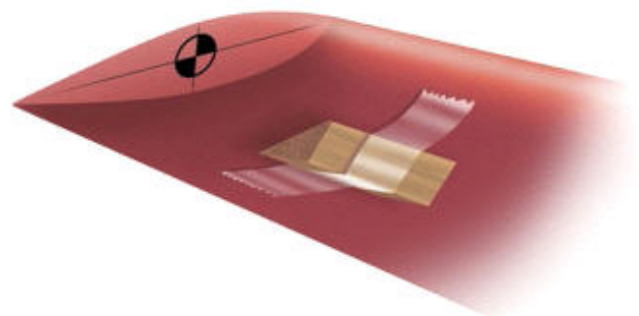
Then cut them out, soak them in water and apply them to your plane. The extra layer



of clear finish holds them together and helps to prevent them from tearing or crumbling. Of course, you'll still want to handle them gently!

Simple Airplane Balancer

This works great for planes of any size. Cut two pieces of triangular balsa stock, each about 1 inch long. With masking tape, attach them to the bottom of the wing at the CG point. Now lift the plane with your fingers to check the CG and balance the plane. If the plane is too



large for your fingers, try placing two gallon-size fuel containers under the triangular balsa stock.

Vapor RTF

For winter months and rainy days, this little electric flyer for a price of a little over \$100 is fantastic.



Remarkable DSM2 radio technology makes the ready-to-fly Vapor a plane just about anyone can pilot with confidence. As ParkZone's slowest and lightest fixed-wing aircraft,

it can be flown almost anywhere - a living room, a basement, even a conference room at work. Incredibly compact and loaded with all of RC's best innovations, the Vapor offers a one-of-a-kind indoor experience, while the DSM2 radio eliminates any risk of interference and allows you to fly multiple planes at the same time. No matter what your skill level is (even if you have never flown RC before), it will be an entertaining and easy-to-fly option during those times when you can't make it out to a park or flying field.



Key Features

- Can be flown almost anywhere—a living room, a basement, even a garage
- Spektrum DSM2 radio technology eliminates interference so you can fly multiple planes at the same time
- Ready-to-fly right from the box—everything you need is included inside, even the batteries
- Single-cell Li-Po charger safely and conveniently charges the battery in approximately 20 minutes
- Great-looking without any gluing or painting required
- Throttle, rudder and elevator provide true 3-channel flight and maneuverability
- Fully proportional, super lightweight servo motors with feedback potentiometers give you precise control
- Fuselage and tail/wing framework made of lightweight carbon; wing and tail surfaces covered in lightweight and durable PET film
- Also available in a Bind-N-Fly® version (PKZ3380)

Indoor Flying



Charlie Lando has informed us that we will be able to fly indoor planes and helicopters prior to each meeting. The chairs will be stacked before 7 PM on meeting nights. Members will be able to bring their small indoor planes and helicopters and hone their flying skills. Remember that this not the gymnasium and there is definitely an "altitude" restriction. Just prior to the meeting start, we will have to set up the chairs.

Crosswind Takeoffs

Let's look at a takeoff that has a fairly strong crosswind from your right. First, you should input a little right aileron, or at least be prepared to input right aileron to prevent the wind from getting under the upwind wing and possibly flipping the aircraft over. Then, because the tail will try to "weathervane" the aircraft into the wind, apply left rudder during the initial takeoff roll (this is the opposite of what you'd normally require on a calm day). The amount of input will depend on the crosswind component (i.e., wind strength and direction), the size of the fin and rudder and the amount of power you're applying.

As speed builds, you'll use less left rudder. When the aircraft is about to lift off, you may need to apply right rudder to keep the aircraft centered on the runway centerline.

When your aircraft is ready to lift off, don't horse it off. Gently rotate, allowing plenty of air speed to build, then climb out gradually, e.g., at a 5- to 10-degree angle. As you rotate, also remove any right aileron input; from here, use ailerons to maintain level wings. During most climb outs, you should keep some right rudder in to counteract torque and to maintain a straight track. In a crosswind takeoff, it's important to use the rudder to correct the heading as well.

Castor Oil

You should always use castor oil in my fuels. Here's why: castor oil forms a protective varnish on the piston skirt and cylinder walls when it exceeds its break-down temperature (somewhat above 500 degrees F—cylinder head temp.). This varnish prevents metal-to-metal contact at the high temperatures. Again, the high temperatures are caused by a needle-valve setting that is too lean, or the cooling is inadequate, or both. Usually, an overheated, varnished engine will give you notice that something is wrong. It slows or "sags" noticeably. Immediately shutting it down will generally prevent any damage to the piston or cylinder. Synthetic lubricants also break down at about 500 degrees F, but they don't deposit a protective varnish. The metal-to-metal contact that results will destroy the piston and, sometimes, the cylinder within seconds.

February Birthdays

- 2 *George Carley******
- 7 *Jack Stone*
- 11 *Robert Colquhoun*
- 12 *Jack Tramuta*
- 16 *Gene Kolakowski*
- 19 *Richard Boll*
- 23 *Ed Wiemann*
- 26 *John Townsend*
- * *Big One*



CHICKEN WINGS

