



# Smoke Signals

Monthly Newsletter of the Meroke RC Club

June 2010

AMA Gold Leader Club #458 - established 1963

## Lufbery Field 1918

## Lufbery Aerodrome 2010

Though a slightly hazy and hot day, it was still a great time for those who came to the aerodrome at Cedar Creek Park. It's been almost 100 years since the Army

Air services commissioned the same area as a training field for pilots who were to be deployed to the war in Europe. Local area residents would have seen and heard Curtis Jennys flying over their houses as the young aviators flew from Lufbery Field.

Today, the same area where the Jennys once flew is home to aviators of a different sort.

Hobbyists of all ages, from 8 to 88, use the facilities to fly their radio controlled model aircraft. These fliers are also very deeply interested in the history of aviation, the aircraft flown and the people who flew them. Of significant interest to the fliers at the aerodrome is one particular aviator - Major Raoul Lufbery. He was an American who was the top Ace with the Lafayette Escadrille prior to America's entry into World War I. He later joined the infamous American 94<sup>th</sup> Squadron. Killed in action in the skies over France, he was later honored with the commissioning of Lufbery Field.

For the past two years a committee assembled to honor Major Lufbery worked diligently to do so. With a unanimous vote in the Nassau County Legislature, a resolution was passed to name the aerodrome - Lufbery Aerodrome. Next on the agenda was to work with the County on designing and installing new signs at Cedar Creek Park with the aerodrome's new name. Scheduled

for unveiling on May 23<sup>rd</sup>, the event had to be moved to June 5<sup>th</sup> due to the possibility of inclement weather.

Hosted by Charles Lando, the day's event was highlighted by the appearance of Major Lufbery's 89 year old niece Doris Lufbery. Mrs. Lufbery, who was escorted by her daughter Lisa, seemed to enjoy being with us as much as we enjoyed

having her. An extremely well moving invocation was presented by Edward Smits, the Nassau County Historian. A Color Guard of US Naval Sea Cadets, under the supervision of Bob Maloney of the Lufbery VFW Post, from Major Lufbery's home state of Connecticut stood at attention throughout the Pledge of Allegiance and the National Anthem. Mrs. Lufbery honored us with a few words about her uncle and his exploits as one of America's early aviation heroes.

To pay tribute to the committee who diligently worked for the past year to make this day possible, Certificates of Appreciation were presented by Nassau County



Executive Edward Mangano, and Nassau County Legislators David Denenberg and Dennis Dunne. Of course there were quite a few people who helped and supported the committee throughout the year and deserved recognition. The Presidents of the five RC



clubs who sponsored the day's events presented Certificates of Appreciation to Edward Smits - Nassau County Historian, Dr. Natalie Naylor - Long Island Historian and Hofstra University Professor Emerita, Josh Soren - Past President of the Wantagh Historical and Preservation Society and Andrew Parton - Executive Director of the Cradle of Aviation Museum. Also honored for their support with the Nassau County Legislature during the resolution process were Legislators Denenberg and Dunne.

Over the past few years, there has been a lot of community activity to keep Cedar Creek Park from being tarnished by outsiders. Their work has allowed us to keep a park that we have enjoyed for years and as RC fliers with limited facilities on Long Island to enjoy our hobby, we are truly thankful. It was our pleasure to present Roberta Grogan - Chairperson, Seaford Harbor PTA Environmental Committee, Angela Macropolous - NY Times reporter, Ella Stevens - President, Wantagh Seaford Homeowners Association, Deanna Suppes - Wantagh PTA and Nicholas Tucci - Owner Operator, Cedar Creek Park Tether Car Track with Certificates of Appreciation for the tremendous work they accomplished in support of our park and the for the work I am sure they will continue to do.

It now was time for what we had all been waiting for. Mrs. Lufbery was escorted to the new signs and unveiled both to the applause of all who was present at the ceremony. As you can see in the accompanied photo, the people at Nassau County did a fantastic job in designing the signs that totally exceeded the committee's expectations. Jack Filman, President of the Nassau Flyers, read the poem *In Flanders Field* and the ceremony closed with the playing of Taps by Glenn Gifford of the Wantagh High School band.

After the ceremony, everyone was treated to a great luncheon cooked by the President's of the five supporting RC clubs. The rest of the day was spent with fliers from all of the clubs as well as non-affiliated fliers enjoying a great day at the field. Probably the highlight of the afternoon was when Mrs. Lufbery flew one of the trainer airplanes with a flight instructor at her side. Little did we know that she flew Taylor Craft airplanes during the days before World War II.



This was a day that all present will always remember as we will also remember a few of the words from Edward Smits' Invocation: *"May this field provide a place to nurture the dreams, imagination and skills of young and old and we ask a blessing for all those like Major Lufbery, past and present, who take to the skies daily to enable peace and freedom to reign in the world."*

Special thanks have to go out to the people of the Parks Department who assisted the committee throughout their preparations for the ceremony. It would not have been possible for this day to happen without the tireless work of The Committee to Honor Major Raoul Lufbery. Charles Lando - Chairman assembled the committee of Russell Rhine, Ernie Schack, Harvey Schwartz and Edward Smits a year ago with a goal in mind and it certainly came to fruition.

## A Dream Come True

*by Charles Lando*

It finally happened! Although the route to naming the aerodrome at Cedar Creek Park, Nassau County, NY in honor of WW I Ace, Major Raoul Lufbery, had as many ups and downs as a pilot practicing touch and goes, **Lufbery Aerodrome** was officially named on June 5<sup>th</sup>, 2010.



The guest of honor was the Major's 89 year old niece, Doris Lufbery, who was driven to the Aerodrome by his grand niece, Lisa Powers. Accompanying them were Bob Maloney, Quartermaster of Lufbery VFW Post 591, Wallingford, CT, Bill Jackson, an author who is writing a biography of the Major's Life and a color guard comprised of members of the US Naval Sea Cadet Corps.

Unknown to us until the ceremony, she had been a student pilot prior to WW II, having learned to fly a Taylor Craft.

This event was initiated approximately two years ago by Bob Cook, a member of the Wantagh Historical and Preservation Society when he showed Ernie Schack of the Meroke RC Club a newsletter of the Society indicating that Cedar Creek Park was the site of a World War I flight training field, **Lufbery Field**. It was so named in 1918 to honor Major Raoul Lufbery, who had been killed in France during WW I.

Bob and Ernie felt that changing the name of the model flying field to **Lufbery Aerodrome** would be a fitting tribute to the memory of the Major and the other flyers who lost their lives in that war.

The Committee to Honor Major Raoul Lufbery was formed to implement the suggestion. Consisting of myself, Russell Rhine, Harvey Schwartz and Ed Smits (the Nassau County Historian), information about the Major and **Lufbery Field** was gathered and letters supporting the plan were provided by Andrew Parton of the Cradle of Aviation, Dr. Natalie Naylor, LI Historian, Josh Soren, Wantagh Preservation and Historical Society and Ed Smits. The plan was submitted through past Nassau County Executive Thomas Suozzi to the Nassau County Legislature, which led to approval to name the field, **Lufbery Aerodrome**.

As part of the ceremony, The Committee to Honor Major Lufbery received a proclamation from Nassau County Executive Ed Mangano, presented by Korean War Veterans Ray O'Connor and Joe Carco, and citations of appreciation from Nassau County Legislators David Denenberg and Dennis Dunne.

As a personal note, many thanks to the Committee members and the presidents of the five Radio Control Clubs that use the Aerodrome for their help and support and to the Nassau County Parks Department for producing the new signs and managing the physical details of the celebration.



## Invocation

by Edward Smits

We gather today under this brilliant sky to recognize and celebrate all those individuals whose skills and courage enabled mankind to fly and even sail unto the moon.

Aviation has changed completely mankind's perception and reality of time and space. Nassau County has been a center of aviation discovery and it is especially appropriate that we remember and honor those early aviators who flew on rough grass temporary flying fields here



in WWI including one nearby this site dedicated then by the U.S. Army in memory of Major Raoul Lufbery who died in action over France.

May this field provide a place to nurture the dreams, imagination and skills of young and old and we ask a blessing for all those like Major Lufbery, past and present, who take to the skies daily to enable peace and freedom to reign in the world.

## Lufbery Quotes

*"There won't be any after-the-war for a fighter pilot."*

Raoul Lufbery

*"Theres a hell of a lot of difference in going out alone, no matter what the odds are against you, and in going out as a member or a leader of a group of pilots who may or may not be as good as you are. It is a great responsibility to shepard these pilots out and get back home safe. I prefer to fight alone, on my own."*

Lufbery to Rickenbacker, in a discussion on tactics.

*"We silently faced the realization that America's greatest aviator and ace of aces had been laid away to rest."*

Rickenbacker, after Lufbery's death.

## A Letter From Major Lufbery's Family

*The following was sent to me by Lisa Powers, who attended the ceremony with her mother - Doris Lufbery. Also shown in the photo are a few Sea Cadets, Nassau County Legislator David Denenberg and Bob Maloney, Quartermaster of the Lufbery VFW Post from Wallingford, CT>*

On June 5<sup>th</sup> 2010, my mom and I had the great privilege to represent the Lufbery family for the dedication of the Raoul Lufbery Aerodrome. We were both excited and



honored and made the trip from CT with much anticipation. From the moment we arrived, we were greeted with great warmth and appreciation from everyone involved with the official naming of the Lufbery Aerodrome. The ceremony was well orchestrated and very moving. The day continued with delicious food and festivities which included a ceremonial ribbon cutting for the newly created signs and the cutting of the cakes, both of which included photographic images of the Major Lufbery and his WWI flying craft. We were even given the opportunity to fly one of the remote controlled planes. After some expert instruction, my mother turned out to be quite comfortable at flying which may be a testament to her bloodline as niece to the Major.

We both feel so fortunate to have been able to a part of this historic dedication and are happy to have made some new friends in the process. We will never forget the events of that great day and all the hard work of so many dedicated individuals. On the way home, my mom, who will be 90 years old in a few months, said that the dedication was one of the greatest experiences of her life. I agreed.

## Major Raoul Lufbery

Raoul Lufbery was born March 21, 1885, in Clermont-Ferrand, France, his father American and his mother French. Raised by his maternal grandmother, he set off at an early age for a life of adventure. In 1906, Raoul and his brother Charles arrived in Wallingford, Conn. to visit their father. As fate would have it, about the time the brothers were departing their ship at New York harbor, Edward Lufbery, unaware of his sons' arrival, was boarding a ship for France. Raoul Lufbery would never see his father again. Two years later Lufbery continued his traveling. He joined the US Army in the Philippines where he became an excellent marksman. It was at this time he became a naturalized citizen.



After his enlistment ended, Lufbery continued on his life of adventure which in 1912, brought him to India where he met the aerial exhibitionist, Marc Pourpe. This meeting would shape the remainder of his life.

Raoul Lufbery and Marc Pourpe became companions from the moment they met. Pourpe trained Lufbery to be his mechanic and the two traveled through China and Egypt, performing aerial displays and completing an epic flight from Cairo to Khartoum and back. Lufbery followed Pourpe by any means possible on every leg of this journey.

The two returned to France in the summer of 1914 for a new plane and to plan their next trip to the Orient, but with the beginning of the war



these plans were changed. Pourpe joined the French Air Service and Lufbery was assigned as his mechanic.

December 2, 1914 was a tragic day for Lufbery. Flights were prohibited that day due to overcast, but Pourpe disregarded that order and went on patrol. Unable to

find the field he crashed nearby. Many rushed to the site to find a complete wreckage. Lufbery stood over it described as, "wide-eyed with the horror of it, unweeping, unable to say a word, standing motionless among the crowd." This purposeless accident was to Lufbery the fault of the enemy and he swore revenge for the death of his friend. He was accepted for flight training in May 1915, and upon completion of training was assigned to a Voisin Bombing squadron, Escadrille VB 102, where he served with distinction for several months.

### Transfer from Bombers to Fighters

Not satisfied with the limitations of being a bomber pilot, Lufbery requested a transfer to fighter training. Finally accepted, he completed his training and was selected by Captain Thenault in May of 1916, to join the Lafayette Escadrille at Bar-le-Duc near Verdun. This site was the location of a fierce and bloody battle, which continued several months, putting great demands on the air service. From this point on, including his transition to the US Air Service and until his death, Lufbery never stopped flying, fighting the enemy, and teaching his fellow pilots aerial tactics.



### Lufbery the "Ace"

Lufbery's achievements as a fighter pilot were not coincidence, although he claimed his success was three fourth's luck and was always surprised that so much of it should come his way. He disliked flattery, and although he had to take a lot of it, it had no adverse effect on him, always remaining the same old "Luf".

He took great care of his equipment. His plane was always the best in the squadron, as fellow pilot Edward Hinkle stated, "Anyone would rather have a secondhand Lufbery machine than a new one anytime". Lufbery also took great care of his gun to assure it was in top working order, inspecting every bullet for defects. He practiced continuously to maintain his skill as an excellent marksman.

He possessed the necessary ingredients to become a great 'Ace': incredible vision, superb reflexes, and timeless patience, never substituting opportunity and favorable position with reckless courage which only brought early death.

He cared little for official confirmation of his aerial victories, which had to be witnessed by friendly ground units.



Several of his squadron mates noted many occasions where "Luf" did not receive credit, and without doubt did destroy the enemy machine. One such episode recalled by Carl Dolan showed Lufbery's lack of concern with official recognition. Being witness to an aerial fight where Lufbery knocked down 3 of 5 and was credited with one, Dolan asked Lufbery if this bothered him, to which Lufbery replied, "What the hell do I care, I know I got them"!

Lufbery lived to fight, "seemingly devoid of fear", the thought of death not keeping him from pursuing combat. Many times he returned with his plane riddled with bullet holes, testimony to the fierce battles he fought. Only a frequent attack of rheumatism could keep him grounded. Many times he ignored the pain and continued his patrols with aching joints and crippled muscles.

When Lufbery was in the sky, he was one with his machine. It became an extension of himself, in essence a flying gun. Edward Hinkle commented on Lufbery's tactics, "Once Luf spotted an enemy plane, he took his time maneuvering into precisely the position he wanted. He attacked with the sun at his back, and many an enemy pilot never knew what hit him."

### **Transition to the USAS**

His transition to the US Air Service was not an easy one. Although commissioned a Major, the Air Service wanted him to write pamphlets on how to shoot down the enemy, a job for which he was not suited. But, his old friend Bill

Thaw intervened and had Lufbery sent back to the front, where he could teach 'hands on'.

Lufbery led the 94th Pursuit Squadron over the lines on its first combat patrol. American 'Ace' Eddie Rickenbacker later wrote, "Everything I learned, I learned from Lufbery."

On May 19, 1918, an enemy reconnaissance plane came over the field of the 94th. Lufbery's own machine was not ready so he climbed into the nearest available plane and took off after the German. After five minutes he reached 2,000 feet and closed in on the enemy. He fired a quick burst, but the gun jammed and he circled away to clear it. He did so and attacked from the rear again when suddenly his machine was seen to burst into flames. In an attempt to survive, Lufbery jumped toward a stream hoping to come down in the water. Unfortunately, this did not happen. When the members of the 94th arrived at the site, they found his charred body already removed to the town hall covered with flowers from nearby gardens.

The funeral was held the next day and attended by hundreds of officers both French and American, including the commander of the French Sixth Army and his entire staff, General Edwards, his former commanding officer in the Philippines, and USAS commander Colonel Billy Mitchell. Lufbery was buried in the American Cemetery, Sebastopol Barracks at the age of 33. In 1928, his body was re-interred in the Lafayette Memorial, Villeneuve, France, in eternal rest with his fellow aviators and comrades.

*"Above all the pilots who found themselves at Verdun was Lufbery. Each pilot can be recognized by his flight, but Lufbery stood out by the mastery and ease with which he executed his daring reverses and all the acrobatic stunts."*

*"To fly high is very fatiguing, as the sudden changes of altitude quickly tire the heart. But never have I met a pilot with more endurance than Lufbery. When the sky was clear, he would go up three or four times a day to 18,000 feet just for his own pleasure, in a dilettante fashion. Never was he at all ill from it."*

Lt Colonel Georges Thenault  
Commander, Lafayette Escadrille

## Letters to Smoke Signals

*I received a number of emails about the Lufbery Aerodrome naming ceremony. Everyone had only great things to say about the day's events. Following are a few of the responses:*

As a member of the Board of Directors of the Merokes, I would like to personally thank everyone that participated in the process to name the Cedar Creek Park Aerodrome as Lufbery Aerodrome for a job well done. The individuals involved worked hard, put in many hours, and overcame many obstacles, including predicted poor weather on the original day set for the renaming ceremony, but their hard work and perseverance eventually resulted in the approval of the new name for the Aerodrome by the Nassau County Legislature.

The renaming ceremony not only pleased the Lufbery family, but also brought together the various clubs that utilize the Lufbery Aerodrome for a day filled with ceremony, good food, and good flying conditions.

Now that the Cedar Creek Park Aerodrome has been renamed as Lufbery Aerodrome, we should move forward to investigate the possibility of having the Aerodrome declared a historic landmark to preserve the Aerodrome for future generations of radio control enthusiasts.

*Tony Pollio*

I was very impressed with the entire ceremony. Even the PA system hiccups were a nice bit of light humor to add to the mix. I must say I was very impressed with THE SIGNS! I was told they were designed by a County employee. Whoever did the work, I think it's beautiful. I was expecting just a stock lettered sign saying something like 'Welcome to Lufbery Aerodrome' Instead we have beautiful artwork and tastefully designed signs that really add class to our beloved field! Thanks to you and the rest of the committee who worked on this project!

*Douglas Frie*

I agree that the renaming ceremony went very well. It was a total effort by the five clubs and the Merokes as the host club of the field who made a great effort to have things run so well. Kudos to all those who made it a success and it now gives our field the status as a bona-fide flying site. I have been coming to this field for thirty-one years and when I drove up to the field and saw

the two new signs, it was a validation of all our past efforts that our club and others have contributed to. The field has always been an extension of my backyard, and I thank the committee for all of their hard work. It was a great acknowledgement to Raoul Lufbery and to his family members who attended the ceremony, and also to all the community groups without whose help this would have only been a pipedream.

I trust that we will maintain and keep this place as if it were our own playground, flying site and meeting place for all those who have a passion for flying. The only limits are the blue skies.. Happy landings.

*Ron Berg*

Saturday was a great success. Thanks to all the hard work of the Lufbery board, we now have a great sense of history to our field.

It was wonderful having all five clubs work together to make the day fantastic. It was made more special by the attendance of Lufbery family members.

The day was filled with lots of fun and happiness. I'm thankful to be a part of this wonderful field and all the great flyers.

Let's all work together to keep Lufbery Aerodrome a great place for all flyers.

*Jaclyn Tavorario*

I attended the renaming ceremony for Lufbery Field on Sat., June 5<sup>th</sup> and was very impressed by the history that precipitated the efforts to have this flying field renamed to honor Maj. Lufbery. It was inspiring to see Maj. Lufbery's niece and grandniece in attendance as well as the local officials who were responsible for moving this petition through channels to get approval from Nassau County to rename this field. It was a wonderful event that came about through the efforts of many dedicated people who worked hard to honor someone who flew in battle and died in service to our country. Congratulations to everyone involved in this wonderful event!

*Jeanette Manheim, Bellmore*

# Nassau County Legislature

## Citation

Whereas, a county is only as great as those organizations which provide exemplary service to their community; and

Whereas, such service often goes unrecognized.

Now, therefore, in recognition of your commitment to enrich the quality of life of the people of Nassau County,

I, **David W. Denenberg**, Nassau County Legislator for the 19th Legislative District,

on behalf of the Nassau County Legislature

and the people of the 19<sup>th</sup> Legislative District,

do hereby recognize, acknowledge, commend and applaud

**The Committee to Honor**

**Major Raoul Lufbery**

on the occasion of your Dedication of the Lufbery Aerodrome

on this 5<sup>th</sup> day of June, 2010.

*"If your actions inspire others to dream more, learn more, do more and become more, you are a leader." John Quincy Adams*



*David W. Denenberg*  
Nassau County Legislator

# Nassau County Legislature

## Citation

**WHEREAS**, IT IS THE DESIRE OF THE NASSAU COUNTY LEGISLATURE TO HONOR GROUPS THAT EXEMPLIFY INTEGRITY, COMMITMENT TO PURPOSE AND CONCERN FOR THEIR COMMUNITY; AND,

**WHEREAS**, THE COMMITTEE TO HONOR MAJOR RAOUL LUFBERY HAS SUCCESSFULLY OBTAINED THE APPROVAL OF THE NASSAU COUNTY LEGISLATURE TO NAME THE AERODROME AT CEDAR CREEK PARK THE LUFBERY AERODROME IN HONOR OF MAJOR RAOUL LUFBERY; AND,

**WHEREAS**, MAJOR RAOUL LUFBERY WAS A DISTINGUISHED ALLIED AVIATOR DURING THE FIRST WOLD WAR, FIGHTING VALIANTLY IN THE SKIES ABOVE EUROPE; AND,


**WHEREAS**, IT IS A PRIVLEDGE TO HONOR A HERO OF SUCH ACHIEVEMENT AND ACCLAIM AND MR. LUFBERY WAS INDEED A CREDIT TO THIS NATION, AND ITS MILITARY; AND,

**NOW, THEREFORE**, LET IT BE RESOLVED, THAT TODAY, MAY 23, 2010 I, DENNIS DUNNE SR., LEGISLATOR IN THE FIFTEENTH DISTRICT OF THE NASSAU COUNTY LEGISLATURE, RECOGNIZE YOUR ACCOMPLISHMENTS AND, DO HEREBY PRESENT THIS CITATION TO:

**THE COMMITTEE TO HONOR MAJOR RAOUL LUFBERY**

*IN FITTING RECOGNITION OF NOTEWORTHY ACHIEVEMENT*



  
Dennis Dunne Sr.  
Nassau County Legislator

# Honoring a World War I flying ace in Seaford

by Laura Schofer

Almost 100 years later, Raoul Lufbery will be honored and remembered by fellow Americans – veterans, engineers, technicians, mechanics and many others who worked in the aviation field – during a ceremony at the Cedar Creek Aerodrome that will rename the site Lufbery Aerodrome.

Raoul Lufbery was born a Frenchman but died an American. He was a World War I flying ace who served in the fledgling American Air Service and met his death fighting a German Rumpler aircraft at the age of 33.

Although not considered by aviation experts to be a "natural flyer," Major Lufbery first served in the French Air Service's Escadrille Americaine, earning the Medaille Militaire, Croix de Guerre and Legion d'Honneur and achieving an official tally of 17 air successes.

When America entered the war in 1917, he was reassigned to the U.S. Air Service (which is celebrating its 100th anniversary this year), serving his country until his death in May of 1918. According to Andrew Parton, executive of the Director of the Cradle of Aviation Museum and a Wantagh resident, following the First World War, "the War department named its aviation facilities for aviators who died during that conflict; Mitchel Field was named for John P. Mitchel, former mayor of New York City, who joined the U.S. Signal Corps Air Service branch in 1917; Roosevelt Field was named after Lieutenant Quentin Roosevelt, son of President Theodore Roosevelt, who was shot down over France in 1918.

"A small Air Corps training facility was located in Wantagh and was appropriately named for Major Raoul Lufbery," wrote Mr. Parton in a letter

to the committee honoring Major Lufbery. (See photo on page 1.) But time passed and the field became known as the Cedar Creek Aerodrome along with the park. Now, the airfield will be named once again in memory of Major Lufbery to honor American war pilots, both past and present. The dedication ceremony, originally scheduled for May 22, will be held on June 5. The May 22 ceremony was postponed due to the threat of inclement weather. As

part of the June 5 ceremony, there will be a fly-over of vintage aircraft by members of the Merokian Radio Club.

The renaming of the field was spearheaded by the Committee to Honor Major Raoul Lufbery including Charles Lando, chairman; Harvey Schwartz, co-chairman; Russell Rhine, researcher and Edward Smits, Nassau County historian. The ceremony begins at 11 a.m. The public is encouraged to attend.

## From the President - Ted Evangelatos

On June 5<sup>th</sup>, we celebrated a milestone in the history of our primary flying field: the Cedar Creek Aerodrome was named Lufbery Aerodrome. It turned out to be a beautiful day, and all present enjoyed the renaming ceremony and the events that followed, the all-club lunch and fly-in.

From the gracious descendant of World War I hero Major Raoul Lufbery, in honor of whom the field was named, to the young men of the Sea Cadets, to the Merokes and the other club members and independent flyers, one could not help but feel joyous and privileged to be part of this special day.

As the Meroke president I felt immense pride in being part of a club whose members originally conceived the field naming idea, worked tirelessly for more than two years towards that goal, and lead us to the June 5th celebration.

Sometime during lunch that Saturday, I approached the gleaming Lufbery Committee members, shook everyone's hand and thanked them for their invaluable contributions. Their reaction simply was: "We did it for our field."

For the record, the Committee members had strongly opposed the idea of being publicly recognized during the ceremony. Their wish was respected, and there were no plaques or certificates for them that day.

However, I still feel very strongly that we, the flyers at Lufbery Aerodrome, owe them a great deal of gratitude for their hard work and dedication, and that we should find ways to show our appreciation.

So, through my column in the club newsletter I take the opportunity to thank each and every one of the Committee members, and to congratulate them on a job well done.

Ernie Shack and  
Bob Cook, for  
coming up with the



idea and deciding it was worth pursuing. Also, Ernie for becoming actively involved with the Committee in March to help during the final planning stages.



Harvey Schwartz for spending countless hours working with local authorities and politicians, citizen and homeowners' associations, local activists and newspaper writers

Russell Rhine, for spending almost 2 years researching the project, and putting together all the pieces of the "puzzle" in his own methodical way.



Charlie Lando, the Committee Chairman, for his tireless work in coordinating the efforts of all involved, staying composed through difficult junctures, and successfully planning the celebratory process.

Gentlemen, this club deeply appreciates what you did for our flying field, the Merokes and our hobby. Your contribution is duly noted and recognized, and it will be remembered for the years to come. See you at our Lufbery Aerodrome soon!

## From the Editor

When I started work on this issue, I felt that it deserved so much more attention than I ever gave to any previous issue. For the past 2 years, I have researched just about every aspect of Major Lufbery's life and exploits. I had to make this issue as special as what we all celebrated on June 5<sup>th</sup>.

Major Lufbery, almost 100 years after his death made a significant impact on the RC flying field we named in his honor. The day brought together all of the clubs and fliers who fly at Lufbery Aerodrome - an event that we all hope will be held annually to kick off the flying season.

Thanks to my fellow committee members for what was at times a very challenging effort, but in the end an extremely rewarding one.

## Club Officers & Volunteers

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<b>Archivists Webmaster</b>	Ron Berg Ted Evangelatos	
<b>Social (Coffee)</b>	Irv Kreutel	Al Hammer
<b>Raffles</b>	Herb Henery Curtis Underdue	
<b>Show and Tell Video Librarian</b>	Ed Wiemann Bob Cook	
<b>Audio/Visual</b>	Tom Cott	
<b>Come Fly With Me</b>	Charlie Lando	Dave Bell
<b>Open Fly-In TAG Program</b>	Jaclyn Tavorario Charlie Lando	
<b>Monthly Fun Fly Dinner</b>	Jaclyn Tavorario	Gene Kolakowski
<b>Picnic</b>	Chris Mantzaris	
<b>Contest Directors</b>	Allen Berg	Tony Pollio
	Ernie Schack	Tom Scott
<b>Flight Instructors</b>	Michael Cheung Douglas Frie Mike Hagens*	Ted Evangelatos Phil Friedensohn Mark Klein
	Gene Kolakowski	Chris Mantzaris
	Tony Pollio	Nelson Ramos
	Bob Reynolds	Harvey Schwartz
	Ed Wiemann	
<b>*Flight Instruction Coordinator</b>	Mike Hagens	516-546-6773

## Fun Fly

The year to date standings, include the second Fun Fly of the season held in May. Judging and scoring for the event were handled by Dave Bell, Mike Hagens and Russell Rhine.

1	Patrick Boll	16 points
2	Ted Evangelatos	19 points
3	Tom Tavorario	20 points
4	Gene Kolakowski	36 points
5	Frank Lang	44 points
6	Chris Mantzaris	48 points
7	Nelson Ramos	49 points
8	Bob Reynolds	49 points
9	Tony Pollio	54 points
10	Curtis Underdue	54 points
11	Richard Boll	59 points

## June Birthdays

3	<i>Pat Savarese</i>
5	<i>Bernard Zarem</i>
13	<i>Terry O'Grady</i>
28	<i>Joe Cieslewicz</i>
28	<i>Doug Frie</i>
28	<i>Matthew Ho</i>
30	<i>Frank Anzaldi</i>



## Meroke Calendar

June 17 <sup>th</sup>	Meeting at 8:00 PM - Program to be Announced
June 20 <sup>th</sup>	Monthly Fun Fly
June 27 <sup>th</sup>	Field Closed due to Nassau Flyers Annual Helicopter Fun Fly
July 1 <sup>st</sup>	Meeting at 8:00 PM - Show and Tell
July 15 <sup>th</sup>	Meeting at 8:00 PM - Program to be Announced
July 18 <sup>th</sup>	Monthly Fun Fly
August 28 <sup>th</sup>	Pattern Primer
September	Club Picnic - Date to be Determined

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](http://www.meroke.com).