



Smoke Signals

Monthly Newsletter of the Meroke RC Club

May 2010

AMA Gold Leader Club #458 - established 1963

Lufbery Aerodrome

Just about two years ago, a remark from Bob Cook to Ernie Schack started the ball rolling on what turned out to be a significant happening at Cedar Creek Park. By this time, just about everyone is aware that Cedar Creek Park holds an important place in the history of aviation on Long Island. In 1918, the newly formed Army Air Services commissioned a training field at the present site of the park and named it after a great American flyer - Major Raoul Lufbery.

Last June, a committee headed by Charles Lando and including Russell Rhine, Harvey Schwartz and Edward Smits was formed to see if we could have the name of our aerodrome designated Lufbery Aerodrome. At the last Nassau County Legislature meeting in 2010, by a unanimous vote, the resolution was passed. Since then, preparations have been made by the committee to formally put together a naming ceremony. Following is the agenda and you can see that it looks to be a great day.

The ceremony is scheduled for Sunday, May 23rd (rain date June 5th) at 11:30 AM at the aerodrome with the unveiling of the new sign by Major Lufbery's niece Doris.

Host for Today's Activities

Charles Lando - *Chairman of the Committee to Honor Major Raoul Lufbery*

Guest of Honor

Doris Lufbery - *niece of Major Raoul Lufbery*

Welcome and Opening Comments

Invocation

Pledge of Allegiance

VFW "Lufbery" Post 591 Color Guard

National Anthem

Seaford Jazz Choir

Recognition of honored guests

Doris Lufbery - *niece of Major Raoul Lufbery*

Lisa Powers (with husband Paul) - *great niece of Major Raoul Lufbery*

Robert Maloney - *Quartermaster, VFW "Lufbery" Post 591 Public Officials*

Presidents of Local RC Clubs

Presentation of Certificates of Support to the following individuals for their support of the Committee to Honor Major Raoul Lufbery

David Denenberg - *Nassau County Legislator*

Dennis Dunne - *Nassau County Legislator*

Dr. Natalie Naylor - *Professor Emerita, Hofstra University & Long Island Historian*

Andrew Parton - *Executive Director, Cradle of Aviation*

Edward Smits - *Nassau County Historian*

Joshua Soren - *President, Wantagh Preservation Society*

Antique Planes Fly-by

Nick Zirolli

Dedication/Unveiling of New Sign

Doris Lufbery

"Off We Go", Air Force Song

Bagpiper Ryan Hard

Recognition of and Presentation of Citations to Supporters of Cedar Creek

Closing - Taps

Seaford Trumpeters

Flight of Model Airplanes flown by Major Lufbery (Nieuport 11 & 17)

Hank Riehl & friends

Flight of Model Airplanes flown at Lufbery Field in 1918

Lunch, provided by the supporting RC Clubs, will be served after conclusion of today's program.

After lunch, the field will be open to all fliers.

Club Officers & Volunteers

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

Lufbery Aerodrome Naming Ceremony



**Sunday May 23rd at 11:30 AM at the
aerodrome in Cedar Creek Park
(rain date - Saturday, June 5th)**

Everyone is Welcome

Sponsored by

**Hempstead Harbor Aeromodeler Society,
Meroke RC Club, Nassau Flyers Club,
LI Cobras MAC, and the Whitman Flyers**



Sincere thanks to all the members of the Nassau County Parks Department whose willing and varied contributions helped make this event a success!

PRESS RELEASE

Nassau County Department of Parks, Recreation & Museums

Eisenhower Park, East Meadow, NY 11554

516-572-0218

Edward P. Mangano, County Executive

Carnell T. Foskey, Commissioner

MAY 2010

AERODROME AT CEDAR CREEK PARK TO BE NAMED IN HONOR OF WORLD WAR I ACE

During World War I, Major Raoul Lufbery won acclaim for his exploits as a fighter pilot, valor that ultimately cost him his life in the air above Lorraine, France, in May 1918. On Sunday, May 23, the flyers who use the aerodrome at Cedar Creek Park in Seaford will commemorate Lufbery's heroism and memory by dedicating that facility in his name, announced Nassau County Executive Ed Mangano.

The ceremony, which will be attended by members of Lufbery's family, will take place at 11 a.m. and will include displays of antique model aircraft, including models flown by Lufbery. (In the event of rain, the ceremony will take place June 5 at 11 a.m.) Two commemorative signs will be placed at the entrance to the new Lufbery Aerodrome, while hamburgers and hot dogs will be served after the ceremony.

The decision to name the aerodrome after Lufbery has historic precedent: Toward the end of World War I, the area that now incorporates the park and the Cedar Creek sewage treatment plant served as a military air base and was named "Lufbery Field" after the fallen pilot. The more prominent Mitchel Field air base was created at the same time and named after Major J. Purroy Mitchel.

"Since the flyers who use the aerodrome were aware of the history of this area, and of Lufbery, we thought it would be a great idea and appropriate to honor the major in this way," says Charles Lando, chairman of the Committee to Honor Major Raoul Lufbery and a hobbyist at the aerodrome. "We are very pleased that the County felt similarly and approved this initiative."

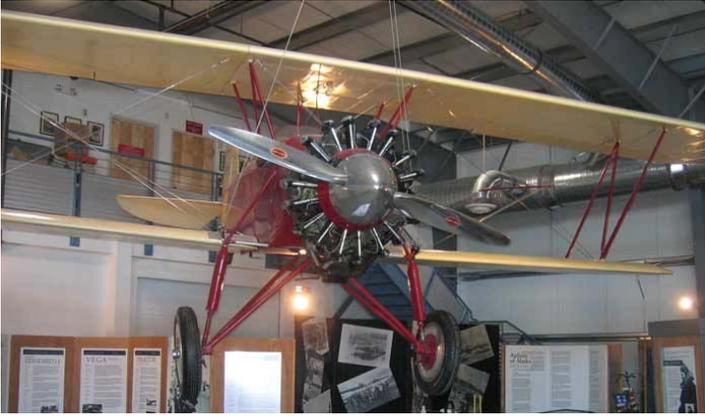
Each year, the radio-controlled flying field at Cedar Creek draws hundreds of hobbyists who use the facility for recreation as well as more formal air shows. The aerodrome, which was created in the 1960s, is located on the southern end of the park behind the guard booth, close to the water. With Seaman's Creek on its southern border and East Bay beyond, and with Cedar Creek bisecting its center, 259-acre Cedar Creek Park provides a lovely setting along with an assortment of recreational activities, including some of Nassau County's more unique facilities, including a tether car track, an archery range and the aerodrome.

For more information about the Parks Department, visit www.nassaucountyny.gov/parks or call 516-572-0200.

Alaska Aviation Heritage Museum

by Mike Elbers

When I first started working in Alaska I was amazed at the density of air traffic in the Anchorage area. The state of Alaska has one airplane per 58 residents for a few reasons. The first is because the terrain is so



rugged that most of the state is unreachable by car and so the airplane is the vehicle of choice for many residents. The second reason is because of the summer population explosion from tourists. Each summer tourists, visiting fisherman, and visiting hunters create a phenomenal demand for small airplane charter service companies.

Anchorage is also in a very strategic area for air travel to Asia. Until very recently, most airliners had to stop in Anchorage to refuel enroute to Asia. I personally witnessed Air Force One on final approach to Elmendorf Air Force Base in Anchorage during the mid 1990's during one of President Clinton's trips to Asia. Even today, Elmendorf Air Force Base is one of America's busiest air force bases.

The Alaskan Aviation Heritage Museum has a primary focus on Alaska's initial aviation history in the late 1920's and 1930's. There are many "Golden Aviation" airplanes on display. What is unique about this museum is that most of the airplanes on display are or were wrecks from the surrounding area brought to the museum. The extreme cold tends to preserve airplanes and prevent corrosion so that much of an airplane's aluminum structure is still restorable. When I first visited the museum in the mid 1990's, I thought it was an airplane

junkyard rather than a museum as most of the exhibits were in the open air. Slowly the museum has built or modified hanger space to provide a display area for their restored airplanes.

The most famous relic contained in the museum is the 1924 Douglas World Cruiser "Seattle. This aircraft of the US Army Air Service was one of four biplanes that attempted the first flight in history to circumnavigate the globe. Two of the original four aircraft completed the trip. The "Seattle" crashed near Port Moller on the Alaska Peninsula and the wreckage was retrieved in 1967.

This museum also features a large amount of seaplanes as landing on lakes in Alaska is very popular. The museum features a Grumman Goose, Grumman Widgeon, a Consolidated PBY Catalina, as well as a Cessna T-50 Bushmaster. The website is as follows:

<http://alaskaairmuseum.org>

While the museum is nice, the most notable aviation sights are the Lake Hood Seaplane base (shown below)



and Merrill Field located in downtown Anchorage. The Lake Hood Seaplane Base is the busiest seaplane base in the world. This sea plane base has 69,400 flight operations a year and most of these flight operations are in the summer as the lake freezes over between October and April. There is a web cam of the lake as shown:

<http://alaskaairmen.org/index.php?pagename=web-cam>

Merrill Field is located in downtown Anchorage and only handles small airplanes. Most of the airplanes are single engine. There are 191,550 flight operations a year. In the summer you can park on a city street which is at the

base of the runway and watch a continuous stream of Cubs, DeHavillands, and Cessna's in every conceivable configuration landing and taking off. Most of the airplanes have large wheels and look like "ATV" small airplanes. Merrill Field also has some public webcam at the following sight

<http://www.merrillwebcam.org/>

Below is a photo of a 1944 Grumman Goose.



There are also videos of both areas on UTUBE.

If military jets are of interest the Elmendorf USAF base in Anchorage provide daily flight operations during the week. Each weekday with good visibility has F-15 Eagle pilots eager to complete their required monthly takeoff and landing requirement so that there is a steady supply

Come Fly with Us 2010

Charles Lando

Thanks to Mike Hagens, and all of the Intro-Pilots and Merokes who pitched in, to make our annual event a success on May 15th. Many thanks, also, to Nelson Ramos for his patience and enthusiasm that just flowed from him as he showed each and everyone how to control a plane.

Together they introduced close to 70 Cub Scouts and "walk-ons" to the joys of our Hobby. (I'll have the exact count after I prepare the report for the AMA.) I hope that everyone saw the joy on their faces as they walked away from the Flight Line. Although tiring, you all did a great job. I think that we may have encouraged several individuals to pursue our hobby. Thanks again.

Fun Fly

Jaclyn Tavorario

The results and standings are in from the first Fun Fly of the season held in April. Judging and scoring for the event were handled by Dave Bell, Mike Hagens and Russell Rhine.

1	Tom Tavorario	4 points
2	Ted Evangelatos	6 points
3	Patrick Boll	10 points
4	Chris Mantzaris	12 points
5	Bob Reynolds	13 points
6	Tony Pollio	18 points
7	Gene Kolakowski	25 points
8	Richard Boll	33 points

CHICKEN WINGS®



Knife-Edge Mixing Basics

Mixing out unwanted tendencies during knife-edge is unquestionably one of the most widely practiced radio mixes used today, but like most things in aviation, there are tradeoffs that must be considered.

Programmable mixes give you the option to automatically mix another control with your primary input to reduce or eliminate some of the unwanted tendencies associated with certain inputs and maneuvers. Example: when a large amount of rudder is applied to sustain knife-edge flight, most planes tend to gently roll in the direction that the rudder is being held. Therefore, fliers routinely mix opposite aileron with the rudder to cancel out the rolling tendency during knife-edge. However, while a mix can help make the maneuver for which it is intended easier, it may prove contrary to what's needed during another maneuver, or end up causing a deviation somewhere else that otherwise would not have existed. And that is why you must be prudent with your mixes.

Many "tendencies" are held in check at higher speeds and only show up when the plane is flying more slowly. Some tendencies show up at higher throttle settings, but not when the throttle is low. A lot of mixes are therefore only appropriate at certain airspeeds and throttle settings. This partly explains why those who look to mixing as a substitute for developing better flying skills often find it difficult to advance beyond the initial success they had when the mix was first introduced. In fact, one can travel across the country today and observe fliers involved in an endless cycle of trying to "dial" into their radios the corrections that they could easily be making—only to have to keep repeating the process each time conditions change, a new maneuver grabs their interest, or a different airplane is flown. Indeed, programming the radio has become their hobby! Thus, unless the only maneuver you intend to fly is knife-edge, the most efficient and effective use of programmable mixes is to limit your mixes to no more than 5-10% (15% max): if the tendency that you want to correct is slight, try a 5% mix. If it is more noticeable, try a 10% mix. Limiting each mix to 5-10% (15% max) will help make your flying easier without having too much impact on other maneuvers or causing you to do a lot of back-tracking as your repertoire increases.

Lufbery Field 1918



Meroke Calendar

May 16 th	Monthly Fun Fly
May 20 th	Meeting at 8:00 PM - Lecture
May 22 nd	Field Closed
May 23 rd	Lufbery Aerodrome Naming Ceremony – Rain Date June 5 th
June 3 rd	Meeting at 8:00 PM - Lecture
June 13 th	Open Fun Fly
June 17 th	Meeting at 8:00 PM – Program to be Announced
June 20 th	Yentative date for Monthly Fun Fly
June 27 th	Field Closed due to Nassau Flyers Annual Helicopter Fun Fly
August 28 th	Pat tern 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.

May Birthdays

- 3 *Sal Richichi*
- 6 *Henry Ortiz*
- 6 *Ron Berg*
- 6 *Tom Cott*
- 22 *Thomas Lang Sr.*
- 23 *Harvey Schwartz******
- 31 *Robert Henken*
- * *Big One*

