



ELECTION ISSUE

SMOKE SIGNALS



I am reprinting portions of the essay - "The importance of Voting in the United States" because it is relevant in our daily lives and also for something as simple as the Meroke RC Club elections. You can find the full version at: webpage.pace.edu/politech/voting/essay2.htm

Voting in any type of election, from local elections to Presidential primaries, provides an important way to voice your opinions regarding elected leaders and overall policies; voting also helps you decide your own future by electing a person who might reflect your own views. The ability to vote exists as one of the most cherished Constitutional Rights that many fought for, marched for, and died for over the centuries (Smithstein 1).

If the right to vote no longer existed, the country would no longer survive as a democratic nation, but completely totalitarian. By not voting, you give away your right to influence the government overall. More importantly, however, not voting takes away the "will of the majority that governs this country, but [replaces it with] the will of the minority" (Smithstein 1). The Twenty-fourth amendment to the United States Constitution states that: the right of citizens of the United States to vote in

any primary or other election for President or Vice President, for electors for President or Vice President, or for Senator or Representative in Congress shall not be denied or abridged by the United States or any State (The U.S. Constitution 54). Because this sacred right has been guaranteed to all citizens of the nation, you should take the initiative to vote for someone/ something that reflects your overall views...

A person, such as yourself, can vote in order to get information across, elect officials, and voice opinions as to the future of the United States of America. The right to vote has proven to be difficult to achieve for all races and genders throughout history. However, now every citizen has the right to vote in any election and, therefore, should exercise their vote.



November 2010

Meroke Club Elections

There are numerous ways to get involved in voting and elections



Hicksville Aviation CC

Howard Hughes had dropped by the club at the conclusion of his record 3 & a half day around-the-world flight



RV6 ARF Glow Review

It was an easy assembly, with good quality instructions, and was a very nice flying airplane!



A Conversation with...

Tony Pollio





TIME TO **VOTE**

This comes to you from Tony Pollio, three time President of the Meroke RC Club. These are the rules for the club elections as per the club bi-laws.

The election process will proceed as follows:

We will begin the elections by accepting nominations and voting for the positions of President, Vice President, Treasurer, Recording Secretary, Corresponding Secretary, and three Board of Director members.

We will proceed in this order so that if a person is not elected to a higher office, they can then run for a lower office position. The nominating committee will list their nominees for each position first and then we will open the floor for additional nominations for each position. A person can also choose to volunteer to run for a particular position.

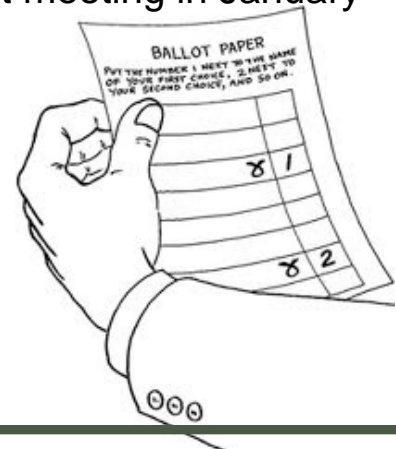
Nominations do not require a second nomination. A nominee needs to accept the nomination in order to be placed on the ballot. If there are two or more candidates for a position, voting will be by written ballots to be counted by a committee of three members.

Voting by proxy must be conducted according to the bi-laws. A member must submit a signed, original, written letter naming and designating another member to vote for that member. No other format will be accepted for proxy voting. No e-mails will be accepted for proxy voting.

The five club officers elected, the three Board of Directors elected, and the last past president, make up the nine members of the Meroke Board of Directors.

After the officers are elected, we will ask for volunteers for each of the club committees and for the clubs various activities, if the president-elect so chooses. As an alternative, the President-elect may choose to appoint members to these positions at a later time.

Newly elected club officers and board of director members will begin their term of office at the first meeting in January 2011.





ABANDONED & LITTLE KNOWN AIRFIELDS-NEW YORK

I found this on line, I am not sure what I was looking for at the time but glad I stumbled upon it. I was amazed to find that there were so many fields in local neighborhoods of New York back in the early 1900's including Brooklyn, Queens, Staten Island and of course Long Island. I hope you find this as fascinating as I do.

Hicksville Aviation Country Club,

40.74 North / 73.53 West (East of New York, NY)

According to an [article by John Fleischman](#) in the 2/99 issue of Air & Space / Smithsonian Magazine, this airfield was founded by an elite group of fliers who formed what they thought would be the first of a string of aviation country clubs that would extend from coast to coast.

A national committee had been formed in April 1928 to issue charters, and at one point, 114 such clubs were supposedly in the works.

Charles Lindbergh was a charter member of the Aviation Country Club in 1929.

He was brought in by its first president, Charles Lanier Lawrance, who'd designed the Wright J5C Whirlwind air-cooled radial engine for the Spirit of St. Louis. Lindbergh, who had just married Anne Morrow that May, taught his bride to fly at the club.

The club's treasurer was another giant of the aeronautics industry, Chance Vought, and the board was fleshed out with society types, such as Cornelius Vanderbilt Whitney and Reginald Langhorne "Peter" Brooks, a band leader & a superb young pilot (he was also the nephew of Lady Astor).

The Aviation Country Club of Long Island opened in June 1929, which turned out to be very unfortunate timing, as the stock market crashed 4 months later.

An article (courtesy of Bob Levittan) described the club as follows:"The Aviation Country Club, which is at Hicksville, is the swankiest of its kind in the country There are dozens of other



flying clubs in the U. S., the most active ones lying west of the Alleghenies. But most of them use commercial hangars & airports. Often enough they consist of a group of enthusiasts who own a secondhand Waco & take off from a cow pasture. The Aviation Country Club, however, counts 175 wealthy flying members. Of these, 76 own their own planes & most of the rest are licensed pilots. The Club's swimming pool, tennis courts & clubhouse (with 4 bedrooms) are frills.

The members really pay their \$250 initiation fee & the \$150/year dues because the Club offers useful facilities for their planes: a landing field, a big hangar, mechanics, fuel & oil. It has a flying instructor, just as another country club would have a golf pro. It rents & sells planes. Every now & then, it stages an air demonstration, comparable to an invitation golf match...



THE MEROKE RC CLUB - EST. 1963

Hicksville Aviation CC

In nearly 20 years of flight operations, the club never had a serious accident resulting in injury - not even at the annual airshow. Instead of death-defying stunts & hell-for-leather pylon races, manufacturers used the show to put on dignified exhibitions of their latest products.

The Flying Committee's 1939 invitation to manufacturers made the tone of the event clear. "Each demonstrator will be asked to demonstrate his ship in the air for approximately 5 or 6 minutes. The Committee will permit no stunting, excessive pull-offs & climbs or unorthodox maneuvering, the demonstration being purely to show off the ship's best qualities. It is important that each demonstrator realize that he is not in competition & also that no sales approaches be made."

The chance to present the best aircraft to the best people was irresistible to those in the business (many of whom belonged to the club anyway), and the shows were hugely successful - too successful in some ways. Club members & demonstrators were issued entry ribbons, but keeping the ordinary people of Hicksville away was difficult. They lined the roads & trespassed on the

airfield for a glimpse of the amazing craft on display or flying by. In 1939, the club had TWA's "stratosphere laboratory plane" & a trio of Goodyear blimps, as well as flybys from Pan Am's Sikorsky S-42 Bermuda Clipper flying boat & the Douglas DC-4 prototype. The crowds, both beribboned & uninvited, were enthralled. The club's mix of status, wealth, and insider connections produced some unusual scenes on the flightline.

The club newsletter noted in August 1938 that "Mr. Roy Grumman is now keeping his new G-32A in the hangar. It is a 2-place conversion of the Navy F-3-F fighter with an 830 HP Cyclone. It can climb to 12,500 feet in 5 minutes." Imagine a modern day "Mr. Grumman" rolling up at a general aviation field in a civilian version of his company's Navy F-14 Tomcat.

The same issue noted that Mr. Howard Hughes had dropped by the club at the conclusion of his record 3 & a half day around-the-world flight and had been

ferried back to Newark Airport in the club's Stinson.

WW2 seemed to help the club in the first months; flying lessons were in high demand.



Barbara Kibbee Jayne was hired by Bud Gillies early in 1942 as the club's chief instructor. He'd flown up to Troy, New York, where Jayne had just qualified as the first woman instructor in the new Civilian Pilot Training Program, just to talk her into it.

After she reported for work in Hicksville, there weren't enough hours in the day. She taught 7 days a week, dawn to dusk. "All kinds of people went out & learned to fly," she says. "To this day, I can't think of anything more thrilling than a first solo. It was just you & God."



THE MEROKE RC CLUB - EST. 1963

Hicksville Aviation CC

The 1945 AAF Airfield Directory (courtesy of Scott Murdock) described the Aviation Country Club Airport as an 80 acre irregularly-shaped property within which were 2 sand & sod runways, with the longest being the 2,400' east/west strip. The field was said to have a single 200' x 60' brick & wood hangar, and to be privately owned & operated. To be sure, the Aviation Country Club of Long Island survived the war & resumed operations.

Former airfield worker Alfred Merrill, however, did not get back to Long Island to visit his parents until the spring of 1948, only to be told the club had just closed permanently. Standing outside his parents' house in Hicksville, he found the silence strange. There were no small aircraft taking off from the club airfield.

On another visit, Merrill drove over to see for himself. "The place had been bulldozed & they were building Levittown," he recalls. "The buildings were gone. What happened to all our planes I can't say, but everything was gone."



For some, that's the final irony of the Aviation Country Club of Long Island: It's buried under Levittown. What was once an elite social club in pre-war America was sold off for post-war America's most famous mass-housing development. For former members like Betty Gillies, the memory of the club's end was painful. "That horrible time," she said. "Those little houses. Hundreds of them."

The club had fallen victim to rising land values. While Hicksville was charmingly rural in 1929, twenty years later it was about to become solidly suburban. And as the houses closed in, it became dangerous to operate an airfield.

When William Levitt offered \$2,200 an acre, the club ceased flying in May 1948 & began looking for a new home. The hangar was sold & reassembled in nearby Bethpage, where it served for years as a perfume factory, then a pickle works, and finally a tuxedo warehouse.

Local historians say parts of other club buildings were trucked away & incorporated into 5 private homes.

Today a street in Hicksville called Pilots Lane is essentially the only sign that the Aviation Country Club of Long Island ever existed.





Experimental Aircraft Models' RV6 ARF Glow Review

BY DAVID HOGUE from RCGroups.com

In the United States, 'Experimental Aircraft' are aircraft that are 51% or more built by an individual (usually at home) and fly under an FAA issued "Flight Permit", rather than "Certification". During the past 20 years the most advanced designs in civil aviation have come from the 'Homebuilt' arena where, without the burden of certification expense and manufacturers liability insurance, aircraft of amazing performance and safety could be designed and offered to the public. One VERY popular example is the full scale RV-6 -- an aircraft with a huge following among homebuilt enthusiasts. According to the Vans website, it is the most popular kit aircraft in the world, with over 1000 flying and another 3000+ under construction. EAM has modeled this RV-6/6a; they've faithfully captured the lines and beautiful flight characteristics of the full scale RV-6.

KIT CONTENTS

The kit came very nicely packaged, with all the major parts of the airframe protected by plastic bags. The box was HUGE! The first thing I noticed was how wide the built up fuselage was, but being that the full size RV-6 is a side by side two place airplane, I guess the width came with the territory. The fuse was also very light for the size. The wing was sheeted foam, hinge slots were precut for CA hinges, and the entire model looked very well constructed.

The kit came with:

- fiberglass cowling,
- landing gear,
- hardware to build either the -6 (Taildragger) or the 6A version (Tricycle gear),
- even an aluminum spinner!
- Fuel Tank
- Engine Mount
- All other needed hardware, many parts were



Wingspan:	60"
Wing Area:	746 sq. in.
Weight:	149 oz.
Length:	52"
Wing Loading:	29 oz/sq. ft.
Servos:	HS-5245MG Digital Mini(6)
Transmitter:	JR9303
Receiver:	Hitec 8ch
Battery:	4.8v 2200 nimh
Engine:	OS FS91 Surpass
Cost:	\$250 - \$300
Manufacturer:	Experimental Aircraft Models

The instruction manual was very thorough with many detailed photos. A few wrinkles in the Ultracoat(Oracover) were quickly taken care of with a heat gun, and then I started assembly.



ASSEMBLY

The wing panels were supplied ready to join, and thinking logically, most modelers would take this step first, but the instructions placed it at the end of the wing assembly instead. When reading on, however, this made sense because the smaller panels were easier to handle than one big wing. The surfaces came attached to the wing via the CA hinges, but not glued. I chose to use a little silicone for added security when mounting the Hitec Mini Digital servo to the servo cover, as the mounting blocks were hard balsa instead of hardwood.



There was monofilament line threaded through all of the servo lead tunnels to pull the wires through, but the routes were so short and straight, I found I did not need them.

When it came time to install the control horns and linkages, I found a problem. The instructions indicated there were hard points in all the surfaces, and the horns could be attached with sheet metal screws, but I found no hard points in any of the flying surfaces on my kit. Using longer screws and backing plates was listed as an option, and I used that at first. I later went back and cut into the surfaces and added the hard points, because I didn't like the look of the backing plates and screws on a scale airplane.

A nice wedge shaped hardwood shim and a steel 1/4-20 bolt were provided to pull the blind nuts into place for the wing mounting. Linkages are short and simple. The flap servo covers were cut so that the arms protruded from the same side, allowing the use of a Y-harness on flaps, so no special mixing or special reversed servo was necessary.

LIGHTING

I got in contact with ElectroDynamics about their Day-Visible lighting kits, and they agreed to provide a setup for me to try in the RV-6. They came in a short time, and I got my first look at the set, which seemed to be well made, with good instructions. I looked online at some pictures of RV-6's, and made a plan for how I wanted to arrange the lights. Not all RV's are equipped the same way, as this is a homebuilt aircraft, and things like the lights are up to the individual builder. I chose to go with the wingtip landing/nav light setup, as I liked the look and there were good pictures of them on the Vans site, under their parts area.





FLYING

Basics

I had already been flying the RV-6 for some time as an electric, so I did not change any of the servo settings or setup. I just had to adjust the throttle such that I could shut the engine off from the TX, and make sure the engine ran and transitioned well, then it was time for a test flight. There were no surprises, the plane flew just as nicely on the .91 Surpass as it did on Axi power.



Taking Off and Landing

I played with the flap landings and takeoffs, and they really helped the RV in slow flight, and there was no elevator trim change when they were applied. This was a sleek design, and at around 10 lbs, it retained some energy when the throttle was reduced.

Aerobatics/Special Flight Performance

Rolls and snap rolls were crisp, requiring little down elevator during the inverted portion. Inverted flight required just a touch of down at the recommended CG. It even flew knife edge!! I talked a bit with Gary Wright, who happened to be at our club when

CONCLUSION

Plusses: Great looks...Very complete...Very good instructions...Flew fantastic for a scale subject, felt like a really good sport plane...Could be built in both conventional and tricycle gear versions...Clean all white covering leaves the builder open to his own trim scheme, making for a personalized model that won't look like every other ARF at the field.

Minuses: The need for backing plates on the control horns detracted from the scale look. (Mfr. indicated this was corrected on later production runs.)...Wing could probably be built a bit lighter, as the rest of the model is very light for it's size.

Experimental Aircraft Models have carved themselves a nice little niche I think, in these models of home built light aircraft, and this RV-6 is one fantastic flying model and a well thought out and executed ARF. I think the lights and other details recently added to the model really set it off, and I like it even more now than I did when I first finished and flew it as an electric. It can be built as a RV-6A if you don't want conventional gear, but this was more an appearance issue than anything as it was a great handling taildragger! I could not be happier with the way it turned out, and I continue to enjoy flying it every weekend.

With practice this airplane could be flown in a very scale manner, and looked very realistic in the air. It can also be hotdogged like a sport plane, without getting the pilot into trouble. If you want a scale airplane that is also a really good sport plane, then get yourself an EAM RV-6!!



THE MEROKE RC CLUB - EST. 1963

A CONVERSATION WITH TONY POLLIO

Tony Pollio was born on December 30, 1945 in Jamaica, Queens New York. He had an early fascination with airplanes and built many plastic models while in Elementary School. In High School Tony built and flew U-controlled models in Cunningham Park and then in 1961-1962 he built and flew single channel RC planes.

Tony lives in East Meadow with his wife Elsa, they have three children, daughters Donna and Michele and their son Anthony. Today Tony has three grandchildren.

For forty years Tony worked as an engineer for the City of New York, the first twenty-six years in the Office of the Queens Borough President and the last 14 years as Director of Program Management for the Department of Design and Construction.



He also operated his own Pre-purchase Home Inspection company for 32 years and currently serves as a consultant to the insurance industry. He plans to retire from the City of New York early next year."

Tony has served three times as President of the Meroke RC Club, three times as Vice President and has been a member of The Board of Directors several times. Tony was the Chief Field Controller and is now the Assistant Chief Field Controller.

He has built sport planes, pattern planes, sport scale jet and warbird planes, ducted fan planes, and helicopters. He owns 9 glow engine planes, 6 electric powered planes, and 7 electric helicopters. His favorite plane is a Cermak glow engine powered sport scale F-16 jet in the Air Force Thunderbirds paint scheme.

Question - HOW DID YOU GET IN OUR HOBBY?

Answer - When my son Anthony was about eight years old we enjoyed watching RC planes at Mitchell Field and Cedar Creek Aerodrome, now Lufbery Aerodrome. I decided to purchase a trainer and learn how to fly. That first trainer was a rudder only, Goldberg Ranger 42.

Question - HOW DID YOU BECOME A MEROKE?

Answer - At Cedar Creek Park, Lufbery Aerodrome I met Danny Bayack who was a Meroke RC Club member. He invited me and Anthony to join.

Question - WHAT IS YOUR FAVORITE TRICK OF THE TRADE?

Answer - I never tell a student when I am going to let them perform their first landing. I wait till they have established a perfect approach and I instruct them to land.

Question - WHAT ARE YOUR FAVORITE FOODS?

Answer - All types of Italian and Cuban foods.

Question - ONE THING ABOUT YOU THAT WOULD SURPRISE US?

Answer - Nothing that I know about.



HAPPY THANKSGIVING





TIME TO PAY

YOUR
2011 MEMBERSHIP DUES



PLEASE NOTE: The Fun Fly standings for 2010, normally found on this page, will be published in the December Issue.

Calendar

November 4, 2010

Club Meeting
Show and Tell

November 18, 2010

Club Meeting
ELECTIONS

November 21, 2010

Whitman Flyers Swap Meet
The Meroke RC Club has reserved 2 tables for its members exhibits. For more information:
www.whitmanflyers.com

SUGGESTION BOX

Send all suggestions to:
newsletter@meroke.com

TIP OF THE MONTH

Apparently October's tip that I attributed to Joe Petrozza was previously developed by Mike Hagens who points out that dirt will be introduced into the fuel overflow when it passes through the engine and returns to the container via the tubing. So Mike's advice is to attach a fuel filter to the end of the assembly therefore returning clean fuel to the container.

BIRTHDAYS

- Nov 2 **Lou Pinto**
- Nov 5 **George Althaus**
- Nov 7 **Herb Henery**
- Nov 7 **Ken Mandel**
- Nov 10 **Jaclyn Tavorario**
- Nov 14 **Vlad Pean**
- Nov 25 **Bob Wohlgemuth**