



SMOKE SIGNALS

APRIL SHOWERS BRING THE TAX MAN

Did you ever notice?
When you put the 2 words "The" and "IRS"
together it spells: "THEIRS."



The IRS checked up on a large charity donation made by a Mr. Thompson. The investigator asked the minister of the church about the contribution: "Did Mr. Thompson give a gift of ten thousand dollars last year?"
The minister answered, "He certainly will!"

A Dutch pastor was explaining the red, white and blue Netherlands flag to an American pastor. The first pastor said, "Our flag is symbolic of our taxes. We get red when we talk about them, white when we get our tax bills, and blue after we pay them." The American nodded his understanding. "I know what you mean. It's the same in the United States, only we see stars too."

Quote: "The Eiffel Tower is the Empire State Building after taxes."

When NASA first started sending up astronauts, they quickly discovered that ball-point pens would not work in zero gravity. To combat this problem, NASA scientists spent a decade and \$12 billion developing a pen that writes in zero gravity, upside down, on almost any surface including glass and at temperatures ranging from below freezing to over 300 C...The Russians used a pencil.

A little boy wrote a letter to God, asking him for \$100 because his mom was sick with cancer. He addressed the envelope "God", put his return address on it, and dropped it in the corner mailbox.

The postmaster thought this was such a nice gesture from a young child and decided to send this letter on to President Bush. President Bush was so touched by the little boy's sincerity that he told his secretary to send the boy \$5.

Upon receiving the money, the boy wrote the following thank you letter:
"Dear God – Thank you for the money. Next time please send it to me directly. I noticed you sent it through Washington D.C. and of course, they deducted \$95 for taxes. Love, Joey"

APRIL 2011

Germany's Stealth Bomber

The 142-foot wingspan bomber... would have been able to fly from Berlin to NYC and back without refueling...



Charging Batteries

One good way to damage a battery is to fast charge an old pack that's been in storage for a long time, or a new pack.



My Ride with Howard

Howard Cosell crammed his fairly large frame into the passenger seat of my Orange VW Beetle and off we went.





This fascinating article was sent to me by Al Hammer. I believe it first appeared in 2007.

GERMANY'S STEALTH BOMBER

Keep in mind, this aircraft was built in the 1940's. It resembles our Stealth bombers of today. Had Hitler got these into production sooner, the world would be much different today.



With its smooth and elegant lines, this could be a prototype for some future successor to the stealth bomber. But this flying wing was actually designed by the Nazis 30 years before the Americans successfully developed radar-invisible technology. Now an engineering team has reconstructed the Horten Ho 2-29 from blueprints, with startling results.

Futuristic: The stealth plane design was years ahead of its time. It was faster and more efficient than any other plane of the period and its stealth powers did work against radar. Experts are now convinced that given a little bit more time, the mass deployment of this aircraft could have changed the course of the war. The plane could have helped Adolf Hitler win the war.

First built and tested in the air in March 1944, it was designed with a greater range and speed than any plane previously built and was the first aircraft to use the stealth technology now deployed by the U.S. in its B-2 bombers. Thankfully Hitler's engineers only made three prototypes, tested by being dragged behind a glider, and were not able to build them on an industrial scale before the Allied forces invaded. From Panzer tanks through to the V-2 rocket, it has long been recognized that Germany's technological expertise during the war was years ahead of the Allies. But by 1943, Nazi high command



feared that the war was beginning to turn against them, and were desperate to develop new weapons to help turn the tide. Nazi bombers were suffering badly when faced with the speed and maneuverability of the Spitfire and other Allied fighters. Hitler was also desperate to develop a bomber with the range and capacity to reach the United States. In 1943 Luftwaffe chief Hermann Goering demanded that designers come up with a bomber that would meet his 1,000, 1,000, 1,000 requirements – one that could carry 1,000kg over 1,000km flying at 1,000km/h.

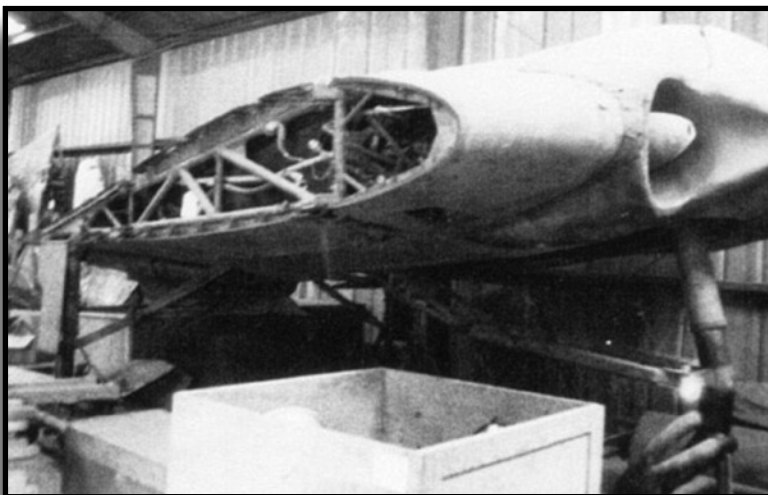


GERMANY'S STEALTH BOMBER

Throughout the time before and during the war Hitler would make outrageous and impossible demands upon his people. He rewarded boot lickers to such an extent that it is amazing that the army was able to do as well as it did. The German high command knew that the plans for invasion were outrageous and advised against them. However, by replacing or eliminating reasonable people Hitler was able to launch the war. When Poland fell and the world was so slow to react he convinced himself that God had sent him to lead his people. And indeed he did lead them on a path of self destruction.



A full scale replica of the Ho 229 bomber made with materials available in the 1940s at preflight



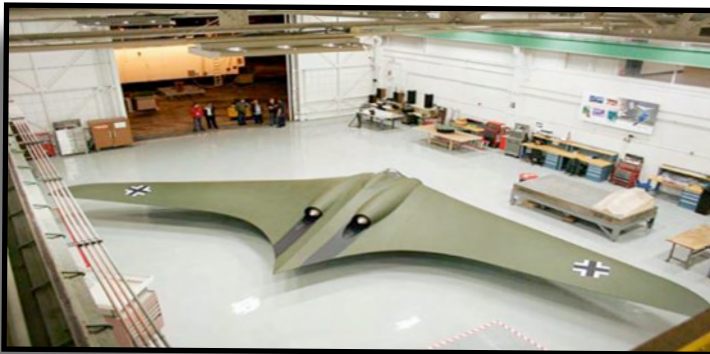
A wing section of the stealth bomber. The jet intakes were years ahead of their time. Two pilot brothers in their thirties, Reimar and Walter Horten, suggested a flying wing design they had been working on for years. They were convinced that with its drag and lack of wind resistance such a plane would meet Goering requirements. Construction on a prototype was begun in Goettingen in Germany in 1944. The centre pod was made from a welded steel tube, and was designed to be powered by a BMW 003 engine. The most important innovation was Reimar Horten idea to coat it in a mix of charcoal dust and wood glue.



GERMANY'S STEALTH BOMBER



Inventors Reimar and Walter Horten were inspired to build the Ho 2-29 by the deaths of thousands of Luftwaffe pilots in the Battle of Britain. They could have better served their time flying fighters as the engine technology at the time would not have been adequate for the planned use of this plane. Only fan jets would have had the predicted range that was needed.



The 142-foot wingspan bomber was submitted for approval in 1944, and it would have been able to fly from Berlin to NYC and back without refueling, thanks to the same blended wing design and six BMW 003A or eight Junker Jumo 004B turbojets. He thought the electromagnetic waves of radar would be absorbed, and in conjunction with the aircraft's sculpted surfaces the craft would be rendered almost invisible to radar detectors.

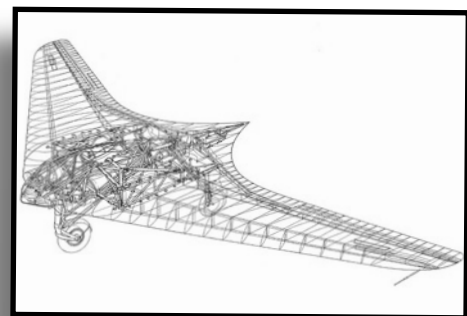
This was the same method eventually used by the U.S. in its first stealth aircraft in the early 1980s, the F-117A Nighthawk.

The plane was covered in radar absorbent paint with a high graphite content, which has a similar chemical make-up to charcoal.

After the war the Americans captured the prototype Ho 2-29s along with the blueprints and used some of their technological advances to aid their own designs. But experts always doubted claims that the Horten could actually function as a stealth aircraft. Now using the blueprints and the only remaining prototype craft, Northrop-Grumman (the defense firm behind the B-2) built a full size replica of a Horten Ho 2-29.

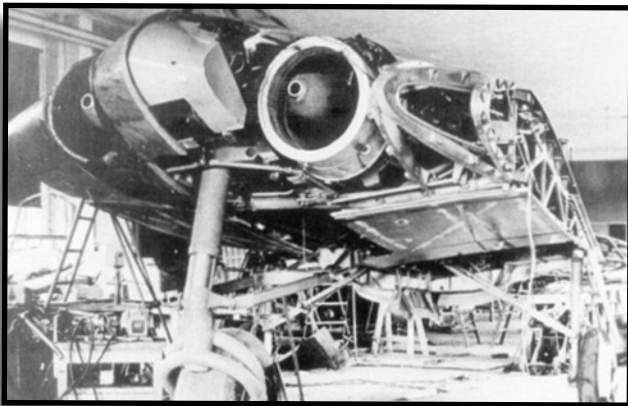


Luckily for Britain the Horten flying wing fighter-bomber never got much further than the blueprint stage.





GERMANY'S STEALTH BOMBER



Thanks to the use of wood and carbon, jet engines integrated into the fuselage, and its blended surfaces, the plane could have been in London eight minutes after the radar system detected it. It took them 2,500 man-hours and \$250,000 to construct, and although their replica cannot fly, it was radar-tested by placing it on a 50ft articulating pole and exposing it to electromagnetic waves. The team demonstrated that although the aircraft is not completely invisible to the type of radar used in the war, it would have been stealthy enough and fast enough to ensure that it could reach London before Spitfires could be scrambled to intercept it.

"If the Germans had had time to develop these aircraft, they could well have had an impact...", says Peter Murton, aviation expert from the Imperial War Museum at Duxford, in Cambridgeshire. "In theory the flying wing was a very efficient aircraft design which minimized drag. It is one of the reasons that it could reach very high speeds in dive and glide and had such an incredibly long range." The research was filmed for a forthcoming documentary on the National Geographic Channel.



© Arthur Bentley / Flying Wing Films



Well it's impressive and all, but in all honesty it was a folly... A handy folly for us (the winning side!) because it diverted attention and man power from practical projects. My reasoning for that is simply that the B2, which we can agree has parallels to the 2-29,

requires some serious computing power simply to keep the thing under control... Computing power that simply was not available to the Nazi's... Ergo that plane would of been a serious handful even in straight and level flight - dogfighting would of been impossible, for a fighter that is not a good thing!



CHARGING BATTERIES Article written by Dave Thucker of Radical RC www.radicalrc.com

Q - What is the balance charge for Nicads and NiMH batteries and how do I do it? Is it the charge/10 rate for 16 hours that the digipulse will do?

All cells have a daily self discharge rate. Each individual cell will have a slightly different rate. Generally for NiCads this is 5% per day, for NiMH cells its 1% per day. Note, as the cells age this rate tends to increase so it changes over time. This is one of the big reasons it becomes too risky to use TX and RX packs beyond the 3rd year. Be aware also that these rates are only approximate; they will be slightly different for each individual cell in your pack.



The cells in a new pack will be some weeks or a few months out from the manufacturer. (With some suppliers they can be over a year old! Yikes!) So, they've in a sense, been in storage and had time to change levels from each other. Also, a pack you own that has been in storage (model last flew last season or few months ago for example) will have a different level of charge in each cell.



When you charge it, some fill up before others. When charging at 1/10th Capacity, (C/10) (100mah in the case of a 1000mah pack/cell) the cells that fill up first won't be damaged while the remaining cells are filled. Also bear in mind you need to put in about 140% of an empty cell's capacity to fill it up. There is some energy losses during slow charging. So it takes 1400mili amps total (100mah charge rate x 14 hours) output to fill up a 1000mah hole in a battery pack.

To visualize this cell un-balance condition, lets use our example 4 cell pack, think of 4 tall drinking glasses all side by side in a row. The first glass is 1/2 full, the second one is 1/3 full, the 3rd one is 1/8 full, the 4th one is 3/4 full. We start to drip water into the glasses at an equal rate of one drop every 5 seconds into each glass. The 4th one fills up first, then a little later the 1st one fills, then the 2nd one, then the 3rd cell fills. The pack of glasses are now all full. However, the 4th cell was 3/4 full at the start of the charge (water dripping in the glass) so it was overflowing for a long time while the charger one by one topped off the other 3 cells. If our rate of charge (speed of the dripping water) is faster than 10% of the capacity of the cell then damage will occur on the first cell to fill. It will be overfilling faster than it can accept, this causes it to overheat internally and contributes to gassing. So, in effect, we've done damage to our "best" cell.



CHARGING BATTERIES

A 1000mah cell can take an overcharge rate of 100mah without a problem. It will warm up when full but the heat being generated is at a rate the cell can dissipate into the atmosphere. However, if the over charge rate is greater than 100mah (higher than 10% of our 1000mah capacity) a problem is caused. One good way to damage a battery is to fast charge an old pack that's been in storage for a long time, or a new pack. It's always best to slow charge these kinds of NiMH and NiCad packs at 10% for 14-16 hours to avoid this problem and equalize (or balance) all the cells.



A pack that is in regular use gets some overcharge all the time. You can't know exactly the moment it will become full while slow charging. For example: You fly a day, charge all night, probably some time during the night the pack has refilled it's "hole". It probably isn't empty when you put it in charge unless you crashed and the battery was dead ;-). We'll presume you brought the model home in-tact. When our partially discharged battery fills, the charger (wall wart you got with system is presumed or Digipulse or DDVC or whatever kind of slow charger) doesn't shut off, it just keeps on charging. A cell that is behind a few Mili-Amps is caught up during this time.

Even when fast charging a pack that's in regular use, there is a little bit of an overcharge at the end of the charge cycle. (Excepting Sirius and Ace fast chargers which are peak predictors and go into trickle to accomplish same effect.) A peak detect charger is looking for a drop off in voltage to find the "Full Point" of the pack. It's voltage is dropping because it's heating up, it's heating up (where you paying attention earlier?) because it's full and still under charge.

With all the above in mind, here is what you do:

Find the capacity of your battery pack. Lets say it's 1650mah.

Multiply the Capacity X 0.10 to arrive at 10% of this number. The answer here is 165mah.

Set your charger to charge at 165mah.

Come back 14 to 16 hours later and the battery is ready to use.

Q - What if I can't set a charge rate of 165mah?

Another way to skin the same cat is to multiply your capacity (1650) by 1.4

This gives us the 140% we need to put in to fill up a pack. The answer is 2310mah.

Take the answer (2310mah) and divide by the output of your charger, answer is "Hours" to full charge.

If your using a Digipulse (max setting is 150mah) the answer is $2310/150=15.4$ hours.

If your using a 100mah wall wart the answer is $2310/100=23.1$ hours.

If your using a 50mah wall wart the answer is $2310/50=46.2$ hours.

Warning! If your answer is less than 14 hours then your charging higher than 10% of capacity, the pack will be damaged!

That is balance charging for NiMH and NiCad battery packs in a nutshell.



MY RIDE WITH HOWARD by Dennis Osik

In the past six months you and I have been privileged to learn more about some of the members of our club because they were kind enough to open their private lives to us. We should thank them because by being as up front as they have been they have made our Newsletter a better product and something we should all be proud of.

This month I am taking a little different approach... that being that I will reveal a little bit about my life but I am not going to do it in our normal format of "Bio" and "Q&A", I decided to do it a little differently.

So let me tell you the tale of "MY RIDE WITH HOWARD"



I am recounting these events to the best of my memory, that not being as good as I would like these days, so buckle your seat belts, the story kind of goes like this.

In the years 1975-1976 I was a young man of 26-27 years old and privileged to be working at ABC Sports INC. I held the title of Assistant Manager of Operations for ABC Sports INC, lots of pressure and prestige with little money. Since I was like a sponge in those days I was looking to learn about the production side of the business because I was basically on the management side. This being the case I requested that this huge Sports dynasty teach me about producing and Directing Sports Television. Remember in those days ABC Sports INC was the leader in all Sports Programming, Monday Night Football, NCAA Football, PBA Bowling, Superstars, all the major Golf Tournaments, Horse Racing, Indy 500, NASCAR racing, Wide World of Sports not to mention the Winter and Summer Olympics and let's not forget Professional Boxing. They were the ones to learn from, they did it first and they did it best.

I was dealing with people who were "Spanning the Globe" traveling to all the exotic locations around the world... Great Britain, France, Spain, Austria, Monte Carlo, East, West the Far East well you get the picture. I was dreaming of one of these locations to be my first learning assignment. As luck and fiscal sobriety set in, I learned that I was assigned to a "Wide World of Sports" story they were shooting about the renovation of YANKEE STADIUM. WOW, the exotic Bronx I thought, but being the sponge that I was at that time I was

thrilled to take on any assignment. I was to meet the Producer, Director, Production Assistant and talent the next day at Yankee Stadium.

It was hard to sleep that night but when I awoke bright eyed and bushy tailed I could not contain myself anticipating the adventure ahead. I arrived at Yankee Stadium that morning with great enthusiasm and parked my Orange Volkswagen Beetle in one of the garages that were still open at the time.

When I met up with the crew I was amazed to see that the talent on the shoot was none other than Howard Cosell. Yes the Howard Cosell who was so disliked that "red necks" would hold a raffle at their local bar, the prize...to shotgun a TV when Howard's face appeared during the half time highlights on Monday Night Football. **The** Howard Cosell that you loved or hated, didn't matter which just that you had an opinion. "Tell it like it is" Howard Cosell that changed the landscape of Sports, as we know it, befriended Mohammad Ali and gave us that incredible voice and style that is still being copied today. He coined the phrase "He could...go...all... the... way" and who could forget "Down goes Frazier... Down goes Frazier... Down goes Frazier... Down goes Frazier in the style that only Howard could deliver.

Now, you have to imagine this scene, it was like the "Twilight Zone", construction workers all over the stadium, working, hammering, banging clanking doing what they are paid to do and Howard Cosell needing quiet to record his on camera performances. Who will win you ask, believe it or not Howard.



MY RIDE WITH HOWARD

Before every take of his on camera spots Howard would yell to the workers and politely ask them to stop their work for the few minutes needed to complete the scene. At every instance the workers would be calling his name "Howard, Howard, Howard..." and Howard would call back to the Stadium workers and was as charming as could be. They respected him and he respected them. This went all day until early afternoon when all the filming was completed and it was time to leave.

As the crew was packing up I was approached by the Producer and asked if I wanted to share a cab back to Manhattan. I informed the producer "I have my car with me" and that I was not in need of a share ride. At this point he asked me if I could drive THEM into the city. I asked, "Who are we talking about" and he answered "Me, the production assistant and Howard." At which point I stated "It's OK with me but I am driving a VW Beetle, to which the producer replied, "that's no problem". So we gathered together and started the trek to my Orange VW Beetle. Less than halfway to the garage Howard Cosell said in his distinctive voice and cadence "Where's the car?" I replied "In the lot down the street." To which Howard replied "Why didn't you park closer?" Biting my tongue we proceeded to reach my BUG and cram the producer and associate producer in the back seat along with some equipment and film (hey, they were going to put in for cab expenses so I didn't care how uncomfortable they were.) Howard Cosell crammed his fairly large frame into the passenger seat of my Orange VW Beetle and off we went. For some reason we had to stop at an entrance to the Stadium and there were workers calling "Howard, Howard, Howard" Graciously Howard waved and said to the closed window something like "Assholes."

The journey now took on a life of it's own. Here's the scene; I have Howard Cosell riding in the passenger seat of my Orange Volkswagen Beetle, an ABC Sports producer and associate producer crammed into the back of my VW BUG

and I am trying my best to find my way from the Bronx to Manhattan. So now we hit the first red light and from the passenger seat I hear "What are you stopping for?" I ignore the question, the light turns green and off we go. Sometime later we are stopped by another red light and I hear from the passenger seat, a little more irritated, "What...are you stopping for." Again I ignore the question and drive on when the light turns green. After moments of silence, yes you guessed it we hit another red light and again the voice questions "What...are you stopping for?" So now a bit perturbed I muster the courage to say something. So meekly I responded "Howard are you in that much of a hurry? Do you want me to get a ticket?" The response quickly came back "Yes!"

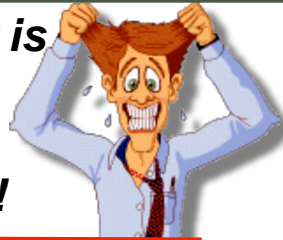


Learning my lesson I decided it was the "better part of valor" not to speak to Howard Cosell anymore during the ride unless totally necessary. After dropping off the other two passengers, I proceeded to take Howard to his apartment building, which was located somewhere on the Upper East Side. The only words exchanged now were spoken to expedite the delivery of one Mr. Howard Cosell and get him the hell out of my car.

As we came close to our destination Howard directed me the entrance of his east side luxury apartment building with the semi circular driveway and fountains and stuff. When we pulled in and I came to a stop, the passenger door was opened (I recall it to be his chauffeur but it could have been the doorman) and as Howard left my Orange Volkswagen Beetle he said "Emma (his wife) has the car today". Thus ended "My Ride with Howard".



Our Treasurer Nick is hard at work at tax time. Don't tax yourself...Ask Nick!



A professor of taxation delivers a highly detailed, brilliant lecture drawing the distinction between tax avoidance and tax evasion.

He then asks his brightest student, "Tell us succinctly what the difference is between tax avoidance and tax evasion." The student replies: "Jail"



Calendar

*****NOTE: MEETINGS NOW START AT 8PM**

APRIL 2 & 3, 2011

Cradle of Aviation
"6th Annual Model Expo"

April 7, 2011

Club Meeting
Show and Tell

April 16, 2011

Meroke "Top Gun"
Lufbery Aerodrome

April 18, 2011

TAXES DUE!!!

*The traditional tax return filing deadline is April 15 of each year, but the IRS has approved April 18, 2011 as the tax filing deadline for 2010 Tax Returns and extension requests in observation of Emancipation Day in the District of Columbia.

April 21, 2011

Club Meeting
Tony Pollio Lecture
"Cross Winds - Take Offs & Landings"

Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

- April 11 **Bob Reynolds**
- April 13 **Curtis Underdue**
- April 18 **Mark Klein**
- April 26 **Ted Evangelatos**
- April 29 **Frank LaSala**
- April 30 **James Tavernese**