



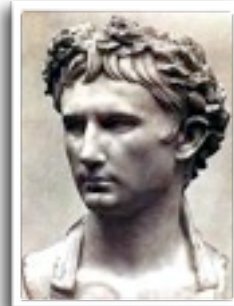
# SMOKE SIGNALS

## **AUGUST**

**August** (pronunciation) (help·info) is the eighth month of the year in the Julian and Gregorian Calendars and one of seven months with a length of 31 days.



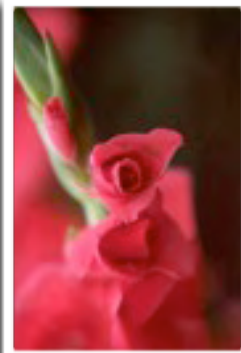
This month was originally named **Sextilis** in Latin, because it was the sixth month in the original ten-month Roman calendar under Romulus in 753 BC, when March was the first month of the year. About 700 BC it became the eighth month when January and February were added to the year before March by King **Numa Pompilius** who also gave it 29 days. Julius Caesar added two days when he created the Julian calendar in 45 BC giving it its modern length of 31 days. In 8 BC it was renamed in honor of Augustus, who did not take a day from February (see the debunked theory on



month lengths). He chose this month to take his name rather than his birth month - which was traditional - as a mark of honour to the defeated Queen Cleopatra the last ruler of Egypt, this being her birth month.

### **Birthstone - August ~ Peridot, Sardonyx ~ Married Happiness**

Peridot: "Evening emerald" is the name the Romans gave peridot (pronounced perry-dough). Light olive to deep bottle green, peridots were thought to bring happiness in marriage, eloquence and serenity. Crystals of peridot are found in rocks spewed from volcanoes. Hawaiians treasure peridot as the tears shed by the goddess Pele, named for the island's still active volcano. Peridots come in a variety of faceted and rounded shapes. As an alternative to emeralds, peridots make striking rings and bracelets.



There are specific flowers which are traditionally given according to the month that a person is born. The August Birth Flower is the Gladiolus. The History and traditions surrounding the August Birth Flower, the Gladiolus is fascinating. There are many myths and legends about the origins of this tradition. It is believed that birthday celebrations originated in the Roman Empire and the origins of birth month flowers, such as the Gladiolus, could be said to date back to these times.

The language of flowers developed during the highly conservative period of the Victorian era. The Victorians were strongly restricted by the rules of etiquette when it was considered totally inappropriate to express feelings of love or affection. The "Language of Flowers" therefore evolved when a message was assigned to specific flower such as the Gladiolus. A lover could then send flowers which conveyed a hidden romantic meaning.

The meaning of the August Birth Flower, the Gladiolus is sincerity and symbolizes strength of character.

## **August 2011**

### **USS Midway CVA-41 Museum**



Located in the harbor in downtown San Diego, it is a magnificent sight.

### **FLY SKY FS-TH9X Transmitter**



I wasn't expecting too much from this transmitter, so I was pleasantly surprised by its excellent performance.

### **LISF One Design Contest**



After a pilot briefing by Ed Anderson of the LISF club the Contest day unfolded like a "Sopranos" episode...



## **USS Midway CVA-41 Museum** - by Russell Rhine

I recently made a trip to San Diego and high on my list of attractions was to visit the USS Midway Museum. I have always had a close affinity to this ship as its hull was laid down on 27 October 1943 – the day I was born. Located in the harbor in downtown San Diego, it is a magnificent sight.

In October 1947, the Midway sailed for the first of her annual deployments with the 6th Fleet, a mighty peacekeeping force in the Mediterranean.

In May of 1952, the feasibility of the angled deck concept was demonstrated in tests conducted on a simulated angled deck aboard Midway by Naval Air Test Center pilots and Atlantic Fleet pilots in both jet and prop aircraft. Midway also participated in North Sea maneuvers with NATO forces, and on 1 October was re-designated CVA-41.



**USS MIDWAY CVA-41**

Midway cleared Norfolk in December of 1954 for a world cruise, sailing via the Cape of Good Hope for Taiwan, where she joined the 7th Fleet in February 1955 for operations in the western Pacific. This was the first operation of ships of her class in the western Pacific. Midway remained with the 7th Fleet until June when she sailed for overhaul at Puget Sound Naval Shipyard. Here, she was out of commission while she was modernized and such new innovations as an enclosed bow and an angled flight deck were installed.

Home-ported at Alameda, Midway began annual deployments with the 7th Fleet in 1958. The first firing of a Sparrow III air-to-air missile by a squadron deployed outside the U.S. was conducted by VF-64, a fighter squadron based aboard Midway. The carrier was also on duty in the South China Sea during the Laotian crisis of spring 1961. During her 1962 deployment, her aircraft tested the air defense systems of Japan, Korea, Okinawa, the Philippines, and Taiwan.

The carrier continued its role as a research and development platform. On June 13th 1963, Lt. Cmdr. Randall K. Billins and Lt. Cmdr. Robert S. Chew Jr., of Naval Air Test Center Patuxent River, Md., piloting an F-4A Phantom II and an F-8D Crusader respectively, made the first fully automatic carrier landings with production equipment on board Midway off the California coast. The landings, made "hands off" with both flight controls and throttles operated automatically by signals from the ship, highlighted almost 10 years of research and development and followed by almost six years the first such carrier landings made with test equipment.



**PHANTOM**

When Midway again sailed for the Far East in March 1965, her aircraft were prepared for combat operations, and from mid-April flew strikes against military and logistics installations in North and South Vietnam. On June 17th 1965, while escorting a strike on the barracks at Gen Phu, North Vietnam, Cmdr. Louis C. Page and Lt. Jack E.D. Batson, flying F-4B Phantoms of the VF-21 squadron, deployed aboard Midway, intercepted four MiG-17s and each shot down one, scoring the first U.S. victories over MiGs in Vietnam.



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## USS Midway

Returning to Alameda in November 1965, she then entered San Francisco Bay Naval Shipyard for extensive modernizations. The ship was re-commissioned on January 31st 1970 following the four-year conversion-modernization at the shipyard.

Midway returned to Vietnam and in mid 1971, after relieving USS Hancock (CVA 19) on Yankee Station, began single carrier operations which continued until the end of the month. She departed Yankee Station in June and completed her final line period at the end of the year.

Midway, with embarked Carrier Air Wing Five (CVW 5), again departed Alameda for operations off Vietnam in April 1972. On May 11th, aircraft from Midway along with those from USS Coral Sea (CV 43), USS Kitty Hawk (CV 63), and USS Constellation (CV 64) continued laying minefields in ports of significance to the North Vietnamese — Thanh Hoa, Dong Hoi, Vinh, Hon Gai, Quang Khe and Cam Pha as well as other approaches to Haiphong. Ships that were in port in Haiphong had been advised that the mining would take place and that the mines would be armed 72 hours later. Midway continued Vietnam operations throughout the summer of 1972.

In August 1972, an HC-7 Det 110 helicopter, flying from Midway, and aided by planes from the carrier and USS Saratoga (CV 60), conducted a search and rescue mission for a downed aviator in North Vietnam. The pilot of an A-7 aircraft from Saratoga had been downed by a surface-to-air missile about 20 miles inland, northwest of Vinh, on August 6th. The HC-7 helicopter flew over mountainous terrain to rescue the pilot. The rescue helicopter used its search light to assist in locating the downed aviator and, despite receiving heavy ground fire, was successful in retrieving him and returning to an LPD off the coast. This was the deepest penetration of a rescue helicopter into North Vietnam since 1968. HC-7 Det 110 continued its rescue missions and by the end of 1972 had successfully accomplished 48 rescues, 35 of which were under combat conditions.



**F-14 TOMCAT**



**FP-8P COUGAR**

In October 1973, Midway, with CVW 5, put into Yokosuka, Japan, marking the first forward-deployment of a complete carrier task group in a Japanese port as the result of an accord arrived at in August 1972 between the U.S. and Japan. In addition to the morale factor of dependents housed along with the crew in a foreign port, the move had strategic significance because it facilitated continuous positioning of three carriers in the Far East at a time when the economic situation demanded the reduction of carriers in the fleet.

Midway, USS Coral Sea (CVA 43), USS Hancock (CVA 19), USS Enterprise (CVAN 65) and USS Okinawa (LPH 3) responded in April 1975 to the waters off South Vietnam when North Vietnam

overran two-thirds of South Vietnam. Ten days later, Operation Frequent Wind was carried out by U.S. Seventh Fleet forces. Hundreds of U.S. personnel and Vietnamese were evacuated to waiting ships after the fall of Saigon to the North Vietnamese. One South Vietnamese pilot landed a small aircraft aboard Midway, bringing himself and his family to safety.



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## **USS Midway**

In August 1976, a Navy task force headed by Midway made a show of force off the coast of Korea in response to an unprovoked attack on two U.S. Army officers who were killed by North Korean guards. Midway's response was in support of a U.S. demonstration of military concern vis-à-vis North Korea.

Midway relieved USS Constellation (CV 64) as the Indian Ocean contingency carrier in April 1979. Midway and her escort ships continued a significant American naval presence in the oil-producing region of the Arabian Sea and Persian Gulf. Later that year, she arrived in the northern part of the Arabian Sea in connection with the continuing hostage crisis in Iran. Militant followers of the Ayatollah Khomeini, who had come to power following the overthrow of the Shah, seized the U.S. Embassy in Tehran on November 4th and held 63 U.S. citizens hostage. Midway was joined by USS Kitty Hawk (CV 63), and both carriers, along with their escort ships, were joined by USS Nimitz (CVN 68) and her escorts 2 months later. Midway was relieved a month later by USS Coral Sea (CV 43).

Following a period in Yokosuka, Midway was again on duty, this time relieving USS Coral Sea in the Spring of May 1980 on standby south of the Cheju-Do Islands in the Sea of Japan following the potential of civil unrest in the Republic of Korea. After a few months, Midway relieved USS Constellation to begin another Indian Ocean deployment and to complement the USS Dwight D. Eisenhower (CVN 69) task group still on contingency duty in the Arabian Sea. Midway spent a total of 118 days in the Indian Ocean during 1980.

In March 1981, an A-6 Intruder from the VA-115 squadron aboard Midway sighted a downed civilian helicopter in the South China Sea. Midway immediately dispatched HC-1 Det 2 helicopters to the scene. All 17 people aboard the downed helicopter were rescued and brought aboard the carrier. The chartered civilian helicopter was also plucked out of the water and lifted to Midway's flight deck.

Midway continued serving in the western Pacific throughout the 1980s. On March 25th 1986, the final carrier launching of a Navy fleet F-4S Phantom II took place off Midway during flight operations in the East China Sea. Phantoms were being replaced by the new F/A-18 Hornets.

In August 1990, Iraq invaded its neighbor Kuwait, and U.S. forces moved into Saudi Arabia as part of Operation Desert Shield to protect that country against invasion by Iraq. Midway was again on station in the North Arabian Sea, relieving USS Independence (CV 62). In November, she participated in Operation Imminent Thunder, an eight-day combined amphibious landing exercise in northeastern Saudi Arabia which involved about 1,000 U.S. Marines, 16 warships, and more than 1,100 aircraft.



**SKYRAIDER**



**PILOT READY ROOM**



**F-14 TOMCAT A**



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## USS Midway

President George H.W. Bush addressed the nation on January 16th 1991 at 9 p.m. EST and announced that the liberation of Kuwait from Iraq, Operation Desert Storm, had begun. The Navy launched 228 sorties from Midway and [USS Ranger \(CV 61\)](#) in the Persian Gulf, from [USS Theodore Roosevelt \(CVN 71\)](#) en route to the Gulf, and from USS John F. Kennedy (CV 67), USS Saratoga (CV 60), and USS America (CV 66) in the Red Sea. In addition, the Navy launched more than 100 Tomahawk missiles from nine ships in the Mediterranean Sea, the Red Sea, and the Persian Gulf. On February 27th, President Bush declared Kuwait had been liberated and Operation Desert Storm would end at midnight.



In August 1991, Midway departed Yokosuka and returned to Pearl Harbor. Here, she turned over with [USS Independence \(CV 62\)](#) which was replacing Midway as the forward-deployed carrier in Yokosuka. Midway then sailed to San Diego where she was decommissioned at North Island Naval Air Station on April 11th 1992 and ceremoniously stricken from the Navy List in March 1997.

In September 2003, Midway began her journey from the Navy Inactive Ship Maintenance Facility, Bremerton, Wash., to San Diego where she will be a museum and memorial. She was docked at the Charles P. Howard Terminal in Oakland, during the first week in October while the construction of her pier in San Diego was completed. The carrier was towed from Oakland to San Diego, and arrived in January 2004. She docked at the Naval Air Station North Island to load historic aircraft for display.



There are presently 27 aircraft displayed at the museum and in excess of 60 exhibits. The aircraft spans Naval Aviation from World War II to Desert Storm. The SBD Dauntless and TBM Avenger flown in World War II, along-side the F9F-8P Cougar and AD Skyraider from the Korean War. There is also the F-4 Phantom and Huey gunship from Vietnam with the A-6 Intruder and FA-18 Hornet flown in Desert Storm. My two favorite aircraft, the F4-U Corsair and the F-14 Tomcat were restored in pristine condition.

Among the many exhibits are a number of simulators where for a short time you can make believe that you are one of the pilots who flew off the deck of the Midway. The highlight of the tour was a discussion by a retired pilot who described the procedure that had to be followed to

launch an aircraft as we sat at one of the catapults on the flight deck in 80 degree weather when it was 5 degrees back home.

The Midway is now a major museum devoted to the Navy, naval aviation, its carriers, and those brave sailors who sailed on them. The Midway is docked right in the center of downtown San Diego. The museum is maintained by an endless number of former crew members of both the Midway and other aircraft carriers. One of the major Internet travel sites – [tripadvisor.com](#) – ranks the Midway Museum as the best tourist attraction in San Diego, a city with many great attractions. If you ever travel to the San Diego area, you won't be disappointed by a visit to this wonderful museum.





## FLY SKY FS-TH9X

I received an e-mail from [xheli.com](http://xheli.com) with an advertisement from [hobbypartz.com](http://hobbypartz.com) for this 2.4GHZ 9 channel transmitter and receiver. It is advertised at a cost of \$89 with free shipping. On the next page you will find reviews of the transmitter and receiver. Receivers by the way cost around \$25 for 8 channels. I don't know if this is a viable alternative to the expensive 2.4 GHZ transmitters and receivers but it seemed like it is worth reporting. You all know better than I do so let's talk about it at the next meeting.

FS-Th9X has revolutionized the way people experience RC, and now this radio transmitter can stand up to the top competitions.

AFHDS (automatic frequency hopping digital system), is developed by FLYSKY for all the Radio Control model lovers and is patented by FLYSKY at home. The system is specially developed for all the Radio control models, that offers super active and passive anti-jamming capabilities, very low power consumption and high receiver sensitivity. With extreme rigorous testing by engineers and studying the markets for years, FLYSKY AFHDS is now considered to be the one of the best systems available in the market.

2.4GHZ is the standard of new generation radio system because it has a lot of advantages. Operating at 2.4 GHz puts the radio control out of the frequency range of any 'noise' generated by the other electronic components on your helicopter - such as the brushless motor, Electronic speed controller, Servos and any metal to metal noise - eliminating interference and glitching that can affect traditional frequency system.



### Specifications :

- (1)、 channels: 9channels TH9X
- (2)、 model type:  
helicopter ,airplane, glider
- (3)、 RF power: less than 20db;
- (4)、 modulation: GFSK;
- (5)、 code type: PPM/PCM;
- (6)、 sensitivity: 1024;
- (7)、 lcd type: 128\*64 dot;
- (8)、 low voltage warning: yes;
- (9)、 DSC port: yes;
- (10)、 charger port: yes;
- (11)、 power:12VDC(1.5AA\*8);
- (12)、 weight:680g;
- (13)、 ANT length:26mm;
- (14)、 size:190\*80\*240mm;



### Included in the box:

- Transmitter
- 8CH receiver R9B
- Binding plug
- Manual

### The radio can do:

- Throttle curves
- Pitch curves
- Endpoint adjustments
- Subtrim
- Swash AFR mixes
- Servo reversing
- Timer
- Dual rate
- Exponential
- Flaperons
- V-Tail mixing
- Elevons



**Fly Sky FS-TH9X Review** - by mike453 found in RC Uniniverse



It work's well for small planes and mid-sized 2-stroke or 4-stroke planes. the price is about 80\$ off of ebay which includes an 8 channel rx and the amazing 2.4ghz modual along with the transmitter. This transmitter is great for people who are starting out in rc or do rc flying as a leasure thing. It is good for planes, helicopters, and gliders. It has a 9 model memory that is good or bad depends on what you are using it for, it has lcd warnings for your battery in the transmitter and a timer witch is handy for knowing how long you have unutil you are low on fuel or your battery is low and it is time to land. It is easy to setup even the most unfamiliar pilot could figure it out in about 2 min and setup only takes 5 min. I am using this transmitter with a home built trainer and hanger 9 p-51 mustang sport 40.

**Worst .....Best**

	1	2	3	4	5
Reliability:	*	*	*	*	
Maintenance:	*	*	*		
Value:	*	*	*	*	
Versatility:	*	*	*		
Durability:	*	*	*		
Ease of Use:	*	*	*	*	*

**Quantitative Evaluation**

- Reliability:
- Maintenance:
- Value:
- Versatility:
- Durability:
- Ease of Use:

**Fly Sky FS-TH9X 9Ch Transmitter** - from HELI REVIEWS

written by Darron on February 17th, 2010

The 2.4 GHz price wars are really heating up at the moment now that many Chinese manufacturers have entered the market. For the past few years there have been various 2.4 GHz modules coming out of China, with some decent offering from Corona and Assan, now it seems like the Chinese want to make a name for themselves by offering full systems. The Fly Sky FS-TH9X is the first offering that I decided to check out.

I am a diehard Futaba Fasst fan but I am tired of having to sell a kidney or take out a second mortgage every time I have to buy a new receiver for my fleet. The Fly Sky offerings drew my attention with their sub \$20 receivers. The [Fly Sky FS-TH9X](#) is offered under various brand names but it is basically the same transmitter.





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When the package arrived I was pleasantly surprised by the attention of detail that Fly Sky went to. Everything looked very professional, that was until I saw the manual. Let me start by saying that the manual is probably the worst Chinglish I have ever seen, luckily the transmitter is easy enough to program without it.

The actual layout of the transmitter is quite nice too; there is a vast array of switches for selecting rates, gear, trainer-mode, flight modes, etc. These are complimented by three knobs which serve for flaps, hover pitch, etc.

From online reports I know that the quality control for these transmitters can vary greatly. The first one I received simply wouldn't allow me to access the menus. The second one has been with me for a few months now and is still going strong.



One major thing to note is that the amount of channels will vary depending on whether you use PPM or PCM. Switching to PPM reduces the number of available channels to only 8.

## **Setup**

The package that I purchased included the transmitter and transmitter module but no receivers. Luckily I had planned ahead and ordered both the 6 channel and 8 channel receivers from Hobby King. Once you have everything the setup is extremely easy. Simply bind the receiver to the transmitter by putting the bind plug in the receiver and powering on your transmitter while holding in the bind button. All the receivers I bought were bound without any problems.

Once you have bound the receiver to the radio, it's time to program the radio to suit your model. Pay careful attention to servo reversing and also the transmitter's mode selection.

## **Flight Testing**

And now we will move on to the actual performance. I wasn't expecting too much from this transmitter, so I was pleasantly surprised by its excellent performance. I could easily fly my helicopter to the very limits of my vision without any glitches. On a 450 size helicopter that means I could take it out about 300 metres on a 500 size helicopter I was able to go to nearly 400 metres before I started to get nervous, not because of the transmitters performance but rather because it became difficult to tell the orientation of the model. The first few flights I was actually expecting glitches, so I only used it on a few electric powered helicopters but now I feel comfortable enough to use it on my whole fleet.

## **Conclusion**

The [Fly Sky FS-TH9X](#) is an excellent radio for the price. If you are on a limited budget and looking to upgrade to 2.4 GHz then I highly recommend you take a look at it. If you already have a Futaba/JR/Hitec radio then this will make an excellent backup or get up and go radio. At under \$100 for a complete combo it doesn't really matter if you knock or drop it.

One major problem is that when you are using PPM the 8 Channels means there is a lack of a failsafe option. This might prove a problem if you are flying very fast or dangerous models. But for smaller helicopters and aircraft I don't see this being a big consideration.

## **Positives**

- Affordable
- Easy to Program
- Module Flexibility

## **Negatives**

- No Failsafe
- Only 8 Model Memories
- Quality Control Issues

As I said earlier, the [Fly Sky FS-TH9X](#) is available under various brands, Imax, Turnigy, Eurgle etc. Hobby King 's Turnigy 9X is now in its 3rd revision and at under \$70 I highly recommend you check it out.



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## LONG ISLAND SILENT FLYERS - ONE DESIGN CONTEST



Long Island Silent Flyers 2011 One Design "Bird Of Time" Competitors

The gauntlet was thrown down to the Meroke RC Club last fall to enter the Long Island Silent Flyers "One Design Contest". Our club not being one to back down from a challenge picked up the glove and over this past winter our prestigious build club not only took on the challenge but planned to come out on top. As has been reported in this Newsletter before, the builders of the "Bird of Time" (BOT) dubbed "Hope 1" by Charlie Lando worked diligently all winter building the Meroke version of the "Bird of Time" with the help of the Long Island Silent Flyers Trevor Ignatosky who also assisted with the test flights.



Our builders Joe Petrozza, Charlie Whalen, Ernie Schack, Bob Henken, Charlie Lando, Lou Pinto and Nelson Ramos were up to the task and made a competitive version of the BOT that they all should be proud of.

After a month or so of test flying "Hope 1" most of the kinks were ironed out. A meeting with a bush, balancing the Bird and a stripped servo were taken care of by the expert team prior to the important day of July 24th, the day of the contest.

With the support of Meroke Club Members Charlie Lando, Nelson Ramos, Russ Rhine, Phil Friedensohn, Joe Petrozza, Dennis Osik and Ernie Herzog the Merokes were well represented at the competition that was held at the STILLWELL COUNTY PARK in Woodbury on Long Island.





# THE MEROKE RC CLUB - EST. 1963

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## LONG ISLAND SILENT FLYERS - ONE DESIGN CONTEST



After a pilot briefing by Ed Anderson of the LISF club the Contest day unfolded like a "Sopranos" episode with "Nelson the Pilot", "Russ the Timer", Joe the Launcher, "Phil the Fixer" and let's not forget "The Godfather" Charlie Lando . After a stellar 1:18 flight by "Nelson the Pilot" starting off the first round in the competition the next flight by an unnamed pilot ended abruptly resulting in two damaged wings. Working like a well honed MASH unit "Nelson the Pilot " and "Phil the Fixer" went into hyperdrive, Nelson wielding his XACTO knife like a skilled surgeon employs his scalpel. CA to repair the broken bones and clear packing tape to bandage the incisions. The surgery on the wings of "Hope 1" were not pretty but took mere minutes making her ready for Round 2 of the competition.

After launching "Hope 1" in Round 2 it was noticed that the left wing was still damaged and needed more repairs but Nelson was able to pilot the craft to a safe landing with his second time of 1:18...way to go Nelson! With all the repairs completed, "Hope 1" completed her third and final flight of the day, making it an official entry in the competition.

Nelson and "Hope 1" finished in a respectable 5th place with Charlie Lando finishing in 7th place after two flights. It is a testament to the building skills of our club members first that they constructed a craft that withstood the adversity handed out on contest day and that they were able to put our "Bird of Time" back in the air after the damage was sustained. Bravo Gentlemen...Bravo!!



Congratulations to the Build Club for a job well done, one that was appreciated and respected by the members of the Long Island Silent Flyers, a great club with great people I should add!

The LISF boys better be looking over their shoulders at the next competition, the Meroke RC Club is right behind them.



**"Hope 1" Takes Flight**

### LISF ONE DESIGN CONTEST RESULTS

1. Pete Nicholson
2. Ed Anderson  
Flying Alan Cross-Hansen's BOT
3. Trevor Ignatosky
4. Ralph Gittleman
5. Nelson Ramos
6. Ernie Zahner
7. Charlie Lando
8. Howie Applegate



# THE MEROKE RC CLUB - EST. 1963

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## MEROKE HELP LINE

We have our first participant in our new feature in the Newsletter.

Joe Petrozza has given us his business card to promote his business. We hope this helps Joe and our members.!!

**Joseph A. Petrozza**  
Plumbing & Mechanical  
The best bottom line in the business  
Plumbing • General Contracting • Construction Management  
Plans • Building Permits • C/O's • Design Service  
Complete Permit Service & Problem Solving  
21 Southside Avenue Freeport, NY 11520  
joepet@worldnet.att.net  
Licensed & Insured

## 50th From Newsday 7/24/11



**BARBARA AND ED WIEMANN** of East Meadow were wed April 8, 1961. They celebrated with family at Westbury Manor. Barbara and Ed enjoy camping and boating and are active with various clubs. Ed is a retired New York City fire-fighter and enjoys flying model airplanes at Cedar Creek Park. They have two children and four grandchildren.

## FROM GENE KOLAKOWSKI

Junes **TOP GUN FUN FLY** took place on Fathers Day June 19th. We ran 4 events, TOUCH THE CIRCLES, JELLY BEAN, SPEED AND STOP, NATS SPECIAL.

Here are the standings for Junes **TOP GUN**. Remember scoring is like golf the lowest score is best.

### Top Gun Results as of June

<u>CONTESTANT</u>	<u>SCORE</u>
1. Patrick Boll	6 pts
2. Gene Kolakowski	16 pts
3. Jack Tramuta	16 pts
4. Ted Evangelatos	18 pts
5. Nelson Ramos	18 pts
6. Rich Boll	19 pts
7. Jim Taverese	25 pts

**Next top gun will be July 24th at 10am**

Send all suggestions to:  
[newsletter@meroke.com](mailto:newsletter@meroke.com)

## Calendar

### **August 4, 2011**

Club Meeting  
Show and Tell

### **August 18, 2011**

Club Meeting  
Dennis Andreas  
of Nassau Hobby Center  
Lecture on Batteries

## BIRTHDAYS

- Aug 3 [Nicholas Guiffre](#)
- Aug 21 [Elias Miranda](#)
- Aug 23 [Larry Rosenthal](#)
- Aug 30 [Andrew Accovino](#)