



SMOKE SIGNALS

MAY BRINGS THE BEAUTY OF SPRING

May is National Salad Month, National Egg Month, National Barbecue Month, National Hamburger Month, and Fungal Infection Awareness Month in the U.S.

May 1 is May Day, the international working class holiday, in honor of workers' rights. It is celebrated all over the world today.

Mayday originated as a pagan holiday celebrating the spring planting. The festival of the Roman goddess of spring, Flora, was celebrated from Apr. 28 to May 3. The Celts celebrated it as Beltane or Fire Day in honor of the god of the sun.



In England the celebrations began on eve of May, April 30. It was a popular holiday filled with revels. Putting a maypole up involved taking a growing tree from the wood, and bringing it to the village to mark the change of season. It was once a period of great sexual license. People would go off into the woods to collect their trees and green boughs, and while there, well, you know.... Dancing around the May Pole was a more wholesome tradition.

The Catholic Church tried to ban it. The Puritans tried an act of Parliament, but people continued to celebrate it. Eventually the rough

edges of May Day were smoothed.

In 1899 the Second International declared May 1 a worker's day in honor of the fight for the 8 hour working day. Today it is still celebrated as an international labor day.

LILLY OF THE VALLEY

If your birthday is in the month of May, your flower is the lily of the valley. Here is the story and language of your flower.

One of the colloquial names for the lily of the valley is Our Lady's Tears because legend claims that the flower sprung up from the Virgin Mary's tears, which she shed at the foot of the cross. As a result, the flower became associated with Mary.

In ancient times, boys and girls would pick bouquets of lily of the valley because it was supposed to bring good fortune in love.

Because of the timing of the plant's blossom, it was often referred to as May Lily or May Bells.

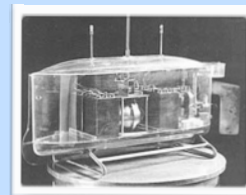
Another beguiling legend tells that nightingales only sing after the scent of the lily of the valley fills the air. Perhaps this whimsical legend is the source of another one of the plant's common names, Fairy's Bells.



MAY 2011

Tesla - The Father of RC

The craft were...
powered by an electric battery of his own design, and equipped with a radio-mechanical receiver that accepted commands from a wireless transmitter.



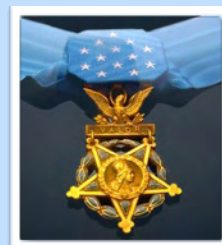
Nelson "HELP Me!"

I start to spray just before I hit the work and stop the spraying just as I pass the work.



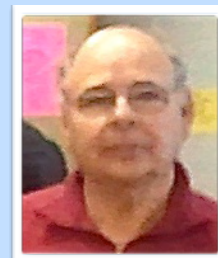
A True American Hero

...he kept coming back!! 13 more times!!
Until all the wounded were out.



A Conversation with...

Lou Pinto





THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

NIKOLA TESLA - The Father of RC

Compiled from about.com, De[construct].net Dec 1st,2008 and Model Aviation Magazine by George V Sosic



Nikola Tesla was born in 1856 in Smiljan Lika, Croatia. He was the son of a Serbian Orthodox clergyman. Tesla studied engineering at the Austrian Polytechnic School. He worked as an electrical engineer in Budapest and later emigrated to the United States in 1884 to work at the Edison Machine Works. He died in New York City on January 7, 1943.

During his lifetime, Tesla invented fluorescent lighting, the Tesla induction motor, the Tesla coil, and developed the alternating current (AC) electrical supply system that included a motor and transformer, and 3-phase electricity.

The Tesla coil, invented in 1891, is still used in radio and television sets and other electronic equipment.

Nikola Tesla - Mystery Invention

Ten years after patenting a successful method for producing alternating current, Nikola Tesla claimed the invention of an electrical generator that would not consume any fuel. This invention has been lost to the public. Tesla stated about his invention that he had harnessed the cosmic rays and caused them to operate a motive device.

In total, Nikola Tesla was granted more than one hundred patents and invented countless unpatented inventions.

Nikola Tesla and George Westinghouse

In 1885, [George Westinghouse](#), head of the Westinghouse Electric Company, bought the patent rights to Tesla's system of dynamos, transformers and motors. Westinghouse used Tesla's alternating current system to light the World's Columbian Exposition of 1893 in Chicago.

Nikola Tesla and Thomas Edison

Nikola Tesla was [Thomas Edison's](#) rival at the end of the 19th century. In fact, he was more famous than Edison throughout the 1890's. His invention of polyphase electric power earned him worldwide fame and fortune. At his zenith he was an intimate of poets and scientists, industrialists and financiers. Yet Tesla died destitute, having lost

both his fortune and scientific reputation. During his fall from notoriety to obscurity, Tesla created a legacy of genuine invention and prophecy that still fascinates today.

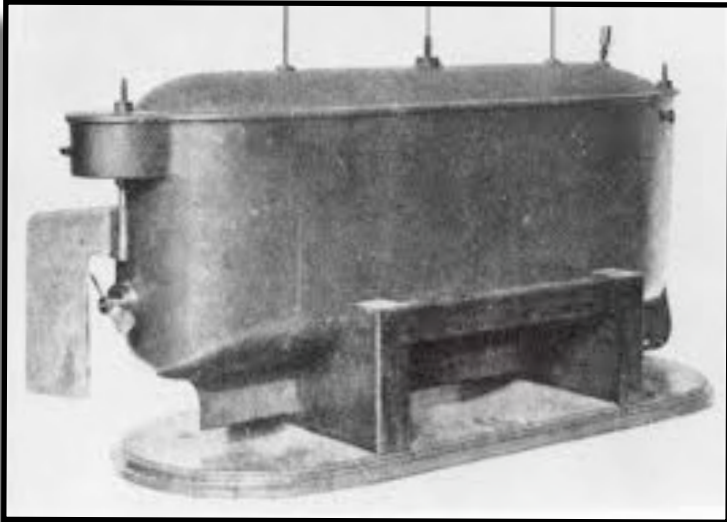




May 1, 1888

Patent #382,280 was granted to Nikola Tesla for the "electrical transmission of power".

TESLA'S MIRACLE BOAT



The Robot Boat of Nikola Tesla Comes to Life

In 1898, six years before the Wright brothers flew, Nikola Tesla, a Serbian-born American immigrant, designed and built a pair of radio controlled, robot boats. He applied for and was granted patent number 613,809 "Method of and Apparatus for Controlling Mechanism of Moving Vessels or Vehicles" by the US Patent Office for these boats.

The craft were constructed of iron, powered by a electric battery of his own design, and equipped with a radio-mechanical receiver that accepted commands from a wireless transmitter. The boats were equipped with a large whip antenna, a modular space that could carry a charge, diving

rudders, a prop and electric running lights that could all be remotely controlled. Tesla demonstrated the vessels to a shocked crowd in an indoor pool at Madison Square Garden in New York City. The crowd was amazed how Tesla, always a showman, maneuvered his six-foot-long boat in patterns through the water, and then stopped and started the craft. He even had the forethought to equip his boats with a crude logic gate which prevented them from being taken over by another transmitter other than his own. The craft alarmed those in the crowd who saw it and who claimed it to be everything from magic and telepathy to being piloted by a trained monkey hidden inside.

"...there is something within me that might be an illusion as it is often the case with young enthusiastic people, but if I would be fortunate to achieve some of my ideals, it would be on the behalf of the whole of humanity. If those hopes would become fulfilled, the most exiting thought would be that it is a deed of a Serb. Long live Serbdom!" Nikola Tesla, addressing thousands of Belgrade residents who came to greet him upon arrival, on June 1st 1892.

Tesla is now credited with inventing modern radio as well; since the Supreme Court overturned [Guglielmo Marconi's](#) patent in 1943 in favor of Nikola Tesla's earlier patents. When an engineer (Otis Pond) once said to Tesla, "Looks as if Marconi got the jump on you" regarding Marconi's radio system, Tesla replied, "Marconi is a good fellow. Let him continue. He is using seventeen of my patents."





TESLA'S MIRACLE BOAT



The same 110 years old electronic robot boat Tesla called telautomaton has now been rebuilt by the Nikola Tesla Museum in Belgrade. The boat can sail for up to 12 hours and the museums worldwide are looking to buy its replica.

Due to the large interest of both domestic and international public, Nikola Tesla Museum is getting ready to show Tesla's magic and mysterious remotely-controlled robot boat once again on December 5, on the Museum Day. This miracle boat was exhibited during the past summer for the first time, with more than 4,000 people seeing it on Belgrade's Museum Night.

Tesla Indeed Invented the 21st Century

The builder of Tesla's remotely-guided boat designed in 1898, is Radomir Putnik, an engineer from the town near Belgrade, Zemun.

- This is Tesla's original boat, constructed according to his drafts and exclusively out of the materials which were available 110 years ago. It is composed of some 300 parts we created manually and were putting them together for the full nine months. In order to make these parts, we also had to construct the special tools. And we used cables with leather insulation as conductors, just like the ones Tesla had. The boat is 1.10 meters long and 38 centimeters high. It can even sail in the Ada Ciganlija Lake [in Belgrade], and throughout the day, – Putnik, the chief engineer on the project told Vecernje Novosti.

In order to construct the boat, the team of experts first needed to decipher and figure out Tesla's notes. This unique genius had a habit of recording only the rough sketches of his ideas, while keeping the essence of the each new invention in the head. In the same way the idea of a remotely-controlled robot ship was roughly sketched as an idea to have the transmitter which sends a signal via the receiver on the boat, and under the condition that both signals get through, the engine would turn on and the propeller would start rotating.

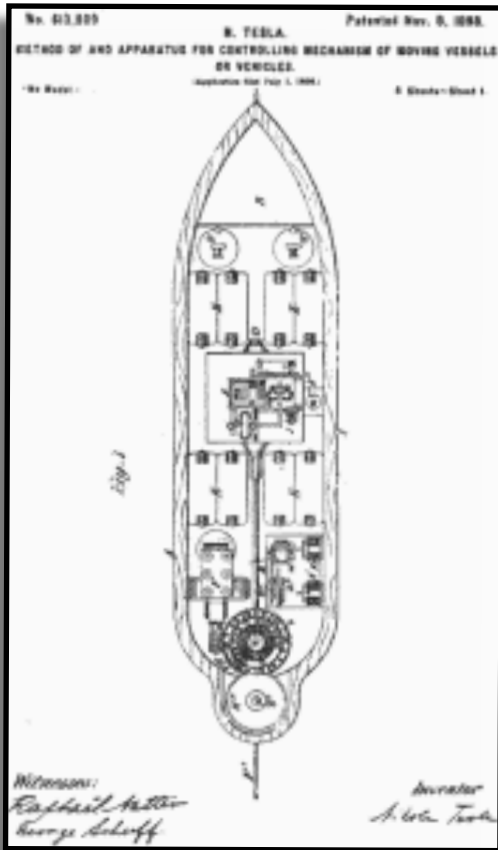
- Tesla first invented wireless transmission of the energy and signals, and then the command for the ship. Namely, he came up with the electronic "I" logic circuit, which works in two frequencies. This circuit will not run the motor unless it recognizes it in the other frequency, – Putnik explains.

Tesla's "I" circuit is today built in all the computers as a miniature chip, which contains the system of the transfer of electronic impulses, which is just one of the ways Nikola Tesla had stepped into the 21st century at the end of the 19th.





TESLA'S MIRACLE BOAT



“Such a Machine Should Have Organs...”

A six-member team had dealt with the problem of deciphering the enigma, including academician Aleksandar Marinčić, engineers Jasmina Zečević, Nenad Spasić, Zoran Ristić, Radomir Putnik, and the mechanic Bane Juranović.

Tesla's diagram for the robot boat

The work included scientific research, experiments and the use of modern and special type of equipment.

The model of Tesla boat was realized based on the description of his patent number 613,809, from 1898, titled “Method of and Apparatus for Controlling Mechanism of Moving Vessels or Vehicles”. The second part of the invention was patented under the number 725,605 and the title “The Signaling System”.

Ship constructors have made the transmitter and the receiver of the signal, a special ball with the electric motor, which gets turned on when the signal enters the ship command. Keel and hull of the ship are made of the clear clirite, and rotor and stator are made of lead and metal plates, and the copper wire. They fill the battery which powers the motor, which turns the propeller, enabling the ship to sail for 12 hours at least.

With this invention Tesla had practically founded the automatics. He was saying: “Such a machine should have the driving force, the organs for the movement, organs of control and one or more of the sensory organs, which would be set in motion by the external stimuli,” – director of the Tesla Museum Vladimir Jelenković said.

According to Vecernje Novosti, the remotely-controlled ship is even today generating great interest among the scientists, academies and museums around the world.

- The preview of Tesla ship had caused great interest of the scientific audience, and we were invited by the Conference of European Museums to present this original project to the rest of Europe. We have also been asked to display the project on the site of the Association of the Museums of Central Europe. The interest was expressed for our museum to produce several replicas and sell them, or trade them for some other scientific works from the museums abroad, – director Jelenković said.

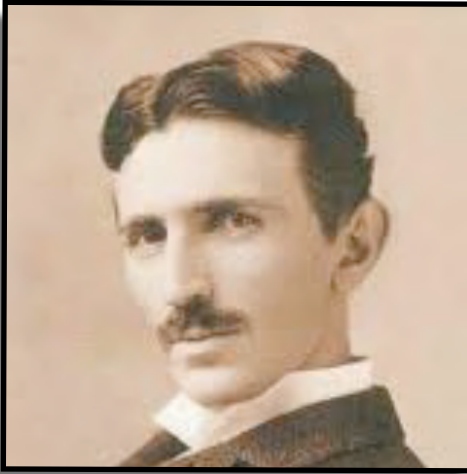
Pentagon Swipes Tesla's Patent

Academik Aleksandar Marinčić said that Tesla's perfected system of the wireless transfer of commands was presented in the United States at the end of the 19th century, but it wasn't met with the enthusiasm on behalf of American Army and Navy, to which it was offered for commercialization.

Unofficially, however, it is well known that Pentagon secretly adopted Tesla's project for the remotely controlled ship and realized it, but only after the Second World War. Based on this invention of Nikola Tesla, American navy developed several projects of torpedoes and remote control of ship war projectiles in the 20th century.



NIKOLA TESLA - The Father of RC



It is ironic that Tesla never did get any subsidies from the U.S. government because even minor engineers and inventors in our time work on defense projects. He failed to sell a modification of his 20-year-old radar system in 1917, which he claimed would bounce signals off the hulls of the deadly World War I German submarines. Mysteriously, the Navy didn't even offer to finance a demonstration. Tesla once again enlisted the press and magazines help, and they responded because they knew that their friends and relatives would be exposed to these U-boats on their way to France. Once again, the Navy brass buried their heads in the sand.

Shortly before the end of World War I (in 1918), Tesla's RC system was employed in an Army Air Corps biplane by the Sperry Gyroscope Company to fly a pre-programmed mission to prove the feasibility of warfare without risk of life and limb. It made its

take-off by ground-operated transmitter, then flew automatically for a hundred miles where it dropped its bombs on an imaginary target, made a 180-degree turn, and returned to its take-off point where the landing was made by RC transmitter. It had analog proportional closed-loop servos throughout. The Sperry gyroscopes were equipped with the same potentiometers as the ground transmitter for automatic pilot control after take-off. The war ended before a defense contract was awarded. This happened in World War I.

It wasn't until 20 years later that the Army Air Corps revived Tesla's RC when they issued a master contract for a 10-foot wingspan RC model with a two-cylinder two-cycle engine for use as a target drone for machine gunners to practice anti-aircraft fire. The left and right wing panels were alike and interchangeable. They were made of spruce with fabric covering. The fuselage was of thin-walled 4130 chrome moly tubing. Three longitudinal tubes formed a triangular cross section with two parallel tubes at the top and a single tube at the bottom. The RC unit was an analog feedback potentiometer proportional on three channels with no ailerons. This writer witnessed many of their flights while I was in the Army Air Corps in World War II. They had such robust turn response that I couldn't believe that they flew without ailerons until I noticed a large movable rudder area in the design. (Three channel fliers take note of this.)

In our day, Tesla's RC is everywhere. Thousands of modelers in each state use it for fun and pleasure. It has orbited other planets and has been to the moon many times with and without a crew. It carries out combat missions automatically with accuracy in the form of guided missiles.

Tesla's inventions and discoveries are too numerous to mention. They number in the thousands. Most of them were invented in his head and filed away in a corner of his brain until he had enough money to make a working model. He hated to waste time on lecture tours but he was always in demand as a lecturer on his own developments, both here and abroad. He was well paid for them and he desperately needed the money to support his laboratory at the Tesla Electric Company.

Tesla's favorite invention was the electromagnetic pendulum known as the Tesla coil. It is the heart of radio, electronics, and automobile ignition systems. He was forced to invent it because his high frequency alternators with hundreds of poles for his early radio research work were not satisfactory for a man of Tesla's caliber. He got as high as 30,000 cycles from them but he wanted much more. He credits the coil for his rapid development of radio, radar, radio control, and electronic automation. His drive was motivated by a strong desire to keep his creative mind occupied. His most quoted statement was, "the worst criminals in the world are the voluntarily idle."

This statement aptly describes one of the prime motivations of the average RC modeler.



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

Being a novice flyer I always have questions and am seeking help. Here are a couple of those questions I sent to Nelson Ramos. This information is probably basic to most of you but I thought that some of us could benefit from my e-mails to Nelson.

TO: NELSON RAMOS

SUBJECT: Help

Hi Nelson, I have a question...I am replacing my main landing gear with Dubro DUB789 Super Strong Landing Gear/ .25- .50. The package says it can be painted, what paint should I use and how many coats? It needs to resist fuel I assume so what is the process?



Hi Dennis, Two type of spray paints can be used. First spray can is the Top Flite LusterKote this is made for glow fuel model airplanes. Second spray can is Rust-Oleum which can be purchase in any hardware store or Home Depot. With the Rust-Oleum I would use clear coat to make sure the paint lasts.



Next is how to prepare the landing gear for paint. Clean the work with alcohol make sure to wear latex gloves. The Gloves will prevent the skin oil from transferring onto the work. Next figure out how to support the landing gears without you holding it. Protect the area around so as not to get the over spray onto the surrounding area. To spray the work I like to spray one pass ,than wait three minutes and spray again. Also I start to spray just before I hit the work and stop the spraying just as I pass the work. I don't start and stop the spraying in front of the work. The technique I use is to make sure the spray nozzle is parallel to the work and not in an arch type of circular configuration. The Idea is to start and stop in a parallel motion and light mist on each spray. It might take ten to twelve passes before you see the finish you want. Now for the clear coat , the finish paint must be dry this should take one or more days. The clear coat is two passes. This should do it. How is your parallel technique with the spray can. Maybe a practice run might be in order to perfect your technique.

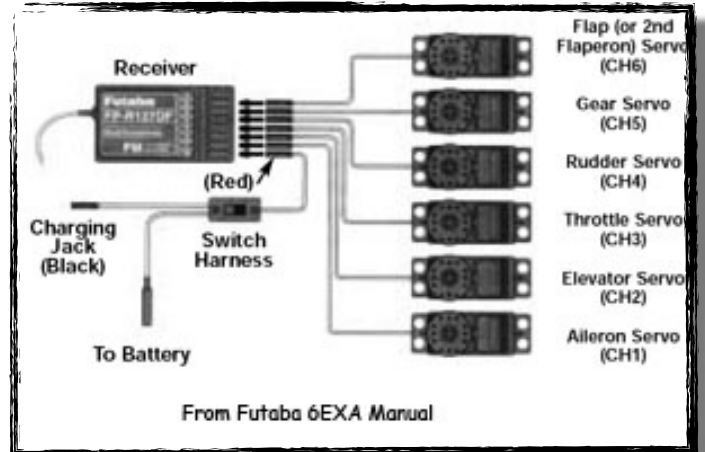
That's it ! Nelson



TO: NELSON RAMOS

SUBJECT: More Help

Hi Nelson, I have never set up an rc planes receiver. Can you tell me which items (Rudder, ailerons, elevator and throttle) go to which channels of the receiver. Also I have an "AIR ALERT" which was set up to the throttle. I will do the best I can but may need your help to set up the electronics.



Hi Dennis, The easiest way to remember channel one through four is that we all use the right hand on the transmitter for channel 1 & 2 and the left hand for channel 3 and 4.

1) This is what I do . I insert the battery in the highest channel which is always marked with the letter " B" and turn on the transmitter.

2) The right joy stick controls the elevator and the ailerons (channel 1 & 2), insert the aileron servos into channel one or two and move the joy stick left and right and see which surface moves the elevator or the ailerons. You want the ailerons for this action. Move the joy stick to the right , from behind the fuselage the right aileron will move up and left down. If that doesn't happen than stop and THINK !

3) Move the right stick up and down, this is for the elevator. Move the stick down (PULL) and the elevator surface should travel up. Move the stick up (PUSH) the elevator surface should move down. With this action you have determined which is channel one or two.

4) The left joy stick controls channel 3 & 4.

5) Move the left joy stick up and it stays where you left it, it does not return to the center, this is the engine throttle. Now insert the throttle servo and find out which is the channel - 3 ? Pulling the joy stick opens the throttle, pushing the joy stick closes the throttle. To set up the throttle correctly with the stick in the middle position your carburater is in the half position.

6) And now through a process of elimination the only channel left is the rudder. Move the left joy stick to the left and again from behind the fuselage the rudder should move left . Move the joy stick to the right the rudder should move right. Also check the front landing gear it should move in the direction of the stick movement.

This procedure identifies which channel number is one to four. There is still more to set up , the travel end point for each servo, the servo reversal features. Centering each control surfaces with the center of the servos. Making sure equal travel up and down (Unless using aileron differentials)

7) This is my favorite read the manual

Please Note: Nelson's set up pertains to Futaba receivers, channel lineup on Spektrum, JR and Airtronics are different.



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

Captain Ed Freeman - A True American Hero



**Medal of Honor Winner
Captain Ed Freeman**

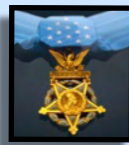
This incredible story was passed on to me by Phil Friedensohn. After doing some research I found that apparently this story has been around for a while showing up in 2008 and again after Michael Jackson's death in 2009 and again now. In all cases shaming the media for spending so much time on the likes of rapper Chris Brown, Lindsay Lohan, Tiger Woods et al while the passing of a true American hero received moderate media coverage. This fact is shameful but the more glaring shame lies in the fact that it took nearly 36 years for Captain Ed Freeman's accomplishments to be properly recognized.

On July 16, 2001 Captain Ed Freeman's heroism was finally recognized at a White House ceremony. President George W. Bush said of Freeman on that occasion:

"By all rights, another president from Texas should have had the honor of conferring this medal. It was in the second year of Lyndon Johnson's presidency that Army Captain Ed Freeman did something that the men of the 7th Cavalry have never forgotten. Years passed, even decades, but the memory of what happened on November 14, 1965 has always stayed with them.

For his actions that day, Captain Freeman was awarded the distinguished Flying Cross, but the men who were there, including the commanding officer, Lieutenant Colonel Bruce Crandall, felt a still higher honor was called for. Through the unremitting efforts of Lieutenant Colonel Crandall and many others and the persuasive weight from Senator John McCain, the story now comes to its rightful conclusion..."

His MEDAL OF HONOR CITATION READS AS FOLLOWS:



Captain Ed W. Freeman, United States Army, of Boise, Idaho, who distinguished himself by numerous acts of conspicuous gallantry and extraordinary intrepidity on 14 November 1965 while serving with Company A, 229th Assault Helicopter Battalion, 1st Cavalry Division (Airmobile). As a flight leader and second in command of a 16-helicopter lift unit, he supported a heavily engaged American infantry battalion at Landing Zone X-Ray in the Ia Drang Valley, Republic of Vietnam. The unit was almost out of ammunition after taking some of the heaviest casualties of the war, fighting off a relentless attack from a highly motivated, heavily armed enemy force. When the infantry commander closed the helicopter landing zone because of intense direct enemy fire, Captain Freeman risked his life by flying his unarmed helicopter through a gauntlet of enemy fire time after time, delivering critically needed ammunition, water, and medical supplies to the besieged battalion. His flights, by providing the engaged units with supplies of ammunition critical to their survival, directly affected the battle's outcome. Without them the units would almost surely have gone down, with much greater loss of life. After medical evacuation helicopters refused to fly into the area because of intense enemy fire, Captain Freeman flew 14 separate rescue missions, providing lifesaving evacuation of an estimated 30 seriously wounded soldiers-some of whom would not have survived had he not acted. All flights were made into a small emergency landing zone within 100 to 200 meters of the defensive perimeter, where heavily committed units were perilously holding off the attacking elements. Captain Freeman's selfless acts of great valor and extraordinary perseverance were far above and beyond the call of duty or mission and set a superb example of leadership and courage for all of his peers. Captain Freeman's extraordinary heroism and devotion to duty are in keeping with the highest traditions of military service and reflect great credit upon himself, his unit, and the United States Army.

Medal of Honor Recipient, Captain Ed Freeman, United States Air Force, died August 20, 2008 at the age of 70, in Boise, Idaho.

MAY GOD BLESS AND REST HIS SOUL.



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

A CONVERSATION WITH LOU PINTO

Louis Pinto was born on November 2, 1947 to his parents Rose & Harry Pinto. While growing up he was usually called Louie or Lou and graduated from Evander Childs High School in 1965. After graduation Lou Joined the United States Air Force and while there he became an electrician and also worked on ground power. Lou rose to the rank of Staff Sergeant and served with SAC and also the 4133rd Bomb Wing while in Southeast Asia. After receiving his Honorable Discharge from the Air Force, Lou went to work as an electrician, working for 30 years at the World Trade Center before his retirement in 2001.



Lou and his lovely wife Diane were married in 1974 and have been residents of North Bellmore for the past 36 years. They have two wonderful boys Brian and Michael who are both married and also live on Long Island.

Lou joined the Meroke's in 2005 and has held the position of Vice President in 2008 & 2009. He also participates in the Build Club Program and is always willing to help a fellow flyer in any way he can.

In his spare time Lou enjoys playing Golf, gardening, his fish pond and of course going to the Lufbery Aerodrome learning to fly and spending time with the guys.

At present Lou has 2 Aerostars with OS engines, a SIG 4 star 60 with an OS 60 and 4 other planes and engines. His transmitter is a Futaba 7CAP.

Question - HOW DID YOU GET IN OUR HOBBY?

Answer - I got into this hobby many years back as a child building small kits with my dad. My father was in the Army Air Corps and served as an aerial gunner in World War II, so he was into planes.

Question - WHERE DID YOU LEARN TO FLY?

Answer - I am still in the process of learning to fly and do my flying on Long Island and the Poconos.

Question - WHAT IS YOUR FAVORITE TRICK OF THE TRADE?

Answer - As for tricks of the trade all I can say is to build your planes strong and light while adjusting the trims as to the manufacturers specs.

Question - WHAT ARE YOUR FAVORITE FOODS?

Answer - Italian, Chinese, Mexican and give me a really nice Porterhouse!

Question - ONE THING ABOUT YOU THAT WOULD SURPRISE US?

Answer - The one thing that would surprise you about me is that I am like a cat with 9 lives.



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!



THE BIRD OF TIME BUILDERS - LOOKING GOOD!!

A deeper look into the build Club next month.

From left to Right: Joe Petrozza, Charlie Whalen, Ernie Schack, Bob Henken, Charlie Lando, Lou Pinto, Nelson Ramos

ATTENTION: ANYONE WHO KNOWS WHERE THE MEROKE BANNER IS STORED IS ASKED TO PLEASE INFORM THE CLUB OF IT'S WHEREABOUTS. THIS INFORMATION WILL SAVE THE CLUB FROM HAVING TO MAKE A NEW ONE AT A CONSIDERABLE EXPENSE.

CONGRATULATIONS TO...US!

On March 28th Meroke President Ted Evangelatos received the following information from April Hathaway, Assistant Director of Education, Academy of Model Aeronautics: "I am happy to inform you the Meroke RC Club has been awarded a TAG Grant in the amount of \$1,000." **We should all be proud!**

NOTE: FROM: Dave Catalano, Director - Bethpage Park - Tel no. (516) 249-0014II. We will issue cards only to individuals who have passed the individual club pilot exam and possess a valid club pilot card. Additionally, applicant must possess a valid Long Island State Park Permit to use the Bethpage field for flying purposes. Beginning Tuesday, April 12th, we will begin issuing cards at the clubhouse to applicants, and will continue to do so through May 17th, according to the following schedule:
Tuesdays 9:00am-11:00am, Thursdays 1:00pm-3:00pm, Saturdays/Sundays 1:00pm-3:00pm.

After May 17th, individual applicants will be required to telephone my office to make an appointment to have their photograph taken and the pilot card issued.

Send all suggestions to:
newsletter@meroke.com

CALENDAR

MAY 5, 2011

Club Meeting - Show and Tell

MAY 14, 2011

"Come Fly with Us"

Lufbery Aerodrome - 9:00 am - 3:00 pm

Please Volunteer...your help is needed!

MAY 19, 2011

Club Meeting - Ed Wiemann Lecture

"Engine Construction"

MAY 21, 2011

Top Gun - Lufbery Field

BIRTHDAYS

<u>May 3</u>	Sal Richichi
<u>May 6</u>	Henry Ortiz
<u>May 6</u>	Ron Berg
<u>May 6</u>	Tom Cott
<u>May 23</u>	Harvey Schwartz
<u>May 31</u>	Robert Henken
<u>May 31</u>	Dennis Osik