



SMOKE SIGNALS



September 11, 2001 Time Line

God Bless America

by Irving Berlin

"While the storm clouds gather far across the sea,
Let us swear allegiance to a land that's free,
Let us all be grateful for a land so fair,
As we raise our voices in a solemn prayer. "

God Bless America,
Land that I love.
Stand beside her, and guide her
Thru the night with a light from above.
From the mountains, to the prairies,
To the oceans, white with foam
God bless America, My home sweet home.

7:59 A.M. - [American Airlines Flight 11](#), a Boeing 767 with 92 people on board, departs Boston's Logan International Airport bound for Los Angeles International Airport.

8:14 A.M. - [United Airlines Flight 175](#), a Boeing 767 with 65 people on board, departs from Boston's Logan International Airport bound for Los Angeles International Airport.

8:20 A.M. - [American Airlines Flight 77](#), a Boeing 757 with 64 people on board, departs Washington Dulles International Airport bound for Los Angeles International Airport.

8:40 A.M. - The FAA notifies NORAD's Northeast Air Defense Sector of the suspected hijacking of [American Airlines Flight 11](#).

8:42 A.M. - [United Airlines Flight 93](#), a Boeing 757 with 44 people on board, departs from Newark International Airport bound for San Francisco International Airport.

8:43 A.M. - The FAA notifies NORAD's Northeast Air Defense Sector of the suspected hijacking of [United Airlines Flight 175](#).

8:45 A.M. - [American Airlines Flight 11](#) crashes into the north World Trade Center tower ([1 Tower](#)).

8:46 A.M. - Jet fighters are scrambled from Otis Air National Guard Base in Fallmouth, Massachusetts.

9:03 A.M. - [United Airlines Flight 175](#) crashes into the south World Trade Center tower ([2 Tower](#)).

9:08 A.M. - The FAA bans all takeoffs of flights going to or through New York airspace.

9:17 A.M. - The FAA shuts down all New York City-area airports.

9:21 A.M. - All bridges and tunnels into Manhattan are closed.

9:24 A.M. - The FAA notifies NORAD's Northeast Air Defense Sector of the suspected hijacking of [American Airlines Flight 77](#).

9:25 A.M. - The FAA orders shutdown of all airports nationwide, banning takeoffs of all civilian aircraft.

9:31 A.M. - President George W. Bush makes a [statement](#) from Emma Booker Elementary School in Sarasota, Florida calling the crashes an "apparent terrorist attack."



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

This being the tenth anniversary of the other day that will live in infamy September 11, 2001 I am dedicating this publication to the events of that day and the aftermath. I do not think there is a man woman or child that does not know exactly where they were that morning. One story I am posting is that of my own journey that fall morning and the other is the journey of David G. Nadeau a paid-on-call firefighter from Monroe Michigan who drove here to help at Ground Zero and ended up touching the lives of one family that fell victim that horrible day.

SEPTEMBER MORNING - by Dennis Osik

It was a crisp clear cool picture perfect fall morning, as I made my daily trek into Manhattan and work. Listening to "Imus in the Morning" as I drove I was on the Grand Central Parkway approaching the Whitestone interchange when Warner Wolf called into the broadcast. Warner informed Imus that a plane had just struck the World Trade Center. Warner told Imus that he lived just blocks from the Twin Towers and he and his wife had heard the low flying plane and believed it to be a twin engine prop plane.

As this conversation was taking place I was approaching LaGuardia Airport and had a clear view of the Manhattan skyline and indeed could see the smoking Tower. At this point because of traffic I exited the parkway and continued my journey on Astoria Boulevard. During this leg of my journey the second tower was hit and it became quite clear that this was no accident but a despicable act of TERROR!



I now returned to the Grand Central Parkway which was beginning to really back up and coming to a crawl. With a sinking heart I could now see both Towers in the distance billowing black smoke. As the traffic inched its way over the Triborough Bridge the sounds of sirens filled the air and scores of Emergency vehicles snaked their way through the traffic the best they could to respond to the emergency as only those brave individuals could. Looking at the mass of cars packed on the bridge I could only think that if these bastards

wanted they could land another plane on the bridge and increase their body count by thousands not to mention destroying one vital entrance to the city.



Finally making it over the bridge I saw that the police were turning everyone back to Queens. I pulled out my ABC ID, rolled down my window and called to the policeman directing the traffic and informed him that I worked for ABC News and that I **had** to get to work. He directed me to another officer closer to the tollbooths, so I cautiously made my way to him and explained my situation. He informed me "I could let you through but your not going to go anywhere. The streets running North and South are for emergency vehicles only, no other traffic is allowed and within a short time the East, West traffic will be the same." I thanked him closed my window and made my way back east to Queens.



THE MEROKE RC CLUB - EST. 1963

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Having worked on a project at the Kaufman Studios in Astoria a few years back I knew a little about the area and decided to go there, park and see if I could catch a train into Manhattan. As I was exiting the Grand Central a report came on the radio saying that all train service had been suspended to the city indefinitely. I continued on to the Kaufman Studios in the hopes that I could use their phones to call work and inform them of my plight. To make a long story short, they wanted no part of me despite my pleas "No ID, No entry", fear was setting in. So I hit the streets looking for a pay phone, remember this was before every 5 year old and their dog had a cell. After about ten blocks and as many pay phones I finally found a working one and was able to get through to my bosses number at ABC. His assistant answered and informed me that it was like this for most every one and not to worry and that I should get home safely. I thanked him and asked if he would try to contact my wife and let her know that I was safe and returning home.



Feeling a little better I returned to my car for the journey home. As I turned the key in the ignition the radio came on and I heard those incredible words "They're gone, they're both gone." As I sat motionless and listened to the radio in disbelief the world around me spun out of control. As the unthinkable began to sink in I did the only thing a rational person could do...I cried! I cried for the first time that day but not for the last.

I made my way home in slow motion, holding back the tears and seeing life as we knew it in transition. The World had changed in the time it takes to take a snapshot, where "Road Rage" would have normally reared its ugly head, that day gestures of kindness and solidarity appeared. I hung on every word listening to the radio as I drove along. I passed a truckload of Volunteer Firemen on the westbound side of the Parkway realizing that they were on their way to help their fellow heroes. The thought struck me "As we run from danger, they run to it", "God Bless them all" I thought and cried.



Tuesday September 11, 2001 had started so beautifully and so innocently and as I turned my car into my driveway I realized it was a day I would never forget, no, the World would never forget and should not. As I put my key into my front door it flew open and my wife Michelle pulled me into the house grabbed me and hugged me harder than she had ever done before or since...we both cried!



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

David's One of a Thousand Stories to Tell - From About.com by [David G. Nadeau](#),

My name is David G. Nadeau and I am from Monroe, Michigan, hometown of General Armstrong Custer. I am a paid-on-call firefighter for Monroe Township Fire Department and I was at Ground Zero for one week starting September 12, 2001. Some of my hundred or so pictures from Ground Zero have been published in EMS magazines. Newspaper reporters from Cooperstown, New York and Lexington, Kentucky have called me wanting to publish this story. That is because someone from the family of the business card I found at Ground Zero told the reporters this story – a story about a business card which is just one of a thousand.

Ground Zero

I arrived at Ground Zero on September 12, 2001 with another firefighter. On Friday, September 14, after several hours of working at the front of a bucket brigade—just one of many bucket brigades—there came an opening in the debris pile just big enough for one person to fit in. With the help of a New York firefighter holding my fire boots, I went down into the opening with a flashlight. While down in the hole, everyone up above yelled for silence. At this time we were still hoping to find survivors. I prayed to God to let me find a survivor. There were none.

While backing out of the hole with the help of the New York firefighter (this hole was very small and tight), thick dust and debris was all around me. The void was 6 to 10 feet deep, and opened to a 20 foot circle. Just as I was coming out of the hole, something out of the corner of my eye caught my attention, and for some reason (I still do not know why), I caught this piece of paper just as it was falling through the air back into the void.

Finding A Business Card

When I stood up, the New York firefighter who helped me out of the hole was standing behind me and saw what it was I had in my hands. He said, "Do you know what you found?" I said no and he asked, "Haven't you seen the news?" I said no again because I'd been working long hours, and there was no time to watch the news. He said the piece of paper was the business card of the Vice President of Canter Fitzgerald from the south tower. This company had lost several hundred employees.

The New York firefighter said he could not believe the business card survived in all of the fire and destruction, as we stood on a 25-30 foot pile of debris. The card came from the 104th floor of the south tower. It was dirty, but legible. I asked the firefighter if he wanted the business card. He said, "No, you came this far to help us, you keep it brother." That is what he called me, brother.

The whole time I was there, we called each other brother. Firefighters from all over the country were there, and we called each other brother, not firefighter. Firefighters have had traditions for years, and this is one I will never forget.

Out of the millions of tons of debris, I found the business card of a man that had been working, providing for his family, that horrible September day. And no matter what kind of jobs those people had, from janitor to vice president of a large company, or how much money they made, they were all there that day providing for their family. Little did I know how much this business card would affect me for the rest of my life.





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David's One of a Thousand Stories to Tell

After a week at Ground Zero, I went home alone. I had driven my own vehicle there. The other 18 firefighters from Monroe County had left a day and a half earlier. I wanted to stay as long as I could, but it had started to take a toll on my five and seven year old boys. That was the longest drive of my entire life. One thing I will never forget while driving home was the newspaper reporter from the Toledo Blade who called my cell phone. He had heard I was there at Ground Zero and someone gave him my cell phone number. As he was asking questions about what I did at Ground Zero, a song started playing on the radio. It was, "I'm Already There," by Lonestar (with inserts from the World Trade Center disaster playing in the background). I was so tired from the last week and driving home alone, and since that was my son's favorite song, I started to cry. Yes, firefighters do cry. With the reporter on the cell phone, I told him I could not talk, hung up, and had to pull over to the side of the road.



Something to Hold on To

I made it home and after a couple of weeks had gone by, I still could not stop thinking of what I had seen, and the business card I had found. I was watching TV and saw a program about how families that had lost their loved ones at the WTC were hoping to find something from their loved one to hold on to. I got goose bumps when I saw this show, and even today as I write this, I still get goose bumps. I knew then I needed to find someone in the man's family, even though this was only a business card. There was a name of a man on this card and I knew he had a family that was missing him.

You see, when I found the business card and stood there holding it at Ground Zero, listening to what that New York firefighter was saying to me, I had the strangest feeling come over me. While standing on that huge pile of debris, holding that business card in my hand, something told me this man did not suffer. I believe in God, and believe me, I talked to him a lot when I was there, and I know he had everything to do with this. I know he had put me there at that time and at that place for a reason. I know there are better people in this world, but for whatever reason, God wanted me to be the one to find that business card.

After a few phone calls and with the help of a wonderful woman from Canter Fitzgerald, I found the man's family. This woman from Canter Fitzgerald got a hold of his wife. With the courage of a million people, she called me at my home one night a couple of days later. You see, I did not know for sure if I would get a call back. The woman I had spoken to told me she did not know how she was going to approach the family about the business card. I felt she thought I was nuts after I told her my story about finding it, so I did not expect a call back, much less a call from the wife of the man.

She began by telling me who she was and asked me if I was the firefighter who found her husband's business card at Ground Zero. When I told her it was me, she began to cry. That was one of the hardest things I've ever had to do. I mean, I've had to tell many people in my career as a firefighter that their loved one has passed away, but this was the hardest time for me ever. While I talked to her the best I could under the circumstances, I kept as calm as I could.

She wanted to know where I had found the card, how I had found it, and if I had any pictures of where I found the card. This was one of the saddest moments, next to when my own seven year old son asked me on the phone while at Ground Zero if I had found any more bodies. She asked if I would send her the card and the pictures of where I found it. "No problem," I told her.





David's One of a Thousand Stories to Tell

Hard to Imagine Their Pain

At that moment, I knew God had wanted me to find that business card so I could hold onto it until I found her. Can you imagine ... one day you are kissing your loved one in the morning before they leave for work, and then you turn on the TV and see the worst disaster in American history, knowing your loved one was in there? I cannot imagine the horrible feeling those people felt seeing that unfold before their own eyes. You see, the family of this man heard he had gotten out when the towers came down and was in the hospital with smoke inhalation problems. But several hours later, they found out differently.



I don't think those of us outside the families that lost loved ones that day, realized how difficult it would be for these people to see and hear about this disaster every day for many years to come. I would have taken away the pain for every one of them if I could have, so they would not have to see or hear about that terrible day ever again. Just like many others, I felt great helplessness knowing I could not help. However, I did get to help one family in this terrible disaster.

You've heard about all the heroism of people helping each other after that terrible day -- all the firefighters, police and EMS. What I did does not even come close to the courage and fortitude of those great people. However, it helps me sleep at night to know that after the saddest day in American history, I got to help one family that suffered so much. In whatever way, no matter how small, it felt good to know that they could start to heal some of the pain.

I sent the business card and pictures with a letter that I had written to the man's wife. After she received them, the sisters and brothers of the man called me. Newspaper reporters from different parts of the country have called to say how much my letter touched the family. They wanted to put my letter in their hometown paper. When I started this, I was afraid that by contacting this family, it would only hurt them even more. That was the last thing I wanted to do. But like I said, God only knows why he put me there that fateful day.

True American Heroes

The saddest thing about this whole story is that the brother of the man, and other family members that worked in the financial district, had to run away that day, and then witness the towers come crashing down. The man from the business card had escaped the 1993 WTC attacks as a hero himself, by helping a woman get out of the building safely.

Nobody will ever know how that business card survived from the 104th floor of the south tower for me to find it among all the debris, but I am glad that I was the one that did. In April 2002, I met the man's wife and family members at a restaurant called Park Avenue Country Club in New York. They showed me what true American's do when something so tragic happens. They hugged me, and cried with me, and told me so many people were touched by my letter. Then they showed me pictures of a loving father, husband, brother and family member. These were pictures just like ones I have of my sons and my family. The restaurant refused to let us pay for anything that night. The restaurant owner treated us like we were famous. When we parted that night, the wife of the man came up to me, hugged me, and told me thank you.





THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

David's One of a Thousand Stories to Tell

With tears in both of our eyes, we walked away. At that very moment, I never felt more proud about being a firefighter. I knew that I had completed the journey that God had started for me back on September 14, 2001.

The next day, the man's brother gave us a tour of the New York stock exchange. While there, people came up to shake our hands and say thank you. One very nice man handed me a check for \$500, which I gave to my own fire department.

While in New York, we were there to give a check for \$31,600 to the New York Port Authority Police Department. We had already given money to the New York Fire Department. But after seeing a story on the Port Authority Police and how little they were getting after losing 37 of their own, we decided to give them the money we had raised from the people of Monroe County, Michigan during a two-day fire boot and bottle drive.

Just before we left the hotel to head to Ground Zero to present the check to the Port Authority Police, one of the brothers from the man's family called me on my cell phone. He asked me if he could go with us to present the check. So, on April 5, 2002, we went back to Ground Zero, with a new friend and a man that had lost a brother on September 11, 2001. During the presentation of the check, the brother watched and was touched by what we were doing for the Port Authority Police. But I knew he was there for a very different reason. He got to say goodbye to his brother that day. He realized that we can't let the terrorists win. We have to carry on. My reason was for my own closure. Whatever the reasons, it helped two people come together from different parts of this country, and all because of a terrible, senseless act. It helped us both in so many ways and different levels.



Changed Lives

No matter how small of a part I played, there are people in this world able to face the day once more because God put me there to help. Though I was only there for a week, this one event has affected me more than anything in my life.

So many people have gone there since 9/11, working effortlessly day and night. They will never be the same. These are true American heroes. This disaster was about the people of New York—

firefighters, police and EMS that gave the highest price of all—their lives. I just want to say, there were people from all over the world -- from small towns like mine -- to help the people of New York. If we are ever needed again (God forbid), we will be there -- Semper Fi.

Who would have thought that a small business card could touch so many lives in so many different ways?

The brother that went with us to Ground Zero was the first of his family members to return there after 9/11. He dug deep down inside himself for strength that day, and came with us to represent an enduring, courageous family. He said goodbye for all of them. And for someone who I never got to meet, the man from the business card had a family that I know loved him very much. They touched my life in so many different ways. At the time of this writing, they have not found the man's remains. The business card may be the only memorial they will ever have.

God bless America and all the families and the people of New York that were affected by this event. I salute you and hope some day the pain is not so strong.





THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

After the horrific events of September 11, 2001 I have learned that that the FBI sought information from RC enthusiasts around the country to see if it was possible for an RC plane to deliver a lethal payload. The FBI according to Ernie Schack approached flyers at Cedar Creek to see if a threat could be launched by one of us or at least from our flying site. Although it is unlikely that a RC Plane such as we fly could be that lethal it does bring up the theory that the 9-11 attackers used some form of Remote or Radio control to send their hijacked planes to their intended targets. The following information comes from a site I found on line called "9-11 Review.

REMOTE CONTROL AND THE 9/11/01 ATTACK

Imagining that teams of hijackers could successfully take over four jetliners then flawlessly fly three of them into relatively small targets, even though none had ever flown a jet, requires enormous leaps of faith. In contrast, robotically flying the jetliners into their targets could have been accomplished using the flight control computers that were standard equipment on the targeted planes.



All modern jetliners have sophisticated flight control computers, which allow the planes to be flown with at least the precision of a skilled human pilot. The 757s and 767s used in the 9/11/01 attack were developed in the 1970s and employ similar avionics. Both contain integrated flight management computer systems (FMCS) which provide automatic guidance and control of the aircraft "from immediately after takeoff to final approach and landing."

Researcher Don Paul was among the first to describe the possible use of remote and programmed control in the execution of the 9/11/01 attack, in his 2002 book Facing Our Fascist State:

e x c e r p t

title: Facing Our Fascist State
authors: Don Paul

Home Run and Global Hawk

If the supposed pilots are impossible or unlikely prospects for flying a Boeing 757 or 767 through sharp turns and complex maneuvers, how COULD those airliners otherwise have been flown? In an interview with the German newspaper Tagesspiegel on January 13, 2002, Andreas von Buelow, Minister of Technology for the united Germany in the early 1990s, a person who first worked in West Germany's Secretary of Defense 30 years ago, told about a technology by which airliners can be commanded through remote control.

The former Minister of Technology said: "The Americans had developed a method in the 1970s, whereby they could rescue hijacked planes by intervening into the computer piloting."

Andreas von Buelow said that this technology was named Home Run.

The German went on to give his Tagesspiegel interviewer his overall perspective of the 9/11/01 attacks: "I can state: the planning of the attacks was technically and organizationally a master achievement. To hijack four huge airplanes within a few minutes and within one hour, to drive them into their targets, with complicated flight maneuvers! This is unthinkable, without years-long support from secret apparatuses of the state and industry ... I have real difficulties, however, to imagine that all this all sprang out of the mind of an evil man in his cave"





THE MEROKE RC CLUB - EST. 1963

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Another technology devised by the U.S. military for remote control of huge airplanes is named Global Hawk. On April 24, 2001, four months before "9/11," Britain's International Television News reported: "A robot plane has made aviation history by becoming the first unmanned aircraft to fly across the Pacific Ocean."

Britain's ITN continued: "The Global Hawk, a jet-powered aircraft with a wingspan equivalent to a Boeing 737, flew from Edwards Air Force Base in California and landed late on Monday at the Royal Australian Air Force base at Edinburgh, in South Australia state... It flies along a pre-programmed flight path, but a pilot monitors the aircraft during its flight via a sensor suite which provides infra-red and visual images."



According to the Australian Global Hawk manager Rod Smith: "The aircraft essentially flies itself, right from takeoff, right through to landing, and even taxiing off the runway."

Now, who or what would you trust for aerial missions as demanding as those of "9/11" (or trust to fly an airliner from one airfield in California to another in Australia): The Arab students who are described above, or the Global Hawk or Home Run technologies?

site: www.sfcall.com page: www.sfcall.com/issues%202002/10.7.02/paul_10_7_02.htm

See this [English translation of Von Buelow's interview with Tagesspiegel](#).

The 'Home Run' theory skeptically mentioned by Von Buelow is certainly intriguing: it both contradicts the official account's presumption that officials had no way to abort the attack, and provides a made-to-order means by which the same officials could have covertly piloted the planes their targets. But in the years since Fascist State no evidence of it has emerged. If Home Run is a hoax, as suggested by the [9-11 Research analysis](#) of it, it actually adds weight to the theories of the crime involving remote or programmed control of the jetliners: hoaxes presented as alternative theories of the 9/11 attack are most often advanced to conceal realities of the crime behind similar sets of observations.

Carrying out a robotic takeover of some or all of the jetliners destroyed on 9/11/01 need not have required anything as elaborate as special equipment installed covertly on fleets of jetliners. Since modern jetliners are capable of being flown by their flight control computers, no special equipment is required, necessarily, to turn the aircraft into 'suicide bombs'. In 2003 Jerry Russell debunked the idea that specially outfitted planes were required:

e x c e r p t

title: Remote control: built-in or bolt-on?

authors: Jerry Russell

Advocates of the theory that remote control might have been used to guide the 9/11 aircraft to their targets, have been troubled by a debate over whether the necessary remote controls were actually built-in to the aircraft, or whether they were bolted-on as a retrofit for the specific tasks of 9/11. Both theories have been viewed as having difficulties: building the system as standard equipment would require too many people to know about the system (causing security difficulties), while a retrofit of the system would also be too complex and expensive with excessive risks of discovery.

A review of Boeing documentation shows that in fact, the 757/767 flight computer has nearly all of the required capabilities as standard equipment, including guidance, communications, GPS navigation, and traffic control functions.

site: www.911-strike.com page: www.911-strike.com/remote_bb.htm



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

ROBOT PLANE FLIES PACIFIC UNMANNED - FROM INTERNATIONAL TELEVISION NEWS

A robot plane has made aviation history by becoming the first unmanned aircraft to fly across the Pacific Ocean.

The American high-altitude Global Hawk spy plane flew cross the ocean to Australia, defense officials confirmed.

The Global Hawk, a jet-powered aircraft with a wingspan equivalent to a Boeing 737, flew from Edwards Air Force Base in California and landed late on Monday at the Royal Australian Air Force base at Edinburgh, in South Australia state.



The 8600 mile (13840 km) flight, at an altitude of almost 12.5 miles (20 km), took 22 hours and set a world record for the furthest a robotic aircraft has flown between two points.



The Global Hawk flies along a pre-programmed flight path, but a pilot monitors the aircraft during its flight via a sensor suite which provides infra-red and visual images.

"The aircraft essentially flies itself, right from takeoff, right through to landing, and even taxiing off the runway," said Rod Smith, the Australian Global Hawk manager.

While in Australia, the Global Hawk will fly about 12 maritime surveillance and reconnaissance missions around Australia's remote coastline.

It can fly non-stop for 36 hours and search 52,895 square miles (37,000 square km) in 24 hours.

Australia is assessing the aircraft and might buy it in future.

"Emerging systems such as the Global Hawk offer Australia great potential for surveillance, reconnaissance and ultimately the delivery of combat power," said Brendan Nelson, parliamentary secretary to the Australian defense minister.

Nelson said the Global Hawk could be used in combat to "detect, classify and monitor" targets as they approached the Australian coast.





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MEROKE HELP LINE

We have our first two participants in our ongoing feature in the Newsletter, Joe Petrozza and Roger Scanlon have given us their business cards to promote their business. We encourage all Meroke members to follow their lead and participate.



Joseph A. Petrozza
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Here is an e-mail I thought you all would enjoy reading. It was sent to us from Trevor Ignatosky of the Long Island Silent Flyers.

From: Trevor Ignatosky <trevor2@optonline.net>
Date: August 15, 2011 9:12:54 AM EDT
To: Nelson Ramos <nel98rc@verizon.net>

Nelson and All,

The guys from LISF got the whole power flying experience with Meroke over the last week and were mightily pleased with it. I wouldn't be surprised if a few confess to flying power planes on their simulators or even start making quiet inquiries about joining your club after that. You've helped build a bridge across the gap between our clubs by providing a wonderful opportunity and experience for our guys.

I'd like to thank you and Tony Pollio and any other unsung heros for setting up trainers, working to get the LISF guys up in the air and painting big fat silly grins on their faces.

Regards,
Trevor

BIRTHDAYS

- Sept 4 [Charlie Restivo](#)
- Sept 4 [Ernie Schack](#)
- Sept 5 [Robert Peters](#)
- Sept 6 [Frank Saverese](#)
- Sept 8 [Al Weiner](#)
- Sept 10 [Timothy Murphy](#)
- Sept 15 [Frank McGrath](#)
- Sept 23 [Greg Gatto](#)
- Sept 26 [Michael Hagens](#)
- Sept 27 [Paul Fornuto](#)
- Sept 28 [Frank Long](#)

Top Gun Results as of August

- | | | |
|----|-----------------|--------|
| 1. | Jack Tramuta | 24 pts |
| 2. | Ted Evangelatos | 26 pts |
| 3. | Nelson Ramos | 32 pts |
| 4. | Gene Kolakowski | 33 pts |
| 5. | Patrick Boll | 38 pts |
| 5. | Jim Taverese | 38 pts |
| 6. | Rich Boll | 51 pts |

Send all suggestions to:
newsletter@meroke.com

Calendar

September 1, 2011

Club Meeting
Show and Tell

September 15, 2011

President Ted Evangelatos
Presentation

September 17, 2011

Club Picnic