



Smoke Signals

May 2007

Official Newsletter of the Merokes RC Club

AMA Gold Leader Club #458 (established 1963)

Website <http://www.meroke.com>

Next Meetings: Thursday May 17th and June 7th @ 8:00 PM; check Smoke Signals for pre-meeting Lectures (begin at 7:00 PM)

Location: First Presbyterian Church of Levittown

474 Wantagh Avenue (1 mile north of the SS Parkway Exit 28N)

Photo provided by Staff of Gary West discussing his P-51 "ARF" Scale at the April 19th meeting

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Meroke Volunteers

Membership	Tom Scotto		
Meeting Raffle	Mark Klein		
Coordinator			
Programs	Phil Friedensohn		
Education	Charlie Lando		
Friends of Cedar Creek	Charlie Meyer		
Model Building Program	Charlie Lando	Ernie Schack	
Archivists	Ron Berg	Stan Blum	
Webmaster	Thomas McManus		
Social (Coffee)	Irv Kreutel	Al Hammer	
Raffles	Mike Loboza	Nick Lovisolo	
Show and Tell	Al Cagan		
Video Librarian	Lou Pinto		
Come Fly With Me	Mark Klein	Intro Pilots	
Open Fly-In	Ernie Schack	Tony Pollio	John De Sena
Monthly Fun Fly	Bob Maran	Gene Kolakowski	
One Fly	Tim Murphy	Mark Klein	Al Weiner
Picnic/Dinner	Bob Reynolds	Dave Bell	
Contest Directors	Allen Berg	John De Sena	Tom Scotto
	Bob Maran	Tony Pollio	Ernie Schack
Flight Instructors	Allen Berg	John DeSena	Douglas Frie
	Dan Gramenga	Mark Klein	Gene Kolakowski
	Ken Mandel	Tim Murphy	Tony Pollio
	Rick Porqueddu	Bob Reynolds	Bill Streb
	Ernie Schack	Al Weiner	



Calendar

May 17th	Club Meeting 8 PM Rick Wallace - NSRCA and Aerobatics Competition
June 3rd	Open Fun Fly
June 21stth	Club Meeting 8 PM Tom Hunt - Fly RC columnist
July 14th	Annual Picnic (Saturday)
August 19th	Come Fly with Us
September 20th	Club Meeting 8 PM Frank Granelli - Better piloting through trimming & aerobatic flying

Future Meetings

Tom McManus	Spectrum Technology Field
Steven Anthony	NoBS Batteries



Why we control parking at the field - it could be your car!

May Birthdays

3	Sal Richichi
6	Henry Ortiz
6	Ron Berg
6	Tom Cott
13	Ed Smith
16	Len Schroeder
20	John Monti
22	Thomas Lang Sr.
22	Daniel Gramegna*****
31	Robert Henken
	* Big One



President's News

Mark Klein



Meroke programs are getting into gear with the first of several Happy and One Flies completed, the Cedar Creek Open Fun Fly revving up and the Annual Picnic on the horizon. Our Intro Pilots are ready to publicize our hobby utilizing the guidelines of the AMA TAG program which you will be hearing more of during the upcoming flying season. We have already recruited a new AMA prospect through the program and the RealFlight 3.5 is being put to good use.

I'd like to remind the yellow cards that we have a comprehensive training program with experienced pilots available to help you earn your blue card. Please make appointments with your favorite instructor listed or contact Tony Pollio or Bob Reynolds to arrange for flight lessons within our guidelines.

The By-Laws have been updated and amended by the membership and will help our future officers with the administration of the club. Please take a moment to review them on our website.

So, that's it for this month, and please remember to be vigilant at the field.

Results of By-Laws Amendments Vote



At the April 12th meeting, Meroke members voted on the proposed amendment changes to the club's By-Laws. The vote was divided between amendments not involving dues increases and the ones proposing an increase in the dues. There were 51 eligible members present. The non-dues proposed amendments passed by a vote of 47 to 4. The proposed increase in dues was defeated 30 yeas to 21 nays. The vote was short of the required 50% of the total club membership.

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From the Editor

Russell Rhine



Last month, thanks to our great Program Director - Phil Friedensohn - we had a great lecture by Gary West. A lot of us were at the lecture Gary gave a few years back about the scale P-47 he built. With most of the planes that we fly being ARFs, it was interesting to see how they can easily be enhanced to look more detailed. Just a few tricks and Gary made a stock P-51 ARF into a more realistic model. Hopefully, Phil can entice Gary to come back soon.

Below is an email from the AMA stating that the Merokes have been chosen as one of the few clubs to be involved in the TAG program. Not only the recognition of being one of the premier clubs in the US, but we also received a wealth of products for use by the Merokes to continue our goal to promote this great hobby.

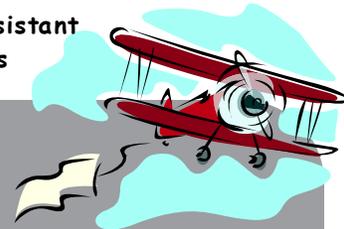
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Congratulations!

Your club has been awarded two trainer/buddy box systems and two flight simulators for the 2007 Takeoff and Grow Program.

Further details will be available soon regarding suggested activities for your opening day events and schedules. You will also receive reporting requirements for your opening day and follow-up training program.

We are currently working with the manufacturer to arrange shipment of your trainer/buddy box systems and simulators. These materials will be shipped to the address provided on your application. If there are any changes to this information, you must notify us immediately.

April Hathaway, Education Assistant
Academy of Model Aeronautics



New Members

Ed Wiemann

Peter DeVita

New Field Controller

Ted Evangelatos



Battery Corner

Q: What's up with 'Formation Charging'? Can't I just charge and fly a new pack?

A: The term 'Formation Charging' describes the initial charge/discharge 'forming' process that fully activates the 'chemical engine' and balances the cells in a new pack. NiMH packs have a particular need for repetitive c/10 charge/cycle conditioning, a 'break-in' procedure needed to get them to full rated capacity. Both NiMH and Nicad packs benefit from the process and the intent is to make sure that any new pack has been verified to be fully operational and that a 'start-up' capacity number is established for the pack before it's put into service. To 'Form' a new NiMH pack do three 10% 16-24 hour charges followed by a 300 to 500 ma discharge routine between each charge. In other words: Do a slow charge at the slow charge rate (or as close to it as you can reasonably get with your equipment) as shown on the pack label. Charge till the pack is warm, followed by a controlled discharge with a cycler. Do it 3 times. The recommended Formation Charge/ Slow Charge rate for our packs is printed right on the label of the pack as well as on the data card the pack was shipped with. New Nicad packs should get at least one slow charge followed by a 300 to 500ma discharge. Record the capacity numbers reported by your equipment for comparison cycling as the pack ages. Never check your brain at the door! As one respected modeler put it, "There's nothing more suspect than a new battery pack." Before you fly anybody's pack be certain it's fully operational and safe to fly.

Ron Berg showing his Funtana at the April Show & Tell. Ron won the gallon of fuel. Other participants were Allen Berg and Mark Klein.



Ask Dr Phil

Dear Dr. Phil,

I can never get my OS .40 LA to run smoothly. I think part of the problem is the glow plugs I use. Any suggestions?

Name Withheld

Hi Name Withheld,

Glow plugs come in two types: with and without idle bars. Both plugs work well in muffled engines. Idle bar plugs provide a slightly more consistent idle, especially for engines mounted in the inverted position. However, idle bar equipped glow plugs reduce the engine's top rpm by 2-300 rpm.

Glow plugs also have something called a "heat range" that measures the temperature of the glow element during operation. For sport engines using nitro methane levels of 10-20%, this is probably irrelevant. One very important point to know is that glow plugs can need replacing even though the engine still runs! Like all things mechanical, glow plugs wear. The glow element still glows when connected to the glow driver and the engine still runs, but the plug may be worn out. The first operational indication of a worn plug occurs during idle. The engine starts smoothly, and idles well. As soon as the glow driver is disconnected, the idle slows by 2-300 rpm. This is the signal to replace the plug.

If not replaced, the next operation to go bad is the engine's transition. No matter the mixture settings, the engine stumbles during acceleration as if it were too rich. Next, the idle becomes unreliable and the engine sometimes quits at low throttle settings. Once this starts the pilot starts changing the perfectly good mixture settings. Sometimes this is of temporary help, but makes matters worse because now the settings are off and the plug is still bad. Change the glow plug the first few times a well set idle slows dramatically when the driver is removed. You will save yourself a lot of headaches if you do.

See you at the field,

Dr. Phil

The E-flite Blade CX2 takes the excitement and beginner-friendly flight stability of the original Blade CX and adds Spektrum 2.4GHz DSM



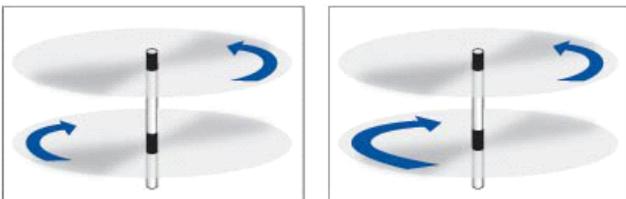
E-flite also offers a number of aluminum option parts for the

anywhere, anytime without ever having to worry about interference. It's the first ready-to-fly RC aircraft of any kind to come with this extraordinary technology built in. In addition, the 4-in-1 control unit has been updated with improved gyro and tail control that gives the Blade CX2 even better tail response while minimizing drift. Two feather-light S60 Super Sub-Micro Servos provide powerful, precise cyclic control. Topping it all off is an aggressive new body design that looks fantastic in flight and is unlike anything else out there.



When it comes to micro helicopter fun everyone can enjoy, you simply can't beat the value and performance of the Blade CX2.

The Blade CX2's coaxial, counter-rotating blades cancel out the rotational torque that makes hovering a conventional helicopter so difficult. Instead of a tail rotor, the Blade CX2 uses differential rotor speed for tail control so the inherent stability of the counter-rotating blades is preserved in all phases of flight,



making this a helicopter just about any first-time pilot can enjoy.

No assembly is needed and there is nothing left to buy. In addition to the 2.4GHz DSM 5-channel transmitter and 4 "AA" batteries, the Blade CX2 also includes a rechargeable 2-cell 7.4V 800mAh Li-Po battery pack with Charge Protection Circuitry, DC Li-Po Balancing Charger,

AC charger adapter and a step-by-step instructional VCD that helps ensure your first flight is a successful one.

Blade CX2 including: an upper rotor head (EFLH1240), upper bearing holder (EFLH1244), lower rotor head (EFLH1245) and swash-plate (EFLH1246), that not only look great, but fly great and are durable too.

The Blade CX2 is the first ready-to-fly aircraft of any kind to come with advanced 2.4GHz DSM radio control technology built in. With DSM you never have to worry about interference from other RC users, nearby 2.4GHz devices or commercial transmission towers. There is no tuning and no channels to select. Just power up and fly.

The optional Training Gear Set (EFLH1205; sold separately) makes learning to fly the Blade CX2 even easier than it already is by adding more stability and helping to prevent blade strikes.



Product Features

- Flight ready—no assembly required
- Test flown at the factory to ensure proper setup out of the box
- Interference-free 5-channel E-flite transmitter with built-in Spektrum 2.4GHz DSM technology
- Advanced 4-in-1 control unit including 2.4GHz DSM 6-channel receiver, main motor ESCs, mixer and gyro
- Coaxial, counter-rotating rotor blades that make hovering easy
- Two feather-light S60 Super Sub-Micro Servos—just 6.0 grams each
- 2-cell 7.4V 800mAh Li-Po battery pack with Charge Protection Circuitry
- 2-3 Cell DC Li-Po Balancing Charger and AC Adapter
- Most parts compatible with the Blade CX

Yes, You can fly the E-flite Blade CX2 with the Spektrum DX7

The new E-flite Blade CX2 micro coaxial helicopter, with built-in 2.4ghz Spektrum technology, has been a big hit with RC pilots everywhere. Many people have been introduced to RC with this great little flying machine, and many experienced RC pilots have purchased the Blade CX2 as well. Many RC pilots have also joined the Spektrum wave by purchasing the newly released Spektrum DX7 to fly their larger outdoor models. So a natural question that comes up is, "Can I fly my Blade CX2 with the DX7 transmitter?". The answer is "Yes," and here is how to do it. Nothing special is required, except for your Blade CX2 and Spektrum DX7 transmitter.

If you have flown your Blade CX2, then you know that it flies indoors very nicely. This is a great way to get some flight time even when it is cold and windy outside. If you are new to RC, then in this initial flying process you will learn the basics of flying an RC helicopter. As you become more proficient, you might also want to make some minor adjustments to increase the control response.

If you have flown other coaxial electric helicopters, you will note immediately that the CX2 offers more performance potential than most others. Forward and backward flight is more controllable as the tail control and holding power is considerably enhanced when compared to others.

Now let's put the DX7 transmitter in control of your CX2. Because the DX7 offers more features than the transmitter included with the helicopter, you will have sub trims that allow for fine-tuning the center of all flight controls, as well as travel, dual rate and exponential adjustments for all the controls.

Here are the simple steps to completing the setup of the DX7 for your Blade CX2. Although it may look like a lot of steps, the following should only take a few minutes.

1. Select a new model in your DX7 model memory.
2. Perform the normal binding process (outlined in the transmitter and helicopter manuals) to bind

the receiver of the Blade CX2 4-in-1 to your DX7 transmitter.

3. Set the model type to ACRO. Although standard HELI programming will also work (i.e. - non CCPM), its much easier to use a simple ACRO setup.
4. Make sure that all Wing Types are set to off (this is the default in a new model setup).
5. Enter the function list menu in your DX7 TX and set the servo reversing switches for aileron, elevator, and rudder to the reverse direction. For the time being leave all of the subtrim values at "0".
6. In the servo travel adjustment menu you can adjust the aileron, elevator and rudder travel up to 150%. A higher travel value will result in more overall control response. Beginners should use approximately 100% travel and advanced pilots can set the travel up to 150% for added responsiveness.

Ok, surprise! You have completed the basic setup. You are ready to power up the helicopter and lift off into a hover. When powering up the helicopter, do note that it may be necessary to lower the throttle trim all the way to get the 4-in-1 to arm properly.

Once in hover, you will probably find that the helicopter needs some minor trimming which you can easily do with the trim levers on the TX, or you can make adjustments in the sub trim menu. Once you are satisfied, you are finished with the trimming process.

Your helicopter is now ready to fly and for additional fine tuning, if you choose. You can use the DX7 transmitter to set the dual rates for the aileron, elevator and rudder functions to offer low and high response rates for the controls. You may also want to try adding some positive exponential to any of the three main control functions in order to make the helicopter less responsive around stick center, while retaining additional control response from any increases in the travel adjustments you have made.

Have fun—you have completed the Blade CX2 setup and can begin to enjoy the enhanced tuning options that the Spektrum DX7 transmitter can provide when flying your helicopter.

As soon as I get a DX7 transmitter, I'll try this with the CX2 that I recently purchased.

A Brief History of Mitchel Field

In 1917, a new army aviation field, Field #2, was established just south of Hazelhurst Field to serve as an additional training and storage base. Jennies became a common sight over Long Island in 1917 and 1918. Hundreds of aviators were trained for war at these training fields, two of the largest in the United States. Numerous new wooden buildings and tents were erected on Roosevelt and Field #2 in 1918 in order to meet this

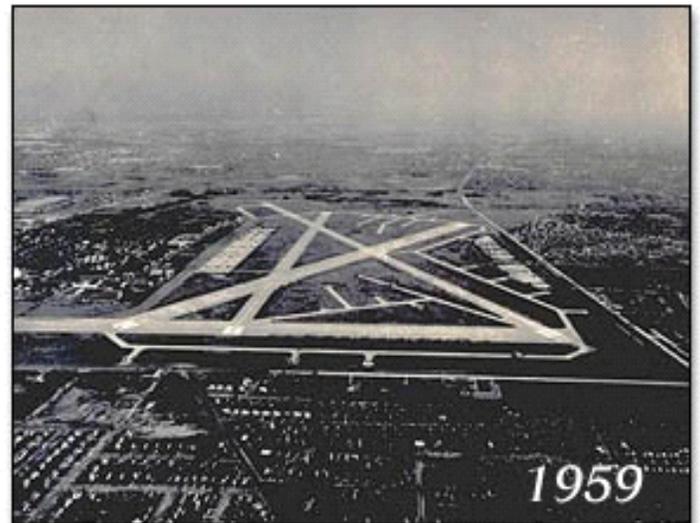


rapid expansion. In July 1918, Field #2 was renamed Mitchel Field in honor of former New York City Mayor John Purroy Mitchel who was killed while training for the Air Service in Louisiana.

Mitchel Field continued to grow after World War I and between 1929 and 1932 a major new construction program was undertaken. New brick barracks, officer's clubs, housing, warehouses, and operations buildings were constructed, as well as eight massive steel and concrete hangars. Much of this construction remains in place today. Between the wars, Mitchel was the Army's premier air corps base, somewhat of a military Country Club atmosphere with fine housing, clubs, pools, polo fields and tree-lined streets. It became home to several observation, fighter and bombardment groups and it hosted the 1920 and 1925 National Air Races. The 1920 Pulitzer Race saw Major C. S. Mosely set a new speed record of 156 mph, while in 1925 Lt. Cyrus Bettis set another world speed record of 249 mph in a Long Island built Curtiss Racer. In 1922, the Army laid out its first air route, a model airway, from Mitchel field to McCook Field, Ohio. In 1938, Mitchel was the starting point for the first nonstop transcontinental bomber flight, made by Army B-18s. Mitchel Field also served as a base from which the first demonstration of long-range aerial

reconnaissance was made. In May 1939, three B-17s led by Lt. Curtiss Lemay flew 750 miles out to sea and intercepted the Italian ocean liner *Rex*. This was a striking example of the range, mobility and accuracy of modern aviation at the time.

During World War II, Mitchel was the main point of air defense for New York City, equipped with two squadrons of P-40 fighters. In the late 1940s it was headquarters of the Air Defense Command, First Air Force and Continental Air Command. By 1949, Mitchel was relieved of the responsibility for defending New York City because of the many problems associated with operating tactical aircraft in an urban area. However, Mitchel did serve as the terminus for the last speed record set on Long Island, a transcontinental speed record of 4 hours, 8 minutes set by Col. W. Millikan in an F-86 on January 2,



1954. After several notable crashes, including a P-47 into Hofstra University's Barnard Hall, public pressure ultimately led to the field's closure. The last active unit to be based at Mitchel was the 514th Troop Carrier Wing flying Fairchild C-119 Flying Boxcars. Due to the noise, small size of the field, and several spectacular crashes, Mitchel was closed in 1961 with the property being turned over to the County of Nassau.

Air Traffic Control Talk



"TWA 2341, for noise abatement turn right 45 Degrees."
"Centre, we are at 35,000 feet. How much noise can we make up here?"
"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

One Fly - April 29th

Our inaugural One Fly got off to a great start with 15 participants having to listen to calls of "DQ!" at the flight line.

We flew three events including the tough "How Many Loops in 20 Seconds". Only five ace flyers were able to finish the event with top honors and a fabulous prize going to Elias. Close behind were Bill S., Ernie S., Ed W., and Charlie R.

Our next event was "Three Big Loops" in twenty seconds. Bill S. nailed it with three loops completed in exactly 20 seconds followed by Ed W. Finally we flew the "Loop with a Roll" and the competition was intense. Ed W. managed 4 with a time of 27 seconds to edge out Jerry K with 4 in 20 seconds followed by Pete who completed 3 in 20 seconds. Is it coincidental that Ed W. was the timer? Thanks for helping out.

Prizes were awarded including fuel storage devices, high tech cutting and mechanical tools and a wind moving article. Finally we all dined on meat products (at least mostly meat) with beverages to wash it down where we hoped it would stay. Needless to say a great time was had by all.

A Little Known Fact That You Can Know Use in a Conversation at a Party

The Boeing 747 is capable of flying upside-down if it weren't for the fact that the wings would shear off when trying to roll it over.



FOR SALE!

Mark Klein (516-326-0855) is selling his Giles 202 ARF (previously shown as a monthly raffle prize) for \$100.

Bill Streb has a large assortment of kits and ARFs for sale. Give Bill a call at 516-378-4872.

Call Bob Weber at 631-608-8209 for a V-MAR Extra 300L ARF, with a JR F400 radio and an MDS .58 engine. All items are NEW and only for \$325 (will break down and sell items individually).

Charlie Folz (631-587-7471, cfolz@suffolk.lib.ny.us) has a Sig 72" Sundancer Biplane ARF (new in box) for sale. Requires a 3.2 gas engine. Price - \$325.

CHICKEN WINGS™



BY MICHAEL AND STEFAN STRASSER

Meroke Members - May 2007

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Henken, Robert	516-433-3444	bbhenken@aol.com	Savarese, Frank**	718-726-7794	acegiderpilot@juro.net
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Koerig, Gerald*	516-579-7643	gerald1997@yahoo.com	Schack, Ernie**	516-481-1814	radioschack2@aol.com
Koerig, Jerry	516-796-0481	koerig7268@msn.com	Schroeder, Len	516-599-0235	inspect@optonline.net
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Koldkowsky, Gene	516-599-3875	genkola@optonline.net	Seddio, Sal**	516-747-8122	
Krautel, Irving**	516-799-7422		Smith, Ed	516-466-5420	
Lardo, Charles	516-826-4054	bes.frens@verizon.net	Store, Jack**	609-395-9908	jerrsto@aol.com
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Larg, Frank	718-225-5537		Strabel, Frank	516-768-8256	skyking1231@gmail.com
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Lorgo, Joe	516-781-7144		Underdue, Curtis	917-213-4459	curtisu@msn.com
Lovisolo, Michael*	516-520-1631		Weiner, Al	516-868-5674	
Lovisolo, Ncholas*	516-520-1631	wingzero380@yahoo.com	Wohlgenuth, Bob	516-546-6717	
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McDougall, Joseph	516-221-6254	batjami@aol.com			

* Junior Members	7
** Lifetime Members	9
*** Associate Members	3
Regular Members	81
Total Members	100

Check your listing and report any corrections and/or updates to the staff at merokenews@optonline.net or call 516-484-0368

The Meroke RC Club supports these local hobby shops

Big Apple Hobbies
171-67 46th Avenue
Flushing, NY 12345
718-460-5671
sales@bigapplehobbies.com

Long Island Raceway & Hobby
909 Conklin Street
Farmingdale, NY 12345
631-845-7223
bnator77@aol.com

Willis Hobbies
123 Willis Avenue
Mineola, NY 12345
516-742-5599
steve@willishobbies.com

Xtreme Hobbies
1815 Deer Park Avenue
Deer Park, NY 11729
631-254-9873
www.xtremehobbyshop.com



**Gary West giving a lecture
to the club on modifying
ARFs to add scale features
during the Meroke meeting
on April 19th.**

The Smoke Signals is published monthly by the Merokes Radio Control Club located in Long Island, New York. For information E-mail merokenews@optonline.net. Views expressed in Smoke Signals are those of the writers. They do not necessarily represent the views of the club, its members, or officers. Smoke Signals welcomes all letters and comments. Permission is granted to reproduce anything printed in Smoke Signals as long as the source and author are credited.



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