



Smoke Signals

Monthly Newsletter of the Meroke RC Club

July 2008

AMA Gold Leader Club #458 - established 1963

The Guard Booth

In response to our many-faceted efforts regarding the guard house, the following letter was sent to those who took the time to send in letters to appropriate people in the Nassau County government. I have copied (below) a letter received at the end of May by a number of concerned citizens. Thanks to Tony Pollio, for providing a copy of the letter to Smoke Signals. Ted Evangelatos is currently meeting with County personnel to fine tune the details of the new security measures. Not exactly what we hoped for, but certainly a long-term permanent solution.

This letter is in response to your inquiries concerning the guard house at Cedar Creek Park. As you know, as part of an effort to enhance plant security, the County Department of Public Works ("DPW") is moving its security personnel into a new security booth on the existing sewage treatment plant property.

On April 23rd, 2008, Presiding Officer Diane Yatauro met with representatives from the Parks Department, the Police Department, the Public Works Department and the local flyers club in an effort to resolve community concerns regarding the impact to security in the aerodrome/tether track section of Cedar Creek Park. It was agreed upon at that meeting, that DPW would have a gate installed at the beginning of the roadway that provides access to the aerodrome and the tether track. The Parks Department will issue keys to the gate to all permitted aerodrome and tether track users. The county office of Emergency Management has agreed to fund the gate installation. In order to provide additional security, we are seeking to install a video camera at the gate to provide a live feed that can be monitored by DPW

employees who are working at the plant 24 hours per day/7 days a week.

In addition, the Nassau County Police Department is planning on utilizing the old guard house for shift changes and paper work, as well as leaving a marked vehicle on site.

We hope that this letter addresses all of your concerns.

Very truly yours,

Jose L. Lopez

Commissioner of Nassau County Department of Parks, Recreation & Museums

Meroke Calendar

June 3 rd	Club Meeting 8 PM - Show & Tell
July 17 th	Club Meeting 8 PM - Gary Fitch AMA District II Vice President
July 19 th	"Soaring Day" hosted by LI Silent Fliers at Cedar Creek Aerodrome
July 20 th	Fun Flies at Aerodrome
	Some Important Future Dates
August 3 rd	Come Fly with Us
August 9 th , 10 th	Long Island Scale Qualifiers
September 18 th	Club Meeting 8 PM - Ed Alt on NSRCA Pattern Flying
December 4 th	Awards Dinner

Meetings are held the first and third Thursday of each month at 8:00 PM at the First Presbyterian Church of Levittown located at 474 Wantagh Avenue. The church is about 1 mile north of Exit 28N on the Southern State Parkway. Additional information can be found on the club website - www.meroke.com.

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Education	Phil Friedensohn	
Friends of Cedar Creek	Charlie Lando	
Building Program	Charlie Lando	Ernie Schack
Archivists	Ron Berg	Stan Blum
Webmaster	Ted Evangelatos	
Social (Coffee)	Irv Kreutel	Al Hammer
Raffles	Nick Guiffre	Curtis Underdue
Show and Tell	Ed Wiemann	
Video Librarian	Bob Cook	
Come Fly With Me	Mark Klein	Dave Bell
Open Fly-In	Ernie Schack	Tony Pollio
Monthly Fun Fly	Bob Reynolds	Gene Kolakowski
One Fly	Ted Evangelatos	
Picnic/Dinner	Al Weiner	Chris Mantzaris
	Nick Guiffre	
Contest Directors	Allen Berg	Tony Pollio
	Ernie Schack	Tom Scotto
Flight Instructors	Allen Berg	Ted Evangelatos
	Douglas Frie	Dan Gramenga
	Mark Klein	Gene Kolakowski
	Ken Mandel	Tim Murphy
	Tony Pollio	Rick Porqueddu
	Bob Reynolds	Bill Streb
	Ernie Schack	Al Weiner

In Memoriam for Thomas N. Abruzzo

"A Gentle Soul"

My association with Tommy goes back almost 30 years from the time my son Allen and I joined the Meroke R/C Club. As our friendship evolved, we got to know more about his family, his interests and his passion for building and flying airplanes. Tommy was 17 years old, fresh out



of High School, while the country was in the midst of the 2nd World War, when he joined the U.S. Army Air Force. While in the service, he was stationed at Floyd Bennett Field, servicing B-25 bombers. After his service to the country, at war's end, Tommy went on to take flying lessons in a Piper J-3 Cub. His passion for

airplanes was such that he went on to build a model of a B-25 in stand-off scale. His good buddy, and relative Steve Beach, was honored to test fly the plane at Cedar Creek Park. During the flight, one of the 2 engines failed, and the plane went out of control and crashed. Tommy was saddened but never gave up. He rebuilt the plane and it flew again, with not a much better result.

Tommy, a Meroke member since 1969, was always a gentleman, and I remember how much he enjoyed meeting me and other members at the field. His favorite airplane was the Rapier, and we spent many memorable hours flying. His greatest thrill was to take-off, fly the plane through a series of maneuvers, and "groove" the landing. I also enjoyed every moment as well as he, and always gave him the confidence he needed. I thoroughly enjoyed his company, his humility and his grace. He did not fly too often these past 2 years because of health issues, but still came to the field to enjoy the camaraderie of his flying buddies. He was loved and respected by all. We will all miss you, especially me, and I trust that you are flying with the 'Angels' in blue skies, gentle winds, and full of grace.

Respectfully submitted by Ron Berg

President's Message

It's the end of June, and we have had some exciting Guests at the meetings and some fun filled flying events. I want to thank all those that helped out at the Annual Open Fun Fly. As usual we saw some well-flown events and had a great turnout. Thanks to Ernie and Tony, for their efforts in coordinating and running this event. These events require much foresight making sure all the details are followed and met. I am not too sure how much longer Ernie will be coordinating this event, so if you think you might be interested in working on it for next year, see Ernie. He will gladly take you under his wing and explain what needs to be done.

July's schedule is also busy, starting out with our next Executive Board Meeting July 3rd, followed by the membership meeting where I hope to be able to share some important news with you. District II Vice President Gary Fitch will be spending the day with us on July 17th. He will be flying with us during the day then has a great presentation for us at the meeting. As usual, this meeting you will want to be at. We need to show Gary why we are a Gold Leader Club- let's fill the meeting room.

July 19th brings us Ed Anderson from LISF with electric Gliders. He will be down at the field most of the day explaining the details and characteristics of glider flying. Much effort has gone into this planning so make it a point to be there. Jumping ahead to August 3rd, we have the Come Fly with Us event. Mark and I will now be going around, taping you on your shoulder, and explaining what we will need you to do for us that day. This event requires many hands and many Intro Pilots. It is well publicized and we hope to have a very large turnout of members helping and the general Public, looking forward to flying an RC airplane.

Please make every effort to be at our presentations, as it does promote our Club in the Hobby and it can have a bad appearance if these Guests are met by a handful of members at the meetings.

Keep flying safe and fun for all of us.

Smoke Signals/ July 2008

From the Chief Field Controller

It's that time of the year again and the flying season is in full bloom. Over the last 2 months there have been some issues at the field which I think are worth a quick mention. Without going into the real nitty-gritty of what exactly happened, let's just say that verbal abuse amongst fliers will not be tolerated. You might be wondering what is verbal abuse. Verbal abuse is lack of respect given to each other. Verbal abuse is behaving in a manner not suitable for the Aerodrome. Flying at Cedar Creek is a tough place and at times you must have thick skin. We all know that there are differences in opinion, but when a flyer/s has words and it excels to the level of a verbal exchange, that's when it will not be tolerated.

There are approximately 450 permits issued at Cedar Creek and everyone is required to observe and adhere to the rules. I have heard the comments from a small group of flyers that there are too many rules at Cedar Creek. My answer to those that don't like all of these rules is, "they should find another field to fly at". The rules that are in place have evolved over the last 35 years. Adding to that; everyone should be proud that with these rules our safety record is impeccable. Nassau County Parks have recognized and highlighted this fact. They are proud of it and so should you.

I thank everyone for keeping Cedar Creek a safe and enjoyable place. Have a great summer!!

Bob Reynolds

Soaring Day - July 19th

On Saturday - July 19th, Ed Anderson and a few of his Long Island Silent Flyers (LISF) members will hold a soaring clinic at the Cedar Creek Aerodrome. They will bring electric-powered gliders and show us how to get started in this very interesting aspect of RC flying. After some training, they will allow us to fly the gliders and then after we learn a few of the finer points of handling the gliders - a contest!

Looks like this will be a fun day at the field. Activities start at 9:30 AM and lunch will be served.

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Letters to the Merokes

Dearest Members of the Meroke R/C Club:

On behalf of my family and myself, I would like to express our sincerest gratitude for all the kind expressions of sympathy you offered during this difficult time. As we had the opportunity to meet all of you, we could see the sadness in your faces. You have lost not only a "flying buddy" but a friend. My father looked forward to going to the field and enjoyed the friendship he shared with each of you.

His two greatest loves were his family and flying. He judged each day not by the sun or clouds but by whether or not it was a "flying day". So, to all of you who may have put a chair in the shade for him, helped him take his plane for one more flight or helped him find his plane in the weeds, we wish to say a heartfelt "Thank You".

My father, wherever he is right now, is watching the Merokes and you can be sure that he will be watching all of the "Fun Flys". I know he will continue to help keep your planes in flight and will be there for all of your smooth landings.

With Deepest Gratitude,

Lynette Abruzzo

From our AMA District II V.P.

Hi Phil:

I am planning on being at your flying field on Thursday, early afternoon, depending on traffic, and hope to bring a plane. I look forward to flying with you guys! This is what I was thinking for our meeting on July 17th.

- Powerpoint presentation of AMA
 - AMA today
 - Current AMA Programs
 - Discuss District II Chapters
- Current AMA By-Law Changes.
- Challenges AMA and all model aircraft enthusiasts are and will be facing

- Discuss the current Cedar Creek status
- Questions and Answers.

I will stay as long as members have questions or wish to talk. Looking forward to seeing you and your club members again!

Best Regards,

Gary Fitch
AMA District II V.P.

Editor - Gary, as Dave Mathewson was in the past, is our primary contact with the AMA organization and a great resource for us to use. As we are an AMA Gold Leader Club, let's show Gary our gratitude for what he and Dave have done over the past years, by having a very large turnout of members (and also non-members) at this meeting.

Top Gun - June 29th

The weather was a hot & muggy, but it didn't stop the fliers. Gene Kolakowski, assisted by judges Russell Rhine and Mike Hagens, ran a great event. Top Gun (the original name is back again) was run concurrently with the One Fly - run by Ted Evangelatos. Everyone in both events was treated to some great pizza. A total of 9 fliers signed up for the event and following are the standings through June.

1	Ted Evangelatos	22 points
2	Patrick Boll (tied)	38 points
	Gene Kolakowski (tied)	38 points
	Chris Mantzaris (tied)	38 points
5	Allen Berg (tied)	44 points
	Bob Reynolds (tied)	44 points
7	Nelson Ramos	46 points
8	Ed Daus	51 points
9	Ben Corbett	57 points
10	Curtis Underdue	58 points
11	Richard Boll	60 points
12	Bob Albano	63 points

The next Top Gun competition is scheduled for Sunday - July 19th.

Dr Phil's Chemistry Lesson

Since there is a rumor that glow fuel will be hard to find in the next couple of months and the prices going way up due to China, the Olympics, shipping etc. I thought it would be a good time to discuss glow fuel and what it is. Just in case anyone wanted to home brew it.

Nitro methane fuel contains methanol, oil, and usually nitro methane. Each has a specific function. In addition to the three key ingredients, every fuel manufacturer has their own additives that are proprietary to each manufacturer.

The bulk of RC airplane fuel consists of methanol, which is a type of alcohol. Methanol is needed for keeping the glow plug hot. Electrical power must be applied to a glow plug when starting an engine. When the glow plug is removed the methanol from the fuel reacts with the platinum material in the glow plug's filament. This chemical reaction is what keeps the glow plug hot enough to keep the engine running once the glow igniter is removed. Methanol is also the primary combustible substance in glow fuel.

Oil is what provides lubrication for all of the moving parts. Without oil the engine will over heat and seize due to friction. RC airplane fuel contains castor oil, synthetic oil, or a mixture of both. Typical sport engines use fuel with an 15% to 20% oil content.

Castor oil is a naturally occurring lubricant derived from a castor bean. Castor oil is very good at lubricating the engine at all temperature ranges. When this oil breaks down it forms a lubricating film that lubricates the engine. Castor oil provides better protection for your engine should you accidentally run it lean. The problem with castor oil is that all of this lubricating film ultimately comes out the exhaust sliming your airplane.

Synthetic oil is a man-made substance. Synthetic oil does a great job at low temperatures and it doesn't slime your airplane! The draw back is that synthetic oil is not as effective at higher temperatures and does not offer any protection for an accidental lean run of your engine. For

this reason, many fuels contain of blend of both castor and synthetic oil. This way you minimize the messy discharge of the exhaust while keeping your engine well lubricated at all temperatures.

Nitro methane is used in drag racing to get a boost of power. Nitro methane requires less oxygen to burn compared with other fuels. This means that there is more fuel and less air is in the cylinder when it fires. This provides more power and also produces more heat. Typical RC airplane fuel contains around 5%-15% nitro. It is important not to exceed the recommended nitro percentage for your engine because you will literally burn it up. Some engines built specifically for racing can run with a larger percentage of nitro. But the typical engine seen at the flying field runs with a nitro content between 5% & 15%. When breaking in ringed engine you may want to consider using only 5% or less nitro to keep the heat minimized.

The methanol in RC airplane fuel naturally attracts water. For this reason it is very important that you keep your fuel container airtight. Make sure the lid is on tight. If you have fuel fittings in the cap of your fuel container then make sure you replace this cap with a solid airtight cap when storing your fuel.

Fuel containers that are half empty are more vulnerable to getting contaminated with water, especially if you live where it is very humid. When your fuel container is half empty you may want to consider finding a smaller container to store it in if it is going to be a while before you fly again.

You should not store your fuel in the direct sunlight. The ultraviolet rays could break down the fuel. But keeping your fuel dry is the main thing you should worry about.

From the Editor

Once again I leave myself very little space for my column. However, I do have one thing to say this month. We always seem to have difficulty getting members to step up and take on positions within the club. Many thanks to Ed Wiemann (Show & Tell) and Frank Lasala (Membership) who quickly volunteered on their own and took over to handle these important club functions

Open Fun Fly

Our Annual Open Fun Fly was held on Sunday - June 8th at Cedar Creek. 19 ambitious fliers signed up, and 17 of them actually got their planes in the air. Due to a very hot and humid day, we didn't see the crowd that we anticipated, but everyone that came saw some great flying. The highlight of the event had to be the 3rd place finish by 11 year old Meroke - Patrick Boll. To no one's surprise, Frankie Lang (shown in the photo) took top honors as well as winning the Grand Prize. Throughout 4 grueling and challenging events, including the extremely tough limbo, these fliers show their tremendous skills. The team event was won by the Merokes. The order of finishing for the 17 who flew is as follows:



- 1 Frankie Lang
- 2 Ben Corbett
- 3 Patrick Boll
- 4 Gene Kolakowski
- 5 Nelson Ramos
- 6 Larry Acevedo
- 7 Ed Daus Sr.
- 8 Ted Evangelatos
- 9 Rendle Willgoos
- 10 Carl Giersbach
- 11 Ed Daus Jr.
- 12 Chuck Gomer
- 13 Bob Reynolds
- 14 Ken Casser
- 15 Joseph Scotto
- 16 Curtis Underdue
- 17 Ken Gulwein

This year we had a few fliers from the HHAMS as the relationship between the HHAMS and the Merokes has

blossomed. All who were present were also amazed at the flying exhibitions which included some dazzling helicopter maneuvers, large airplane aerobatics as well as a few vintage World War I biplanes.

At the lunch break we had a few brave souls venture up to the flying positions and try their hand a flying with one of our Intro Pilots (as shown below). On August 3rd, we will have our 2nd annual Come Fly with Us event as we have been honored for the 2nd year in a row to be picked for the AMA TAG Program. We have the Intro Pilots and we have the Trainer Planes - pass on the word so we get some people who would be interested in trying their hand at flying.

Thanks to all of the Merokes who assisted during the day's festivities and yes - it's always the same people. Even if you are a member who doesn't fly anymore, we can always use your help - so sign up to be a part of the Come Fly with Us event on August 3rd. And of course - Al did a great job of providing us with some really good tasting hot dogs.



Dennis Andreas - a non Meroke member - who is always there to help us took over 150 photos. Because of space limitations I was only able to use 2 of his photos. I sent all of the photos on to Ted and you can expect to see some of them soon on the club's website. Thanks again - Dennis for your help and support.

Global Hobbies VQ P-51B

The P-51 Mustang has long been recognized as a great fighter airplane and an outstanding icon during WW II. There were 15,469 Mustangs produced between 1940 and 1945. It seemed as though every country in the world wanted them and the Swiss were no different. During the war there were a number of aircraft that landed in Switzerland; some were defectors and others had just suffered damage and could not make it back to their base. Once the planes had landed, the pilots and planes were interred for the



duration of the war. In 1944, a P-51B landed in Switzerland; the Swiss confiscated the plane then repainted it in their colors and conducted tests. In late 1944, they purchased 130 Mustangs from the U.S., which were to be used for only three years until there were enough jets to service their front lines. However, because they were great favorites of the men who flew them they survived for 10 years.

This P-51B is a .46-size model that is covered with fairly accurate weathered-detailed covering in Swiss colors and scale panel lines. In the box you'll find a good quality fiberglass cowl, canopy, a hand-painted WW II pilot, fuel tank, spinner, fuselage, wings, elevator, rudder, landing gear wheels, tail wheel, and all the necessary hardware to complete the plane. Instead of a manual, an easy-to-follow, 32x24-inch plan sheet with illustrations shows all stages of construction. The P-51 has fixed landing gear, although it is set up for optional retracts.

General Flight Performance Stability: The P-51 is solid in the air at all levels and is a comfortable to fly; the Saito .72 is a good match for this plane.

Tracking: Ground tracking is great with the wide landing gear stance, and in the air the P-51 is smooth and goes where you point it and stays there until you change it.

Aerobatics: This is a warbird and will do all the aerobatics that the original fighter pilots trained for in combat fighting.

Glide & stall performance: In the air, I moved the throttle to idle to see if the plane would fall out of the sky. I was pleasantly surprised to find that the P-51 just floated along, and then finally dropped the nose but recovered quickly when power was applied. The glide ratio is very good for a scale plane; while not a floater, it also does not drop like a stone.

Specifications Model P-51B

Manufacturer VQ Models **Distributor** Global Hobbies

Length 50 in.

Wingspan 58.2 in.

Wing Area 629 sq. in.

Weight 97 oz. **Wing loading** 22.20 oz./sq. in.

Radio req'd brushless inrunner or outrunner

Engine Req'd .46 to .50 2-stroke or .60 to .70 4-stroke

Price \$169.99

Catch the full article in the September 2008 issue of Model Airplane News!

Meroke Lecture Series- Tom Hunt

Back for a second year, Tom Hunt continued his discussion on outfitting electric powered airplanes. Tom Hunt reiterated a very important fact- we can not choose a motor for an electric powered plane as easily as we can with glow or gas powered planes. There are 2 very important pieces in a planes propulsion system- the engine (or motor) and the "fuel" source (glow fuel and gasoline or batteries). Glow fuel and gasoline are a simple source, however batteries are much more complicated - you need to take into consideration ampere and voltage ratings. Do we maximize the voltage or the current from the battery source? After a rather technical explanation, Tom showed that you maximize the voltage- the larger the plane, the larger the motor and the more voltage you need. In future issues, I will go into a more in-depth discussion of this subject.

New Product

Just released! Eagle Tree Dual Mode Altimeter and Airspeed Sensors

These tiny new Airspeed and Altitude MicroSensors have two modes: they work standalone with no additional equipment required, as well as connecting to your eLogger for full data logging! For standalone mode, simply plug the sensors into a spare receiver channel or small battery (3V to 16V) and fly your model. Then, when you land your maximum altitude or airspeed is displayed on the built-in 7-segment LED.



Altimeter Microsensor V3 Features:

- World's lowest-cost Altimeter (\$37.99 USD MSRP!)
- Approximately 3-foot (1 meter) resolution
- Weight of 4 grams (0.15 oz.)
- Pre-calibrated-no user calibration required
- Accessible static port
- Metric or English units

Available from www.eagletreesystems.com

CHICKEN WINGS®



Show & Tell

We had 4 participants in the March Show and Tell:

- Charlie Lando showed his Mariner after he repaired it due to hitting a dock- yes that's correct, hitting a dock.
- Dennis Andreas showed his electric-powered Mach1 built out of foam from a RCM magazine plan. He installed a 400 watt motor powered by an 11.1 volt 3200ma Li-Po battery pack. It swings an 9-6 prop at 11,000 rpm and has a flight duration of approximately 5 and 1/2 minutes.
- A Show and Tell would not be complete without Charlie Meyer bringing another one of his very small and interesting electric-powered foams. Charlie used EPP foam and a few carbon-fiber rods.
- Guess what - Charlie has inspired Tim Murphy to enter the world of small electric-powered foams. Tim made the "Bug". Hope Tim also stays with glow-powered airplanes as he was the winner of the gallon of fuel.

July Birthdays

- 5 *Michael Lovisolo*
- 12 *Stan Blum*
- 12 *Bob McClay******
- 13 *Tom Scotto*
- 20 *Gene Garavelli*
- 25 *Phillip Miceli*
- 28 *Fiore Acovino*
- 31 *Jack DeFranza*
- * *Big One*



BY MICHAEL AND STEFAN STRASSER