



SM KE SIGNALS



July is. . . .

According to the Gregorian calendar, July is the seventh month. On the Roman calendar, it was the fifth month and it was called 'Quintilis', meaning 'fifth'. Julius Caesar gave the month 31 days in 46 B.C. The Roman Senate named it 'Julius', in honor of Caesar.

July is usually the hottest month of the

year in the Northern Hemisphere. July is one of the winter months in the Southern Hemisphere. The climate is mild in most of the Southern Hemisphere, with the exception of the COLD Antarctica, and the cold, rainy part of South America.

July 1 is the 182nd day of the year (183rd in [leap years](#)) in the [Gregorian calendar](#). There are 183 days remaining until the end of the year. The end of this day marks the halfway point of a [leap year](#). It also falls on the same day of the week as [New Year's Day](#) in a leap year. The July birthstone is Ruby.

Fourth of July



Independence Day commemorates the birthday of the United States of America. It is celebrated on July 4 each year in states and possessions of the United States. On July 2, 1776, the Continental Congress declared the American Colonies free and independent states. But it took the delegates two days to

agree on a formal document announcing their action. On July 4, the Congress adopted the Declaration of Independence. Since then, July 4 has been celebrated as the nation's birthday.

Independence Day was first observed in Philadelphia on July 8, 1776. Congress declared July 4 a federal legal holiday in 1941.

On Independence day, in the early days, they had lots of shows, including fireworks. Fireworks has caused many deaths. In the 1900's, many places passed laws forbidding the sale of fireworks. Some cities have fireworks, but they are put on by trained professionals.

July 2011

Charlie Brown

The mission would have been recorded in the logbooks as just another mission if not for a unique event...



Dynamic Soaring

The fundamental thrill of DS is speed - if you thought that rc jets were fast, take a look at some experienced radio control glider pilots performing Dynamic Soaring



The Lindbergh of Hobbyists

"Everybody thought Maynard was nuttier than a fruitcake when he first started talking about crossing the ocean in a model plane,"



Meroke Bird Of Time

The Bird of Time was launched using the "Hi Start" which is like bungee jumping in reverse!





Charlie Brown meet Franz Stigler

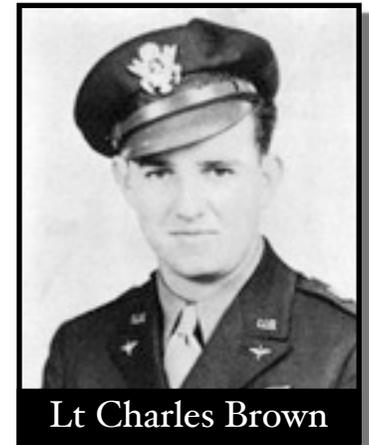
At a meeting last May, while we were on the coffee line, Ron Berg asked me if I knew the amazing story of Charlie Brown? "You mean the "Peanuts" guy, Lucy and Snoopy, that Charlie Brown? No, the incredible WWII Charlie Brown." he said. Anyway, I decided to research him when I went home that night and found that Ron was correct, that the real Charlie Brown's story was incredible and intriguing and would be perfect for the Newsletter.

It truly amazes me how this Newsletter comes together. I have said it before that without the input of the following is a compilation of accounts of the events of 20 December 1943, taken from "WW2Aircraft.net Forum", "Veterans Network, Valor Studios and "Chivalry in the Air" by Sir Ernie Hamilton Boyette.

The Mission

GERMANY: US VIII Bomber Command Mission 159: The port area at Bremen, Germany was hit again. The Luftwaffe sent fighters from JG 1, JG 11, JG 26, JG 54, ZG 26, JG 2, JG 3, JG 27 and EKdo. 25. The first pass by the Germans was just at the IP southeast of Delmenhorst and bombers were hit by flak over the target. A second fighter attack began just after bombs away. Flak was heavy and accurate. I. and III./ZG 26 were very active with WR 21cm rockets, protected by single-engined fighters. The chaos was so great that B-17 crews reported that He 111s had attacked them as Bf 110G-2s were sitting out of bomber gunner range, lobbing rockets then closing in on the cripples. The 445th Bomb Group suffered it's first combat loss when 2Lt 'Buck' Patterson's aircraft was downed.

....The mission would have been recorded in the logbooks as just another mission if not for a unique event that wasn't revealed until decades later.



Lt Charles Brown

'Ye Old Pub'

Lt. Charles Brown was a B-17 pilot with the 379th BG and this was his first combat mission. After the bomb run, Brown and his B-17 - named 'Ye Olde Pub' - were in a terrible state, having been hit by flak and fighters. Before 'bombs away', Brown's B-17 took hits that shattered the plexiglass nose, knocked out the #2 engine, damaged #4 - which frequently had to be throttles back to prevent overspeeding - and caused damage to the controls. Coming off target, 'Ye Old Pub' became a straggler. Almost immediately, the lone and limping B-17 came under fire from a series of attacks from 12 to 15 Bf 109s and Fw 190s that lasted for more than 10 minutes. The bomber's 11 guns were reduced by the extreme cold to only the 2 top turret guns and one forward nose gun. The tailgunner was killed and all but one of the crew were incapacitated by wounds or the frigid air. Lt. Brown had taken a bullet fragment to his shoulder. With 3 seriously injured onboard, he rejected bailing out or crash landing with the alternative a thin chance of reaching England.





Franz Stigler

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. When Stigler saw the defenseless, wounded men in the bomber plus the dead gunner, he could not shoot as, "It would be like shooting at a parachute." He stated. *Then the German pilot, flying a Messerschmitt Bf-109, motioned for Brown to land his crippled plane. Brown defied the order, shaking his head. Franz again tried to get them to land by signaling with his thumb pointing down when Charlie looked over at him.*



An Act of Chivalry

Despite having ammunition, Franz flew to the side of the bomber and looked at Lt. Brown. Brown was scared and struggling to control his damaged and blood-stained plane. Aware that they had no idea where they were going, Franz waved to Lt. Brown to turn 180 degrees. Franz then escorted the stricken plane over the North Sea towards England. He then saluted and turned away, back toward Germany.



'Ye Olde Pub' did make it across 250 miles of storm tossed North Sea and landed at Seething near the English coast, home of the 448th BG, which had not yet flown its first mission. When Franz landed, he told his CO that the plane had been shot down over the sea and never told the truth to anybody. Lt. Brown and the remainder of his crew told all at their briefing but were ordered never to talk about it.

The Allies never revealed the German pilot's act, figuring he would be court-martialed and perhaps executed for failing to shoot down an enemy aircraft.





Friendship

For decades after the war Charlie thought many times about that German pilot that spared his life and the lives of his crew. Charlie could not let this issue die so he contacted a German aviation magazine and with their help he ran an article about his adventures the day his bomber had been shot up and then spared. By chance he was able to discuss the encounter with the famous Luftwaffe General Ace, Adolf Galland. Galland helped as much as possible.

There was no way to tell who the Luftwaffe pilot could have been. As far as anyone knew the Luftwaffe pilot could have been killed before the war ended. Then one day Charlie got a call from a man in Canada who said that his name was Franz Stigler and that he was the Luftwaffe pilot described in the article. Charlie was excited but he wanted to make sure that this was the pilot.



When Charlie wrote the article he had withheld one piece of information deliberately in the article that would convince him that if the German knew this one piece of information, then he would have the correct pilot. This was important to Charlie to really find the man that saved him and his crew.

So after a few minutes of talking about the war and their experiences in general Charlie said, "If you are the Luftwaffe pilot, then what was the name of my aircraft that was painted on the nose of my bomber?" Franz replied without hesitation, "Ye Olde Pub." That was the only way Charlie could tell if the German had seen his aircraft. The German would have seen the name on the nose of the fuselage and he would have remembered something so simple if he remembered the incident at all.

That was it! Here was the fighter pilot that flew with Charlie that day.

Charlie and Franz talked several times and finally decided to meet. Franz lived on the west coast of Canada and Charlie lived in Miami, Florida. Charlie had done well after the war so he offered to pay for Franz and his wife to come and visit in Miami.

Once they met they became good friends. It was a great trip and Charlie treated Franz as if he were VIP. After Franz and his wife left they kept in touch. Another trip was planned the very next year.

On this trip to America, Charlie had planned a surprise for the Luftwaffe Ace. It was a reunion of all the surviving members of "Ye Olde Pub". After Brown picked up Franz at the airport he drove Stigler to a local park.

Once at the park the pilots got out and started to slowly walk. It was a beautiful day with lots of people and children playing and enjoying themselves. Charlie and Franz were talking to each other as they walked. Charlie wanted this to be a surprise so he controlled his emotions. They came upon a picnic gathering of several families.

As Charlie and Franz walked up to the gathering of the men, their wives and all of their children Charlie lifted his arm in a presentation of the group to Franz and said to him, "Franz you are responsible for the lives of these families before you, and we all thank you." The group looked up from their frolic activities and saw Charlie and Franz standing side by side.

Luftwaffe Ace, Franz Stigler cried.



Dynamic Soaring - From R/C Airplane World

*I was surfing the Internet and ran across the term "Dynamic Soaring". After some research I was amazed to learn of the incredible speeds attained by gliders using the techniques of "Dynamic Soaring". I have read of RC glider pilots attaining speeds of over 400mph, **WOW!***

Since the "Bird of Time" made her maiden voyage last month and the "One Design" challenge will take place on July 24th, I thought that this would be a good time to present this article to you.

Introduction:

Dynamic Soaring, often abbreviated to DS in the radio control world, broke into the rc gliding scene in the late 1990s and is an adrenalin-packed experience for anyone looking for a rush that conventional slope soaring can't always provide!

The fundamental thrill of DS is speed - if you thought that rc jets were fast, take a look at some experienced radio control glider pilots performing Dynamic Soaring and you'll be somewhat impressed, and very surprised.

In fact, about the only limitation of DS is the strength of the glider's airframe, as well as the pilot's nerves! The speed and forces that act on the glider during a good DS flight can be phenomenal - many wings have folded and airframes have failed as a result of 'over-DSing'!

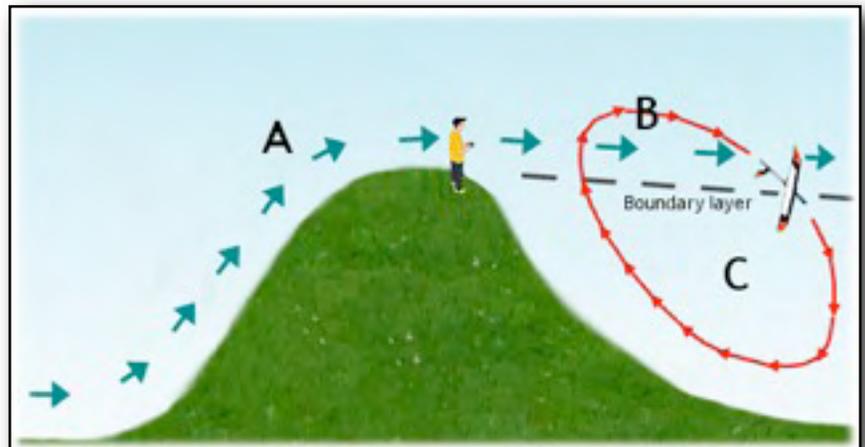
Principles of Dynamic Soaring

Believe it or not the world's largest seabird, the Wandering Albatross, is way ahead of us rc pilots. They sussed out Dynamic Soaring long before we did and it's how they soar over thousands of square miles of open ocean while using very little energy indeed.

In a nutshell, energy can be drawn from differing zones of wind speed. The principle involves some basic laws of physics, kinetic energy and a few more subjects that you probably didn't pay attention to at school.

Conventional [slope soaring](#) with an rc glider makes use of air that is being forced upwards as it approaches an area of higher ground ie a hillside or cliff face. The upward push of air ('ridge lift') keeps the glider aloft and the pilot needs to keep the glider flying around the top face of the slope to get maximum lift.

But Dynamic Soaring involves flying the glider on the *back* side of the hill, as the badly scaled illustration shows...



Ideally DS is done on the back side ('leeward side') of a ridge although a normal hillside that is experiencing the wind blowing off the top is acceptable - just launching isn't as easy. For Dynamic Soaring from a ridge, as in the picture above, the glider is launched into the ridge lift (area 'A') as if conventional slope soaring, and then flown round to the leeward side.

The wind blowing off the top of the ridge continues in an approximate straight line away from the ridge (area 'B') and the area below the ridge top (area 'C') is sheltered and so the air is relatively still, or very slow moving. The difference between the two areas of fast moving air and still air creates a definite boundary layer and finding this layer is crucial to successful Dynamic Soaring.

Once flown to the leeward side of the ridge, the glider picks up speed because it now has a tailwind. Flying the glider downward towards the still air below the boundary layer accelerates it further because now gravity is kicking in, increasing its air and ground speed (imagine freewheeling on your bike, down a hill with a tail wind helping you along...you move fast!). When the glider crosses the boundary, there is very little drag from the still air to slow it down (no head wind to speak of).



The glider is then pulled out of the dive and flown back up the slope, back across the boundary layer and into the wind blowing off the top of the ridge - not directly into it, but more 'side-on' to keep the resistance minimal. Now the glider experiences an increase in lift and energy as the wind increases the airflow over the wings.

The pilot then makes a quick turn to fly the glider downwind again, and repeats the same circuit. The turn downwind needs to be made quickly so that the glider doesn't lose any airspeed as a result of being flown into the wind.

Every time this circular flight path is followed the glider picks up more speed - a small amount each time. So, the more the glider is flown in this way, the faster it will get until either something snaps or the pilot can't cope any longer!



The realities of DS

Probably the hardest part is finding a suitable slope that generates the perfect DS conditions. A ridge is the best option and preferably one with a nice 'bowl' on its leeward side.

The photo above shows an effective DS site local to me, it's not perfect but the sharp ridge that the road follows provides an excellent cut-off point for a boundary layer to form.

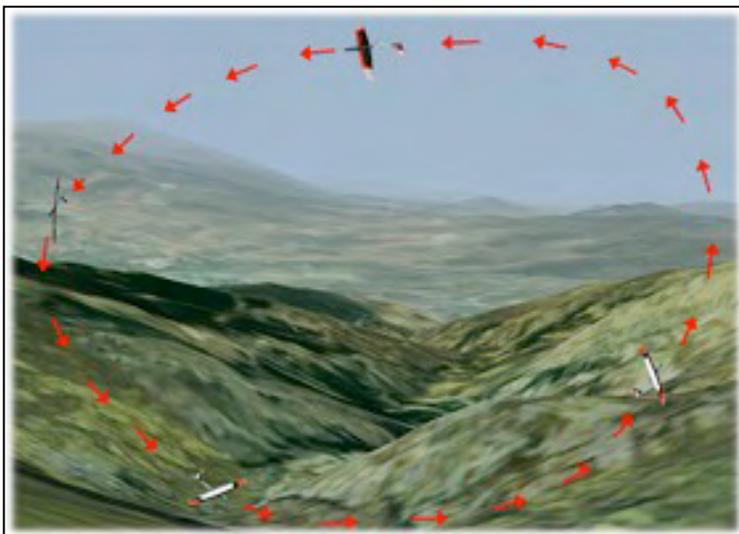
The first time I tried my hand at Dynamic Soaring it scared the jeebees out of me! My little glider did stand up to it, but wasn't pushed as hard as it might have been. Don't be fooled, DS is fast! You need to have the right kind of glider and the right frame of mind. Your reactions have to be pretty good, and you need to be able to keep hold of the transmitter when your hands start shaking!

But it's a lot of fun, and addictive too if you find the right combination of glider and slope.

If you have access to a RealFlight rc simulator you can try some virtual Dynamic Soaring on there... load the Sierra Nevada DS Ridgeline and the Shuriken 60" Sloper for some high speed action!

If you are looking for some high-speed, adrenalin packed rc flying why not give Dynamic Soaring a go?!

And if you're doubting the high speed claims of Dynamic Soaring, just watch Spencer Lisenby get a world record of 392 mph (since broken and now currently [Feb 2011] at 468mph!)



Virtual DS on the RealFlight G4.5



The Lindbergh of Hobbyists - Article suggested by Phil Friedensohn - From the Wall Street Journal 6/11/2011

by STEPHEN MILLER



On a clear Saturday evening in early August of 2003, Maynard Hill stood on a hillside on Cape Spear, Newfoundland, started the motor on his model airplane and heaved it into a light wind.

Thirty-eight hours and nearly 1,900 miles later, the 11-pound plane with a six-foot wingspan landed in Ireland, the first radio-controlled model to make a trans-Atlantic crossing.

Mr. Hill, who died Tuesday at 85, was the dean of model airplane hobbyists and spent decades setting records for altitude, duration, speed and distance. His planes outflew those of the Soviets in competitions during the Cold War.

During the 1980s and 1990s, he developed unmanned aircraft for the armed forces, expendable models carrying radar-jamming equipment, cameras and antitank weaponry. But despite decades spent convincing Pentagon brass to embrace his ideas, Mr. Hill was a poor fit with the gold-plated contractor's culture and dropped out of defense work.

"He didn't believe his planes should be used for war," said his wife, Gay Hill.

Some time in the mid-1990s, Mr. Hill conceived of conquering the Atlantic, much as his boyhood hero, Charles Lindbergh, had done in 1927.

"Everybody thought Maynard was nuttier than a fruitcake when he first started talking about crossing the ocean in a model plane," said Dave Brown, a past president of Academy of Model Aeronautics

Developing the perfect plane took several years. Mr. Hill went through dozens of designs, each painstakingly constructed from balsa wood and translucent red mylar. Challenges included developing a light four-cycle engine and an autopilot calibrated by GPS. Flying on off-the-shelf Coleman stove fuel plus a high-tech lubricant, the plane needed less than a gallon for the entire trip.

Mr. Hill's first few attempts in 2002 ended up in lost or crashed planes. He and his team went back to the drawing board, and in 2003 finally succeeded. Mr. Brown was waiting to meet the plane in Ireland and guided it to a manual landing. When he heard that it had arrived, Mr. Hill wept.

He grew up in what he called "The golden age of aviation," when heroes like Jimmy Doolittle and Amelia Earhart set the kinds of records Mr. Hill would recreate in miniature. "By age 9, I had acquired a fairly serious addiction to balsa wood and glue," he wrote in an autobiographical sketch. His early models were powered by rubber bands.

While studying engineering at Penn State, Mr. Hill befriended Walter Good, credited by many as the first to put a tube radio set in a model plane for remote control. Mr. Hill entered his planes in national competitions, and in 1962 was a judge at the World Championships for Aerobatics in England. He was shocked at how primitive the record-setting Soviet entries were.

"Communism was very bad!" Mr. Hill wrote. "No balsa wood!"

The following year, Mr. Hill set the altitude record of 12,960 feet, nearly double the old record held by the Soviets. It was the first of 25 world records he would eventually set, each marked by a propeller nailed to the door of his Silver Spring, Md., workshop.

When not flying his models, Mr. Hill was a metallurgist at the Johns Hopkins Applied Physics Lab, where some of his work was funded by Pentagon grants.

He was legally blind when he masterminded the trans-Atlantic flight and relied on his wife to ferry him to Newfoundland. Their lives revolved around his hobby since before they were married. Even on his honeymoon, he told The Wall Street Journal in 1989, "I just had to go out and get some balsa and glue."



THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

Open Fun Fly

On June 5th the 19th Open Fun Fly was held at Lufbery Aerodrome and was a smashing (no pun intended) success. A great day was had by all who attended thanks to the efforts of Contest Director Russell Rhine, Contest Coordinator Roger Scanlon, Harvey Schwartz who MC'd the event and the Judging and timing team of Dave Bell, Nick Guiffre and Mike Hagens along with Ernie Schack, Gene Kolakowski, Tony Polio, Curtiss Underdue who ran the raffle and all the other club members who helped with the success of the event.

A special thank you to Dennis Andreas of Nassau Hobby Center and friend to the Meroke RC Club for helping with the prizes.

I think we all can look forward to the 20th Open Fun Fly next year.



From Contest Director Russell Rhine

We had 17 contestants who flew in a considerable cross-wind for most of the events. Patrick Boll and Hunter Herzog (son of member Ernie Herzog) took 1st and 2nd respectively with Lewis Schwab with some consistent flying following in 3rd place. Patrick and Hunter both took 1st place in 2 events each. They were the youngest contestants with Hunter who is 10 1/2 traveling from Maryland to compete and Patrick who is 15 years old.

This year was a first in the 19 years that the Merokes have been hosting this event in that we had contestants flying electrics.

Open Fun Fly Results

CONTESTANT	TOTAL SCORE
1. Patrick Boll	360
2. Hunter Herzog	356
3. Lewis Schwab	332
4. Ted Evangelatos	302
5. Anthony Pollio	280
6. Eugene Bakke	256
7. Frank Lang	237
8. Ed Daus Sr.	234
9. Jack Tramuta	215
10. Chris Mantzaris	201
11. Peter Chan	199
12. Sergey Kovalyov	182
13. Tom Abate	86
14. Sebastien Orozio	42
15. Ed Daus Jr.	42
16. Sal Sabino	30
17. Richard Boll	0



THE MEROKE RC CLUB - EST. 1963

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MAIDEN VOYAGE

On June 22, 2011 the Meroke RC Clubs "Bird of Time", nicknamed "**HOPE 1**" by Charlie Lando, was scheduled to make her maiden voyage under the direction of the "Long Island Silent Flyers". Members Trevor Ignatosky, Rudi Oudshoorn and Vincent Lascalza assisted Charlie Lando and Nelson Ramos in setting up the glider to fly. The girl was very tail heavy but with the help of all present that issue was taken care of for the moment with makeshift weights.



We had a small misstep on the first flight with the glider ending up in a tree due to a stripped servo, but the Bird was no worse for wear. Nelson adjusted the balance and replaced the stripped servo that afternoon and with those issues addressed the glider was scheduled for another test flight.

The next day, June 23, 2011 the Meroke RC Club's "Bird of Time" took to the skies over Long Island, making her maiden voyage at Stillwell Woods County Park. Our "Bird of Time" flew like a dream; Trevor and Rudi of the "Silent Flyers" were very impressed by the "Meroke" skill in building the glider. As you can see Nelson was quite tickled by the experience as he piloted the "Bird of Time" on her maiden voyage by a Meroke pilot. Well done Nelson...well done!

To thank the Long Island Silent Flyers for all their help the Meroke's have invited them to Lufbery field to fly with **POWER!**

Come Fly with Us



On Saturday May 14, 2011 the Meroke RC Club held its 6th "Come Fly with Us". Sanctioned by the Academy of Model Aeronautics the event took place at the Lufbery Aerodrome in Cedar Creek Park.

Organized by Charlie Lando who logged in the applicants and assigned each one to a flight instructor. The team of pilots consisted of Michael Cheung, Ted Evangelatos, Phil Friedensohn, Mike Hagens and Tony Pollio. Nelson Ramos gave pre flight instruction on the use of the controls.

"Along with other volunteers Nick Guiffre assisted with the food for the instructors and volunteers and Dennis Andreas of Nassau Hobby provided an electric airplane for the raffle prize."

A special thanks to Tony Pollio and James Tavernese who provided their own trainers when there was trouble with the Clubs planes. Unfortunately theirs were destroyed in a mid-air! The club offered to replace Paul and Tony's trainers but they graciously declined, showing the true heart of the Merokes.





THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

MEROKE HELP LINE

In the future, space will be provided on this page for Meroke members to post their business cards or areas of expertise so that we can assist each other if in need of a job or work for private contractors. This way it is a win, win situation. If you need work done on your home and a club member is in that business you get a good deal and they get work. In these days of a hard economy we can all benefit and help a friend.

MEROKE RC CLUB

Dennis Osik

Editor

"Smoke Signals" Newsletter

8 Melody Lane Westbury NY, 11590

T: 516-503-5306

E: newsletter@meroke.com

Calendar

July 7, 2011

Club Meeting
Show and Tell

July 21, 2011

Club Meeting
"Hobby items from the past"
"Long Island Silent Flyers"
Thermal Duration Gliders

July 24, 2011

"Long Island Silent Flyers"
One Design Contest

BIRTHDAYS

July 12 Stan Blum
July 13 Tom Scotto
July 20 Gene Garavelli
July 28 Fiore Acovino
July 31 Frank DeFranco

Send all suggestions to:
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