



SMOKE SIGNALS

June

According to the Georgian calendar, which is used over most of the world today, June is the sixth month. On the Roman calendar, it was considered the fourth month and had only 29 days. Julius Caesar gave the month 30 days in 46 B.C., when he reformed the Roman calendar.



Spring ends and summer begins around June 20, 21, or 22 in the Northern Hemisphere. It's the time that the flowers are beautiful. It is especially the month for roses. In the Southern hemisphere, winter begins during June, and it brings cold, rainy weather to this part of the world.



Flag Day is observed in the United States on June 14. It commemorates the day in 1777 when the Continental Congress adopted the Stars and Stripes as our flag. It then had only 13 stars, to match its 13 stripes. It was first observed to celebrate the 100th anniversary of the selection of the flag.

I Stand Here Now

I stand here now
Amongst ... *brave men*
With whom ... I've stood before
The last time ... when we landed
On June 6th of '44
Back then ... we were all *young men*
Eighteen or little more
Their lives ... *cut short* ... that morning



On this distant ... windswept shore
I stand here now ... and wonder
What would they ... have become
Had they survived ... that morning
Their lives ... allowed full run
One thing ... I know ... *for certain*
Of which ... there is ... *no doubt*
These brave young men
My pals ... from then
Would be ... *old*
White haired ... *with wrinkled brow*
Just like me ...
As I stand here ... now.



JUNE 2011

Women in Aviation

While these aviation pioneers have opened many doors, commercial flying has been, and appears to still be, a boys' club.



Aviation Engineers in WWII

When the ramp was lowered, the engineers waded the final 200 yards to the beach in waist deep water.



Meroke Build Club

We expect to have the Bird completed and ready to participate in the competition scheduled for mid-July.



A Conversation with...

Doug Frie





THE MEROKE RC CLUB - EST. 1963

YOUR CLUB NEEDS YOU! PLEASE VOLUNTEER!!!

June is a High-Flying Month for Women - from MS MAG June 14, 2010

by Carmen Siering



ABOVE: photo of a WASP (Women's Air Force Service Pilot); public domain, U.S

Although June is often associated with weddings, it would be better known as the month of women's firsts in flight. Women achieved a remarkable number of aviation records in June, beginning on June 4, 1784, when [Madame Elisabeth Thible](#) of Lyons, France, became the first woman to take to the air (in a balloon piloted by one Monsieur Fleurant). The flight lasted 45 minutes, covered four kilometers and reached heights of 1,500 meters. A newspaper account noted that Fleurant credited Thible with the success of the flight, both for feeding the balloon's fire box and for her extraordinary courage.

One hundred and forty years later, on June 19, 1928, pioneering pilot [Amelia Earhart](#) became the first woman to cross the Atlantic. The flight was arranged by Amy Guest, a wealthy American living in London, who had intended to make the flight herself. Guest's family objected, so they hired publicist [George Putnam](#) to look for a replacement. Putnam chose Earhart, who was not well known at the time, dubbing her "Lady Lindy" after the aviation hero of the day, [Charles Lindbergh](#). Though she was little more than a passenger on the flight, the sensation of a woman crossing the Atlantic made her an instant worldwide celebrity. Of course, Earhart later went on to earn fame for her own flying endeavors, and in 1932 became the first woman to fly solo across the Atlantic.

Moving into the modern era, the U.S. vowed to take the lead in the [space race](#), but its reluctance to use women pilots left the distinction of being first woman in space to Soviet cosmonaut [Valentina Tereshkova](#), who left Earth's atmosphere aboard [Vostok 6](#) on June 16, 1963. It took 20 years for the first American woman to follow, when, on June 18, 1983, [Sally Ride](#) flew out of Earth's atmosphere on the space shuttle Challenger. Ride was the third woman in space, following Soviet [Svetlana Savitskaya](#).

While these aviation pioneers have opened many doors, commercial flying has been, and appears to still be, a boys' club. The first woman commercial airline pilot was [Helen Richey](#), hired by Central Airlines in 1934. The [International Society of Women Airline Pilots](#) (ISWAP) website [notes](#) that Richey resigned 10 months later after being denied admittance to the all-male pilots' union.

Women in aviation continue to fight for their right to flight. [Women in Aviation International](#)'s most [recent data](#) counts 7,100 women commercial pilots in the United States in 2007, or just 6.17 percent of the total. The ISWAP [adds](#) that while approximately 4,000 of those women work for commercial airlines, a mere 450 seem to have achieved the rank of captain.

Women may be doing better in astronautics, where their contributions are becoming recognized as an everyday occurrence and less of a curiosity. While the field is still overwhelmingly male, [NASA](#)'s current [statistics](#) note that 53 women, including cosmonauts, astronauts, [payload specialists](#) and foreign nationals, have flown in space. Three women have served as space shuttle pilots—first [Eileen Collins](#), then [Susan Still Kilrain](#), and [Pamela Ann Melroy](#). Having several women on missions, not just the single token female, has become commonplace. With that said, it is still too common to see all-male crews greeting us on those long-distance video calls from orbit. Maybe the next "first" should be an all-female space mission just to even things up.



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Women in Aviation For more info: www.nasm.si.edu/research/aero/women_aviators/womenavsp.htm

When the subject of Women in Aviation comes up we all think of Amelia Earhart, at least I do. But have you ever heard of Bessica Raiche, Elinor Smith or Ruth Nichols, how about Jacqueline Cochran and Harriet Quimby? Here are some amazing women pilots.



Bessica Raiche

On September 16, 1910, Bessica Raiche made the first accredited solo flight by a woman in the United States. Raiche was considered a "new" woman of the 20th century because she drove an automobile and wore bloomers. Besides being an accomplished musician, painter, and linguist, she also participated in such typically masculine activities as swimming and shooting. While studying music in Paris, she became intrigued by the flying of the Baroness Raymonde de la Roche. Settling in Mineola, New York, she and her husband, Francois, built their first plane, a Wright type, in their living room. It was in this frail craft of bamboo and silk that she made her solo flight. In October 1910, the Aeronautical Society honored her with a dinner and a gold medal as America's first woman aviator. The Raiches expanded their home-based silk, wire, and bamboo aircraft industry into a profitable French-American company. Eventually, when Raiche gave up flying for health reasons, she embarked on another demanding career as a doctor of medicine. She became one of the nation's first woman specialists with a practice in obstetrics and gynecology.



Elinor Smith

Elinor Smith soloed at 15, earned her license at 16, and holds the honor of having flown under all four bridges (1920's era) in New York City. By age 17, in early 1929, Smith was trading records with other women pilots of the day, establishing marks in endurance in a Brunner Winkle Bird in January (13 hours, 16 minutes) and in a Bellanca CH in April (26 hours, 21 minutes). Bellanca hired her as a demonstration pilot and later as a high altitude test pilot. Smith teamed up with Bobbi Trout in November of 1929 (after two unsuccessful tries) to set a new women's endurance record of 42 hours and to become the first women aviators to accomplish aerial refueling. Their Sunbeam airplane was refueled from a Curtiss aircraft which had an emergency landing after 30 hours, forcing the women to land when their fuel was exhausted. In 1930, Smith set a women's altitude record of 27,418 feet in a Bellanca Pacemaker and she was named Woman Pilot of the Year at the tender age of 19. She made two attempts in 1931 to regain the record, passing out the first time. She also set a straight course speed record for women of 229 mph in 1932. From 1930 to 1935 Smith was an aviation commentator for NBC radio, covering such events as the Graf Zeppelin landings in the United States and the National Air Races. She was a frequent contributor of aviation articles to several magazines as well. In New York, she helped shape aviation policy as an official advisor to the New York State Aviation Committee.



Ruth Nichols

Ruth Nichols was the only woman to hold simultaneously the women's world speed, altitude, and distance records for heavy landplanes. She soloed in a flying boat and received her pilot's license after graduating from Wellesley College in 1924, becoming the first woman in New York to do so. Defying her parents wishes to follow the proper life of a young woman, in January 1928 she flew nonstop from New York City to Miami with Harry Rogers in a Fairchild FC-2. The publicity stunt brought Nichols fame as "The Flying Debutante" and provided headlines for Rogers' airline too. Sherman Fairchild took note and hired Nichols as a northeast sales manager for Fairchild Aircraft and Engine Corporation. She helped to found the Long Island Aviation Country Club, an exclusive flying club and participated in the 12,000-mile Sportsman Air Tour to promote the establishment of clubs around the country. She was also a founder of *Sportsman Pilot* magazine. Nichols set several women's records 1931, among them a speed record of 210.704 mph, an altitude record of 28,743 feet, and a nonstop distance record of 1,977.6 miles. Her hopes to become the first woman to fly the Atlantic Ocean were dashed by two crashes of a Lockheed Vega in 1931, in which she was severely injured, and again in 1932. In 1940, Nichols founded Relief Wings, a humanitarian air service for disaster relief that quickly became an adjunct relief service of the Civil Air Patrol during World War II. Nichols became a lieutenant colonel in the CAP. After the war she organized a mission in support of UNICEF and became an advisor to the CAP on air ambulance missions. In 1958, she flew a Delta Dagger at 1000 mph at an altitude of 51,000 feet. A Hamilton variable pitch propeller (which allowed a pilot to select a climb or cruise position for the blades), from her Lockheed Vega is displayed in the *Golden Age of Flight* gallery. Nichols' autobiography is titled *Wings for Life*.



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Harriet Quimby

While Despite a very short career, Harriet Quimby remains one of the most popular pioneer female aviators. Stylish in her purple satin flying suit, Quimby was the first American woman to earn a pilot's license and the first woman to fly solo across the English Channel. Born in Michigan, Quimby and her family moved to California and in 1902 she took a job as a writer for the Dramatic Review in San Francisco. In 1903, she began writing for Leslie's Weekly in New York City. She attended the 1910 Belmont Park Aviation Meet and was so inspired by John Moisant's performance she asked him to teach her to fly. On August 1, 1911, Quimby received her Federation Aeronautique Internationale certificate and immediately joined the Moisant International Aviators, an exhibition team. She traveled with the Moisant group to Mexico and became the first woman to fly over Mexico City. Quimby purchased a Bleriot 50 monoplane in France in March 1912 and began preparations for an English Channel flight. Her advisor, Gustav Hamel, unsure of a woman's ability to make such a flight, offered to disguise himself as Quimby and make the flight for her. She refused and flew from Dover, England, to Hardelot, France (about 25 miles south of Calais) on April 16, 1912. She became an instant sensation and returned triumphantly to the U.S. On July 1, 1912 at the Harvard-Boston Aviation Meet, Quimby was flying in the Bleriot with William Willard. Suddenly the aircraft pitched forward and

Willard was thrown from his seat; the aircraft then flipped over, tossing Harriet out too. Both Quimby and Willard fell to their deaths in Dorchester Harbor. Ironically the aircraft glided to a landing with little damage.



Jacqueline Cochran

At the time of her death in 1980, Jacqueline Cochran held more speed, altitude, and distance records than At any other male or female pilot in aviation history. She grew up in poverty in the Florida panhandle and left her job in the cotton mills when she was ten for a live-in position at a beauty salon. By the early 1930's, Cochran worked her way up to beautician at fashionable Antoine's in the Saks Fifth Avenue stores in New York City and Miami. Cochran then established her own cosmetics company and learned to fly at the suggestion of her future husband, millionaire Floyd Odlum. In 1932, she received her license after only three weeks of lessons and immediately pursued advanced instruction.

Cochran set three major flying records in 1937 and won the prestigious Bendix Race in 1938. In 1941, Cochran selected a group of highly qualified women pilots to ferry aircraft for the British Air Transport Auxiliary. In 1942, Cochran, at the request of Army General Henry "Hap" Arnold, organized the Women's Flying Training Detachment (WFTD) to train civilian women pilots in anticipation of a shortage of military pilots during the war. The WFTD was merged with Nancy Love's Women's Auxiliary Ferry Squadron (WAFS) to form the Women Airforce Service Pilots (WASPS) with Cochran as director. From 1943 to 1944, 1,074 women trained and flew over 60 million miles, ferrying aircraft, towing targets, and performing other administrative flying duties. The WASPS were disbanded in 1944, but were given retroactive military status in 1977. Following the war, Cochran continued to establish speed records into the 1960's. She was the first woman to break the sound barrier, doing so in 1953 in an F-86 Sabre jet. She was a fourteen-time winner of the Harmon Trophy, awarded to the best female pilot of the year. Cochran flew the Beech Staggerwing and Lockheed F-104, examples of which are displayed, respectively, in the Golden Age of Flight and outside the Planetarium. Cochran authored two autobiographies - *The Stars at Noon* and, with Mary Ann Bucknam Brinley, *Jackie Cochran*.



AVIATION ENGINEERS IN WORLD WAR II:

Key to Allied Successes from Normandy to V-E Day

by Dr. Ronald B. Hartzler AFCESA Historian

from The U.S. Air Force "Civil Engineer" Vol.2 NO. 4
Report for May-June, 1994



World War II poster shows engineer destroying enemy aircraft.

Operation Overlord's planners recognized that airfield availability would be a determining factor in its success or failure.

As Americans commemorate the 50th anniversary of the Allied landings on the coast of France on June 6, 1944, Air Force civil engineers should remember the Aviation Engineers' role in Operation Overlord, the preparations for the invasion, and the critical work performed on the continent between June 6, 1944 and May 8, 1945.

First Aviation Engineers

The first Aviation Engineers quietly landed in England in the late Spring 1941. The mission was to begin planning facilities for future air operations and air defense.

From this modest beginning, the deployment of Aviation Engineers to the United Kingdom grew to several thousand.

Between 1941 and 1944, these engineers were busy. They constructed the bases used by the 8th Air Force. For more than two years, they built bomber, transport, and fighter bases to support bombing and escort operations over the European continent. They also supported the massive buildup of people, equipment, vehicles, and planes in anticipation of the cross-channel invasion.



On the coast of Normandy, an airfield at St. Pierre du Mont, constructed by Ninth Engineer Command, became an important base for aircraft supporting the Allied drive toward Germany.



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Ninth Engineer Command

Operation Overlord's planners recognized that airfield availability would be a determining factor in its success or failure. A tactical air force, to be truly effective, required airfields as close to the front lines as possible to support a fluid and fast-moving operation.

To provide these airfields, a new organization was established, Ninth Engineer Command. Originally, no separate engineer command had been planned.

However, because of the North African experience, where aviation engineers functioned as an integral part of the air force, Army Air Forces leaders such as Lt. Gen. Lewis Brereton strongly pressed for an engineer command.

A provisional command conducted the training for the aviation engineer battalions until March 30, 1944, when the Ninth Engineer Command was activated.

Four regimental headquarters commanded 16 battalions of engineers, while the command headquarters retained control of three airborne battalions and a camouflage battalion. Brig. Gen. James B. Newman became the commander, Ninth Engineer Command.

Before the Invasion

In the months prior to the invasion, the engineers found themselves in a constant race to provide the facilities and airfields for combat aircraft constantly arriving in theater.

However, this work was exactly the type of training the engineer's required in preparation for their work on the continent.

By May 1944, the planes crowded airfields to more than double their capacity, while the people lived in field conditions facing difficult sanitation problems.

The Normandy Mission

The task set out for the Ninth Engineer Command in France during the first 40 days was formidable:

I Two emergency landing strips (ELS) to be prepared on D-day, one each on Utah and Omaha beaches;

I Two refueling and rearming strips on Omaha beach by D plus three;

I Four advanced landing grounds on Omaha and one on Utah by D plus eight;

I Five advanced landing grounds on Omaha and three on Utah by D plus 14;

I A total of 35 advanced landing grounds would have to be constructed during the first 40 days to accommodate the operation of 58 squadrons of aircraft, if the planned rate of ground advance was reached.

By late May 1944, the engineers were ready.



Brigadier General
James B. Newman

Utah Beach

At 1050, first squad, third platoon of Company A of the 819th Engineer Aviation Battalion landed at Utah Beach, under the command of 1st Lt. Herbert H. Moore.

When the ramp was lowered, the engineers waded the final 200 yards to the beach in waist-deep water. A D-7 tractor followed closely behind and after that came the second squad, then a motor grader, the third squad, another grader, a 2 1/2 ton truck, and finally another D-7 tractor.

Men and equipment dispersed on the beach with only one casualty from shrapnel. Lieutenant Moore had to wait until the infantry had taken the land for the ELS. Although the equipment had dispersed on what turned out to be mud flats, it was extricated and reached the site by 1800.

Work commenced immediately and the engineers completed the strip by 2115. The men dug foxholes and spent their first night on the continent avoiding the considerable sniper fire.

Omaha Beach

Work commenced immediately and the engineers completed the strip by 2115. The men dug foxholes and spent their first night on the continent avoiding the considerable sniper fire.

The landings at Omaha did not go as planned. Elements of the 834th, under the command of Lt. Col. John Livingston, made repeated attempts to land at their scheduled location. Their landing craft grounded several times on beach obstacles in point blank fire.



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The Army made an urgent request for an airstrip to evacuate wounded soldiers and receive emergency supplies, so the engineers continued to develop the St. Laurent-sur-Mer ELS into a transport strip.

On D plus one, the unit beached at the nearest feasible location, several miles east of the planned site. The remaining elements of the unit landed at various locations up and down the coast. The scattered troops met at their intransit area, but found the planned sites for airfields still under enemy control.

Also at Omaha Beach, the lead party of the 820th proceeded to about two miles from the shore where a Navy patrol ordered them to return and stay clear of the enemy shelling.

At 1630, they succeeded in reaching the beach, but a shell struck close by just as the ramp was being lowered, injuring several men from other units who were also in the craft, and seriously damaging the craft itself.

They turned back and tied up to a landing ship, tank (LST) for the night. The next morning, another landing craft towed them to shore.

A Site that Grew

The two initially planned sites remained in enemy hands by D plus two, so the engineers of the 820th and 834th found another suitable location near St. Laurent-su-Mer. They rapidly scraped out an ELS at the site, still awaiting for the other sites to be **taken**.

The Army made an urgent request for an airstrip to evacuate wounded soldiers and receive emergency supplies, so the engineers continued to develop the St. Lament-sur-Mer ELS into a transport strip.

By 2100 on D plus two, they had constructed a 3,500 by 140- foot runway that received its first aircraft the following morning. For the next several weeks, an average of 100 C-47s landed at the airfield daily.

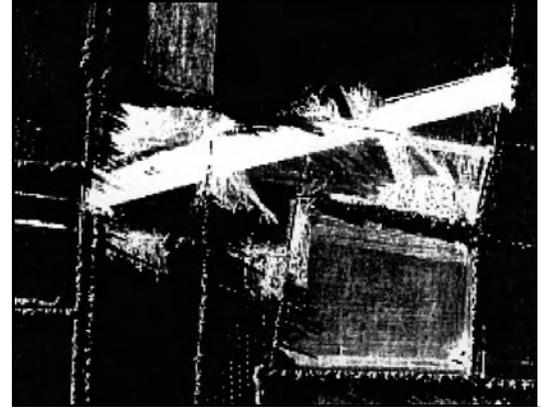
Although unplanned, this became the first operational American airfield in France.

Engineers continued to construct airfields in the weeks following the invasion.

Men of the 816th marched 14 miles inland to the site of their planned airfield at Cardonville. They arrived in time to help the Rangers clear the area of German soldiers, taking 13 prisoners.

They then went to work constructing an airfield, completing it on June 13. The field supported 500 fighter missions in the first week.

By the end of June eleven American airfields were in operation and five more under construction.



An aerial view of an emergency landing strip constructed during the early days of the Allied

Constructing Airfields on the Continent

The original plans called for approximately two-thirds of the airfields to be built to fighter specifications- a 3,600-foot runway. However, the Luftwaffe's ineffectual reaction to the invasion permitted the Ninth Air Force to use their aircraft as fighter/ bombers, which dictated the construction of 5,000-foot runways.

The engineers used primarily square mesh track, pierced steel planking, hessian matting, or a combination of all three as runway materials.

Engineer Effort

The accomplishments of the engineers were attributable to their hard work and skill, and a continuing motivation to get the job done. During those hectic first weeks, the engineers averaged 16 hours a day, seven days a week. Units withdrawn from construction work to perform maintenance work on other fields considered their 10-hour workdays as a "rest."

They were able to keep up their long hours and maintain a high morale because results were clearly and immediately evident as planes took off and landed as soon as the runways were completed.

Contribution to Victory

Aviation Engineers of the Ninth Engineer Command followed the front across Europe and worked on airfields in Germany, Austria, and Czechoslovakia.

By the end of the war in Europe, they had constructed or rehabilitated 241 airfields on the continent; 182 were still in use on V-E Day.



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The Build Club



The purpose of "Smoke Signals" the Newsletter of the Meroke RC Club is to publish pertinent information to the members. So here is some pertinent information that I have witnessed first

I believe the Meroke RC Club was founded in 1963 to advance and stimulate the hobby of RC flying and modeling. Along with that I also believe the concepts of HELP, COOPERATION AND KNOWLEDGE go hand in hand. Those founding ideas dictate that it is our duty to HELP, COOPERATE AND TEACH each other along with new members and promote the hobby to future generations of flyers. What I have

observed is that, this is exactly what our members are committed to, I saw it first hand when I joined the club. What I have seen that makes the Meroke RC Club special is that these ideas can be found any day at Lufbery Aerodrome and especially in the building club.

The building club should never perish from this organization not only because it is run by two extraordinary gentleman, Charlie Lando and Nelson Ramos, but because it promotes the essence of what this Club is all about, a camaraderie and a willingness to help and teach those of us that are not experienced flyers and builders and are struggling to get a handle on things.

To give you an idea of what I am trying to say, maybe not as eloquently as I would like, is that at one of the Saturday building sessions recently I was looking to swap out my old landing gear with "Fults" front gear and "Dubro" main gear and low bounce wheels. Not only was I instructed on changing out the gear but also I found out that I needed to add plywood to the fuselage of the plane to mount the main gear properly. When I said that the only plywood I could find was larger sheets than I needed Lou Pinto, without hesitation, said that he would cut me the needed wood and bring it to the next session. He also volunteered white trim to match the underside of my fuselage and basically anything else I needed to do the job correctly. When I thanked Lou in an e-mail his response was "THIS IS WHAT OUR HOBBY IS ALL ABOUT". Yes Lou, "THIS IS WHAT OUR HOBBY IS ALL ABOUT" and thank you for continuing that tradition that makes the "Meroke RC Club" what it is, not only a Hobby Club but also a Club that teaches and promotes a true respect for people and the great Hobby that we all are lucky to enjoy.





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The Build Club - Bird Of Time by Charlie Lando

Late last summer, Dr. Phil received a challenge from the LI Silent Fliers for the Merokes to join with a group to build a *Bird of Time* glider and compete with them and other clubs in flying theirs.

Phil referred the challenge to several of the Merokes who decided to suggest that the Club “pick up the gauntlet”. Not to be outdone, they proposal to have the Club purchase a *Bird of Time* and build it as our building project for the year and it was approved.

So, the Bird and the required building materials were purchased and construction started as a Building Club project in mid-December. Lead by Ernie Schack and myself the participating builders include: Nelson Ramos, Lou Pinto, Bob Henken, Charlie Whalen, and Joe Petrozza.

As of this writing – late March – the fuselage and tail assembly of the Bird have been completed and assembled. The wing – being built in four separate sections – has been a pain, particularly since the instructions leave a lot to be desired. But, Ernie, who has tried to write assembly instructions for planes he designed, says, “That’s the toughest part!” and we’re just about finished.

We expect to have the Bird completed and ready to participate in the competition scheduled for mid-July.

One thing we have included in putting the Bird together is to plan to add electric power so that it may be flown at Lufbery Aerodrome. That is, IF it survives its competitive flights!!

And while this was going on, Nelson was able to work with Sylvain Mitelheiser (whose FIRST effort is a beautifully built bipe), Dennis Osik and several others to prepare their aircraft for flight.

Finally, we thank all the Merokes for their support of our effort. It’s been a “ball”. And, we builders think that our get-togethers are one of the best parts of belonging to Our Club!!!

Now we start to think about next “building season”!!!

Since this posting by Charlie Lando the “Bird of Time” has been completed and the Build Club is planning to test fly the Bird this month with the competition this July.





A CONVERSATION WITH DOUG FRIE

Doug Frie was born in *the Bronx New York* on June 28, 1945 to his parents Herb and Geraldine. *Doug grew up in the Bronx. Flushing and Bellmore.* He graduated from WC Mephram High School in 1962. After graduating from Nassau Community, Hofstra University and dental school at Columbia he worked for several dentists and opened his own practice in 1974 and has been there since then.



Doug is the proud father of two children, Douglas and Alyson ranging in age from 34 to 38 years old. Douglas lives in Holly Springs, NC and Alyson lives in Miller Place NY. Each has three children...Alyson's children are Aiden who is 10, Avery, 8 and Cole Michael is seven. Douglas's children are Colin, 12, Kyle, 11 and Kailyn 3 years old

Today Doug and his beautiful wife Chris whom he married in 1968 live in East Meadow. Doug enjoys reading, fishing, video games, hockey and especially his six GrandKids and of course his planes, mostly ARF's now but he enjoyed building years ago.

Doug currently holds the position of Field Safety Officer and is also a Field Controller. Since he joined the Meroke's in 2004, Doug has served the club holding the position of Recording Secretary.

Doug has about a half dozen planes, mostly sport flyers, a dozen engines of various sizes and no room in the basement for anymore!!

Question - HOW DID YOU GET IN OUR HOBBY?

Answer - I started as a kid around 6-7. Built rubber powered and tow line gliders. First R/C was a Goldberg Junior Falcon with single channel Futaba system, push button, rubber band escapement etc.

Question - WHERE DID YOU LEARN TO FLY?

Answer - Really learned at Stilwell Woods with the Long Island Flyers, then went to power at Cedar Creek, mid-late 70's.

Question - WHAT IS YOUR FAVORITE TRICK OF THE TRADE?

Answer - Used to be having someone else do the first flight on a new plane. Now I do it myself!

Question - What are your favorite foods?

Answer - Cheeseburgers, my wife's pasta and tomato sauce, especially the meatballs (she's Italian).

Question - ONE THING ABOUT YOU THAT WOULD SURPRISE US?

Answer - That I weigh over 200 pounds. Do I look it?



A Tale of Two Batteries or Why do we Cycle Them

by Ernie Schack - 4/21/11



Over the years I've heard that NICAD batteries can develop a memory, but I've also heard that this has never been proven. Not being willing to take a chance on losing an airplane, I've made it a practice to cycle my batteries once a year,

Last year I bought two identical 700 ma packs and

cycled them until they both showed a capacity of over 700 ma. I put one pack in storage and the other in an airplane that I flew regularly last summer and fall. Each week I would top off the battery before flying on the weekend, never flying long enough to bring the battery down to a low level. This year I returned to the practice of topping off prior to weekends, expecting to fly. Poor weather on the weekends has kept me from flying however.

Last weekend again turned out to be too windy so I took the opportunity to cycle the battery packs. The pack that had been in storage showed a capacity of 710 ma. The first cycling of the pack in the airplane produced a reading of 165 ma, the second, a reading of 125 ma and the third came up to 640 ma.

It's a good thing the wind kept me from flying---I might very well have lost an airplane. As far as I'm concerned, this proves the validity of the NICAD memory concept and the need to cycle batteries on a regular basis if you only have short flight sessions.

Speaking of Building

A portion of this Newsletter has had as it's focus **BUILDING**. The airfields at Normandy and throughout the European campaign and our own **BUILD CLUB**, but there is one more piece of construction that should be mentioned here and appreciated by all club members..A special thank you to our friend and Meroke Club member Roger Scanlon who **VOLUNTEERED** his time, skill and equipment to dismantle the old shed at the Lufbery Aerodrome and construct a new and improved structure. Roger spent the better part of Monday May 9th along with his son Roger on the project and completed the shed the next day. The club is now able to store trainers and other important items at the field and keep them safe from the elements. We also should thank Paul Fornuto and James Tavernese who **VOLUNTEERED** and painted the shed. Thank You, Roger, Paul and James! You are great Club Members!

Calendar

JUNE 2, 2011

Club Meeting

Show and Tell

JUNE 5, 2011

19TH ANNUAL OPEN FUN FLY
Lufbery Aerodrome at Cedar Creek Park
Seaford, NY 9:30 AM - 3:00 PM
Pilot Registration closes at 8:45a

JUNE 16, 2011

Club Meeting

Virtual Fun Fly

JUNE 18, 2011

Top Gun - Lufbery Aerodrome

BIRTHDAYS

- June 3 **Pat Saverese**
- June 5 **Bernard Zarem**
- June 13 **Terry O'Grady**
- June 28 **Joe Cieslewicz**
- June 28 **Doug Frie**
- June 28 **Mathew Ho**
- June 30 **Frank Anzaldi**

Send all suggestions to:
newsletter@meroke.com