



SMOKE SIGNALS

A little over six years ago I submitted my first attempt as editor of SMOKE SIGNALS and this is what the first page looked like. Once again we are Turning the next page!, starting in January Mel Brenner will be the new SMOKE SIGNALS editor. I am very proud of the body of work I have presented to you over the years but I could not have done it without your encouragement and support. I know you will extend that encouragement and support to Mel as well. As I said I am proud of what we have accomplished, so in the following pages I have resurrected portions of some of my favorite stories, many of which were suggested by members of the club. I invite you to look back with me and revisit them in their entirety by going to www.meroke.com and click on NEWSLETTER to read the archived editions including this very first edition.

Turning the next page!



You probably have learned by now that I have been named the new editor of "Smoke Signals". This being my first edition I would like to ask you all for your support. I know that I have a difficult task ahead of me, filling the shoes of Russ Rhine. For the past five years Russ has delivered you an outstanding and informative publication and I hope that I can continue that tradition. You as members of the "Meroke RC Club" should expect a publication that is timely, informative and fun. I plan to give that to you but I will need and appreciate any help you can give me to reach that goal. With all that said here she is, I hope you enjoy!

Dennis

October 2010

Flying into the eye

Duckworth finally reached his fill of the British giggling and whining and ridiculing of the AT-6 aircraft



To C or not to C

I am going to show the differences between three different C rated LiPo packs



Pattern Primer

Precision aerobatics is a type of disciplined RC airplane flying where pilots strive to perfectly execute a series of aerobatic maneuvers



A Conversation with...

Ted Evangelatos



SUGGESTION BOX

TIP OF THE MONTH

Send all suggestions to:
newsletter@meroke.com



This one comes from Joe Petrozza... Instead of a small tank to catch fuel spillage use metal tubing and a length of fuel hose and direct the over flow right back to the gallon container.

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NEWSLETTER

CALENDAR

DECEMBER 1
Meeting
CLUB AWARDS

DECEMBER 15
THE MEROKE HOLIDAY PARTY



Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

Mel Brenner
John Cappabianca
Tom Dutton
Ray Maramara
Tony Pollio
Nelson Ramos

UPCOMING PROGRAMS

December 1 **MEETING...CLUB AWARDS**

December 15...**HOLIDAY DINNER**

UPCOMING RAFFLE PRIZES

The raffle prizes are...OS 46, Magnum 72 4 Stroke, Phoenix Spitfire and GP Stick
If you can not make a meeting have your buddy buy some raffle tickets for you and support our club.

THE MEROKE HOLIDAY PARTY will be held 7:30P, Thursday night, December 15

ANGELINA'S RESTAURANT

33 ATLANTIC AVE

LYNBROOK, NY 11563

SAME PLACE AS LAST YEAR

The party will be in lieu of the meeting scheduled for that night.

Mr. Meroke will be named at the party.

NO COST TO MEMBERS IN GOOD STANDING AND GUESTS ARE \$40 EACH.

PLEASE RSVP GENE KOLAKOWSKI

*****NOTE:**

DUE TO TECHNICAL DIFFICULTIES THE NOVEMBER MEETING MINUTES WILL NOT APPRAR IN THIS NEWSLETTER

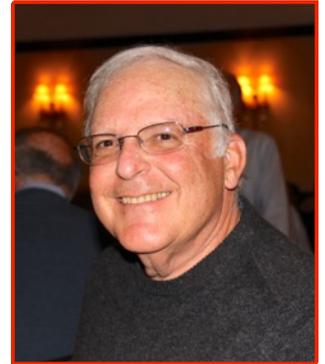
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MESSAGE FROM THE PRESIDENT

Congratulations to the newly elected club officers and volunteers. The notion that “nobody does anything” was refuted especially as we were working on the awards for this meeting. However, it is true that certain members do more than their fair share so if you are new to the club or haven't been active, please step up this year.

Reflecting over the past year has led me to one main conclusion – feed them and they will come. I hope that we will continue the bagel and pizza meetings, both in the clubhouse and at the field. Hot Dog Sunday is popular in the monthly schedule with maybe a fun fly thrown in. We also have to make better arrangements for sunny weather for the paintball events. Lastly, our by-laws need attention as definitions and dates should be amended.

I would like to thank Mel and Dennis especially for the tireless efforts in assisting me and for keeping the club so well informed with rosters, messages and of course Smoke Signals. In conclusion, I want to wish everyone a happy, healthy and prosperous new year.



ELECTION RESULTS

Congratulations to our newly elected Executive Committee and Board of Directors. We should all be grateful for their willingness to serve the Meroke RC Club.

PRESIDENT
JOE PETROZZA

VICE PRESIDENT
LOU PINTO

TREASURER
RUSSELL RHINE

RECORDING SECRETARY
BOB HENKEN

CORRESPONDING SECRETARY
MEL BRENNER

BOARD OF DIRECTORS

MICHAEL HAGENS

DENNIS OSIK

TONY POLLIO

NELSON RAMOS

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ASK  DR PHIL

Dr. Phil,

My brand new 2-stroke ABN engine is very hard to turn over by hand. It seems to 'stick' at one point and I can't turn it past that point without using a lot of force. Is something wrong?

An ABN engine has an Aluminum piston and a Brass liner with Nickel alloy plating. A ABN engine's liner is tapered towards the top. This causes the piston to "grab" as it moves towards Top Dead Center (TDC) when the engine is cold. (Some engines will actually seize if you turn them over when cold, requiring considerable force to turn them through TDC.) When an ABN engine is run, the heat of combustion causes the metal parts to expand. Because the piston and cylinder liner are made of different metals, they expand at different rates. The liner expands just enough to make a nice fit for the piston once the engine warms up. The liner is tapered because the cylinder is hotter near the top. The different temperatures cause different amounts of expansion, making a perfect fit when your engine is at optimum operating temperature.

You may interpret what you feel as play in the connecting rod. This is almost never the case with a brand new engine. What you are feeling is a slight springing of the connecting rod as you force the engine through TDC. The piston doesn't go all the way to the top, causing the rod to flex slightly, which gives an "over the center" feeling. Many people have interpreted this as play in one of the rod ends, but it is not and is perfectly normal.

Dr. Phil,

How do I break in my new ABN engine (for example, 46AX)?

Your ABN engine must be broken-in at full throttle. You don't want to run it too rich. Too- rich running will not allow it to warm to proper temperatures, so the liner does not get properly seated. Lean it until it is running just out of what is known as "four-cycle" mode, then gradually work leaner with each run.

You can lean it to peak RPM as soon as the engine will accept it.

You should prop your engine to allow higher RPMs. ABN engines work better at higher RPM. You should also use a fuel that contains castor oil in the lubrication mix. Castor oil helps the engine run well and is the better lubricant for our ABN engines. All-synthetic fuels have been known to cause difficulties in running at times.

Once properly broken-in, your ABN-type engine will serve you well and deliver lots of reliable performance.



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Update Meroke R/C Club Building Program by Nelson Ramos

Hi Denis,

Update on Meroke building program. I have attached eight pictures from our last building session for November.

We had an average of 13 members attending the building sessions. This past week just before the Thanksgiving holiday we had less Merokes, but still enough to make a busy Saturday morning.



John Cappabianca, he's stripping an old free flight model, he intends to cover it with monokote plus power it with a .45 size glow engine. This project should be ready by the Spring of next year.



Tim Vess and Eppi Santiago working on last years' Fun-One project. They are on the covering portion of the build. Tim is covering the wing while Eppi is on the fuselage. The fun-one will also be ready by the 2017 Spring season.



Robert Henken. This fuselage was lost in woods for months in Lufbery Field. It was found and return to Robert. He decided to strip it and clean it up. This is very possible due to the fact that the wood is still in good condition. Over the coming weeks he will condition the balsa wood plus cover it with monokote, install the electronics and engine. After he completes this project he should have it ready for the start of the flying season..



Curtis Underdue learn how to silver solder from Nelson Ramos and follow through with the information to his follow Merokes. Joe Petrozza and Eppi Santiago.



Paul Rozek working on a paint ball model. He stripped ,repaired it and is now sanding the balsa getting it ready for covering . After the covering there is still more to do. Servos, push rods, radio, fuel tank, engine. Setting the throws plus CG

Roy Southard, Richard Waldman, Dave Bell, Michael Hagens, James Gilmartin, Mel Brenner, Kieth and Marc Trager, couldn't attend due to holiday and family schedule.

As you can see the guys are on different tasks. James Glimartin is taking on an aggressive project, he plans to build five profile paint ball models for next year.

To all members this building program is yours. Take advantage of it bring your build or repair and join us on Saturday mornings.

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ABANDONED & LITTLE KNOWN AIRFIELDS-NEW YORK (SMOKE SIGNALS NOVEMBER 2010)

Hicksville Aviation Country Club, Hicksville, NY

40.74 North / 73.53 West (East of New York, NY)

According to an article by John Fleischman in the 2/99 issue of Air & Space / Smithsonian Magazine, this airfield was founded by an elite group of fliers who formed what they thought would be the first of a string of aviation country clubs that would extend from coast to coast.

A national committee had been formed in April 1928 to issue charters, and at one point, 114 such clubs were supposedly in the works.

Charles Lindbergh was a charter member of the Aviation Country Club in 1929.

He was brought in by its first president, Charles Lanier Lawrance, who'd designed the Wright J5C Whirlwind air-cooled radial engine for the Spirit of St. Louis. Lindbergh, who had just married Anne Morrow that May, taught his bride to fly at the club.

The club's treasurer was another giant of the aeronautics industry, Chance Vought, and the board was fleshed out with society types, such as Cornelius Vanderbilt Whitney and Reginald Langhorne "Peter" Brooks, a band leader & a superb young pilot (he was also the nephew of Lady Astor).

The Aviation Country Club of Long Island opened in June 1929, which turned out to be very unfortunate timing, as the stock market crashed 4 months later.

An article (courtesy of Bob Levittan) described the club as follows: "The Aviation Country Club, which is at Hicksville, is the swankiest of its kind in the country. There are dozens of other flying clubs in the U. S., the most active ones lying west of the Alleghenies. But most of them use commercial hangars & airports. Often enough they consist of a group of enthusiasts who own a secondhand Waco & take off from a cow pasture. The Aviation Country Club, however, counts 175 wealthy flying members.

Of these, 76 own their own planes & most of the rest are licensed pilots. The Club's swimming pool, tennis courts & clubhouse (with 4 bedrooms) are frills.

The members really pay their \$250 initiation fee & the \$150/year dues because the Club offers useful facilities for their planes: a landing field, a big hangar, mechanics, fuel & oil. It has a flying instructor, just as another country club would have a golf pro. It rents & sells planes.

Every now & then, it stages an air demonstration, comparable to an invitation golf match...



July 17, 1938: 'Wrong Way' Corrigan Gets It Right (SMOKE SIGNALS March 2011)

from "WIRED Magazine"



1938: Douglas Corrigan claims his place in the annals of aviation history when he "mistakenly" flies from New York to Ireland. With a single flight, Corrigan breaks the law, charms the Irish, becomes an American hero and earns an unforgettable nickname.

According to the flight plan he filed beforehand, his destination was California. Maybe it was, and maybe it wasn't: Corrigan had wanted to fly to Ireland all along, hoping to emulate [Charles Lindbergh's solo trans-Atlantic flight](#) of a decade earlier. But the Bureau of Air Commerce denied the request, on the grounds that Corrigan's plane -- a rather well-used Curtiss Robin OX-5 monoplane -- was too unstable for a long flight over water.

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GERMANY'S STEALTH BOMBER (SMOKE SIGNALS April 2011)

Keep in mind, this aircraft was built in the 1940's. It resembles our Stealth bombers of today. Had Hitler got these into production sooner, the world would be much different today.



With its smooth and elegant lines, this could be a prototype for some future successor to the stealth bomber. But this flying wing was actually designed by the Nazis 30 years before the Americans successfully developed radar-invisible technology. Now an engineering team has reconstructed the Horten Ho 2-29 from blueprints, with startling results.

CHARLIE BROWN MEET FRANZ STIGLER (Excerpts from SMOKE SIGNALS July 2011)

'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...'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.



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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.

NIKOLA TESLA - The Father of RC (SMOKE SIGNALS May 2011)



The Robot Boat of Nikola Tesla Comes to Life

In 1898, six years before the Wright brothers flew, Nikola Tesla, a Serbian-born American immigrant, designed and built a pair of radio controlled, robot boats. He applied for and was granted patent number 613,809 "Method of and Apparatus for Controlling Mechanism of Moving Vessels or Vehicles" by the US Patent Office for these boats.

The craft were constructed of iron, powered by a electric battery of his own design, and equipped with a radio-mechanical receiver that accepted commands from a wireless transmitter. The boats were equipped with a large whip antenna, a modular space that could carry a charge, diving rudders, a prop and electric running lights that could all be remotely controlled.

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The Beauty and the Brain (Excerpts from SMOKE SIGNALS March 2013)

combined from german-way.com and hubpages.com



Hedy Lamarr came up with an idea for tracking torpedoes that used a method that rapidly switched the transmitted frequencies referred to as 'frequency hopping' such that the enemy wouldn't be able to pick up and interfere with the transmission. George Anthiel's idea was to use a punched-paper mechanism, similar to the paper roll of a player-piano, to switch frequencies. The trick was co-ordinating the signals between the control ship, and the torpedo. Once that problem was more or less solved, they applied for a patent on the process, which they were awarded in 1942.

FROZEN IN THE SANDS OF TIME: (SMOKE SIGNALS MAY 2014)

Eerie Second World War RAF fighter plane discovered in the Sahara... 70 years after it crashed in the desert



He was hundreds of miles from civilization, lost in the burning heat of the desert.

Second World War Flight Sergeant Dennis Copping took what little he could from the RAF Kittyhawk he had just crash-landed, then wandered into the emptiness.

From that day in June 1942 the mystery of what happened to the dentist's son from Southend was lost, in every sense, in the sands of

The Forgotten Giant Arrows that Guide you Across America

(Excerpts from SMOKE SIGNALS September/October 2015)



All over the country, 70-foot concrete arrows can be found in remote locations. Follow them, and they'll point you out of the desert. They come courtesy of the US Postal Service's Air Force and will point you all the way across the continental United States. They were constructed in 1924 to guide postal planes in the right direction as they carried mail from coast to coast.

These old planes couldn't rely on radio as much at the time, so they used these arrows, along with beacon towers, to navigate.

