



AMA Club #458 

Meroke Radio Control Club EST 1963



Smoke Signals



NEWSLETTER

November 2019

Calendar

Upcoming Events [Events](#)

Nov 7, 2019	Club Merger Vote
Nov 17, 2019	Meeting
Dec 5 th 2019	Holiday Party

Birthdays

Keith Folio
Ken Mandel
Lou Pinto
Marc Trager
Bob Wohlgenmuth



others that may follow in the future. The motion as stated by the board was agreed to and passed by the members. This gives the opportunity for the Nassau flyers however you look at, to join or merge with the Merokes. Not to be political or take any sides I will leave you with this, I think everything is not meant to be consolidated or prepackaged into one for many reasons. Maybe it is possible that we do end up a larger club or 3rd party entity at some point as the hobby evolves. Mergers are not always pretty or may not even make sense to everyone. This is why we vote.

Congratulations !

-Marc Trager Passed Senior Pilot Test !!!!!!!!

Meeting Vote

-Pete Finocchio – Editor

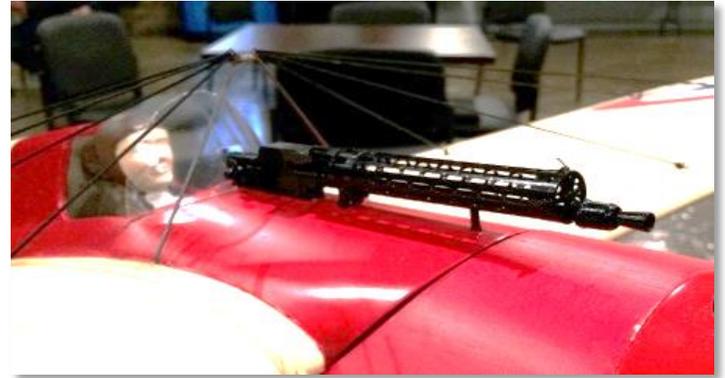
The November 7th meeting discussion to merge the Merokes and Nassau Flyers was put to a vote. For some time there has been talk about a merging of the two clubs. We had Ted Evangelatos and Lou Pinto as well as many others who offered their opinions and personal history of both clubs. As the motion details were discussed, anyone could make cases for and against this motion or any



Ted Evangelatos, Darryl Montana, Tony Polio, Lou Pinto, Dave Bell, Russel Rhine

Show and Tell

We had a guest and former Meroke show and teller Bruce Jenik showing his 1913 WWI Saulnier built from the original vintage Nick Zirola design plans. Bruce set out on a mission to replicate his father's plane of which he had many good memories flying with him.



Tony Polio brought in his Kaos that he has converted to electric. With an 85 amp controller Tony said there is plenty of room for motor upgrades. With a power meter reading his amperage load, Tony was able to calculate his air time to the minute.



He even replicated the radio setup that he was using at that time. While the radio still is using 72 MHz he has upgraded to a Futaba RF module with Futaba servos. The plane is covered in SolarTex for that authentic look and has an Enya 45 for power. Vintage to the



core, Bruce attends many vintage events.

Meroke MailBag

I wanted to share an email we received from a youth services teacher not too long ago. My response follows.

Good Morning Mr. Pinto, Mr. Montana and Mr. Finocchio,

I just wanted to quickly say thank you! I'm a youth services librarian running a fun aviation history and beginner aircraft modeling class for 7-14 year olds, and I thought you all might enjoy hearing that we were able to get some great use out of your club's links list. We were even able to use some of this information for our most recent group project. Thanks so much for sharing!

One of our youngest, Avery has also asked me if I could share the article where he initially became interested in aviation history with you all, "The Cars, Tanks and Airplanes of WWII" - I've listed it below if you'd like to review!

Initially I was a little hesitant to reach out, but I thought this could actually be a really interesting addition for anyone else coming across your information, like Avery! I wondered if you wouldn't mind adding this one to your list? I find a little encouragement goes a long way, and would love to show Avery and the rest of the library group if you do choose to include it!
meroke.com/links.htm

Thanks so much,
Tracy

Hello Tracy,

Thank you for contacting us about our website information links. We always like to hear from people interested in the history and the hobby.

We are also glad you found the information helpful to your class. Being a car and airplane history enthusiast myself, I really liked this site that Avery has found. I can see why it inspired him to find out more about our history. I have included the link on our website. Thank you guys for sharing as well.

Check out our June newsletter to be published this weekend with some cool video of these planes in action.

Thanks for keeping the history of this great country and hobby alive. 50+ years later me and my son are still flying RC planes and enjoying the hobby.

Keep up all the good work enjoy and get out there build and fly!

Best Regards,

Pete Finocchio
Webmaster
www.meroke.com

Spectrum Radio Info

-Ted Evangelatos -Telemetry Readings

I have had many people at the field asking me about telemetry readouts on their new Spektrum radios.

Attached is a brief description of each indicator and what it means in plain English.

Below is some basic information:

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1. Antenna fades – represent the loss of a bit of information on that specific antenna. Typically it's normal to have as many as 50 – 100 antenna fades on any one of the antennas during a flight. If any single antenna

experiences over 500 fades in a single flight, the antenna should be repositioned in the aircraft to optimize the RF link.

2. Frame Loss – represents simultaneous antenna fades on all attached receivers. If the RF link is performing optimally, frame losses per flight should be less than 20.

3. Hold – a hold occurs when 45 contiguous (one right after the other) frame losses occur. This takes about one second. If a hold occurs during flight, it's important to re-evaluate the system, moving the antennas to different locations and/or checking to be sure the transmitter and receivers are working correctly. A hold is the equivalent of a Failsafe Event. In most cases, the Default is for Throttle to go to Idle and all channels are locked out. When the link between the Tx and Rx is restored, you have control again.

4. The -dBm number is the signal strength and then the 100% would be the % per remote. The lower the dB number the stronger the signal is. -42dbm is a very good signal strength.

Video Shout Out

Video Links–

WW1 RC FIGHTERS DISPLAY

<https://www.youtube.com/watch?v=Wj5-a5u1PUg>

TOP 10 WARBIRDS WW1 and WW2

<https://www.youtube.com/watch?v=Nmq5Ect9v08>

Interview Series with Joe Scott

-Ken Gutwein - Wantagh Public Library Nov 2016

Ken: Thank you Joe for inviting me for this interview. As a long standing member of the Meroke Model Airplane Club, do you mind if I ask you a few questions?

Joe: Go right ahead!

Ken: So my first question is: when did you join the Merokes?

Joe: 1974.

Ken: Who was President at the time?

Joe: Fred Fogelman.

Ken: Do you remember where the Club met at that time?

Joe: In a bank on Jericho Turnpike.

Ken: How often would that be?

Joe: Every two weeks, no change there. It was on a Thursday. I think it's still the same.

Ken: What were the issues of these early club meetings? What do you remember?

Joe: In 1974 politics took over when we were told we were going to be out of Mitchel Field and was told there was a site we could use behind Cedar Creek Park. The road going down to the site I called the "Burma Road," because there was nothing there but mud and water and slop. The County came through and they spent two months grading the whole area with payloaders and bulldozers. The mound that you see to the left of the Field that big hump went all the way around. That's the dirt they used to fill in where the runways were going. Unfortunately as they bulldozed, the Wantagh State Parkway came right at us. The green sign became so prominent that we got scared! We didn't know! First they laid out the runways facing the Wantagh State Parkway, instead of putting them on the other side and flying over land and partial water. We were stuck. There was a lot of confusion going on between the LIDS {Long Island Drone Society}, and the Merokes. The LIDS were seemed to be taking over because of money. Fred Fogelman asked us to pay our money in advance so we could match the

LIDS. We each put in \$7,000 so that both groups could decide what to charge to fly at the flying field, which way the runways were going in, and whether we had blacktop or whether we had bluestone. Both groups had lawyers and engineers so they had knowledge of what we were up against. First, they wanted to build a 30 foot round runway and that was voted down. The hassle of the bluestone was next. It was decided it needed an under layment. A contractor did it for \$14,000 . Today it would cost about \$120,000. The main factors were the direction of the runways. The County graded on what the LIDS and Merokes told them, and it was wrong! They went so far as to get the Coast Guard, to find the prevailing wind direction, and it was wrong too. That is why there are no North-South, East-West runways as it should be.

Ken: So you've answered my questions in advance that I wanted to ask where the idea came from to lay down the paved runways, you, the LIDS, the Merokes? And how was the land negotiated? Through the County you said, that you guys went to the County and the County agreed?

Joe: As I said, the County actually came to us since we no longer could use Mitchel Field and offered us the site behind Cedar Creek Park. It sounded very good to me because I live a few blocks from the entrance. The County was good enough to give us another place to fly. They had \$100,000 for the runways. We had plans with towers, with frequency controls, tulips and evergreens. No decisions were made so it lapsed, and the money went back into the County's general fund. So we lost one hundred thousand dollars! The County came to us and asked, "Do you want to fly on dirt?" Both clubs finally agreed on something. That's when the bluestone and \$14,000 came in. When we went to pay the County, the County had to give a check to the contractor and we had to give a check to the County. They said, "Well we're going to use it for something else."

Ken: General Funds?

Joe: You had to be there to watch the swap of checks, it was like a comedy! I enjoyed it. Anyhow, all went well. The guy came through, he did a great job.

Ken: You talked about bluestones. So there is a sub-stratum?

Joe: Not only that. When they re-did it about 10 years ago, they chopped up what was there, then rolled it out and packed it down and put another coating on top. This was the first time the County paid any interest. They were down there to make sure that we got the inch and a half that they were paying for. I'm not sure if they paid 45 or 48 thousand dollars to redo the runways. We had only paid 14 thousand with bluestone.

Ken: But that's a good thing! I wish the County would do that for us today.

Joe: A friend of mine, John McAfee and I were down at the field when they were going to lay down the bluestone. We wanted to make sure that we got 400 by 40 or 50 feet. John brought a thin cord of rope with him. Every 10 feet we tied a knot making sure the measurements were right. We took two stakes in the ground and we told the guy, "that's it," and we marked it with poles like they were going to steal from us!

Ken: You never know.

Joe: Anyway, that was in February.

Ken: February of when?

Joe: '75. It was cold. And the knots stayed together. Go ahead, I'm sorry.

Ken: No, no, no. That's interesting. Were the sheds put up at the same time as the runways?

Joe: No! What sheds?

Ken: Well, I'm talking about, you know.

Joe: You mean the sunshades? No, they came 10 years later. In fact the first year we were there, we built some tables. We had 4 by 8 plywood and we had 2 by 4's and we built about 8 tables and covered them with outdoor carpeting. We didn't have too many fliers [members] at that particular time, maybe 150 to 200. Unfortunately, the kids came in at night riding dirt bikes and cars getting stuck in the sand and mire and what did they do?

They broke our tables so they could put them under their wheels to get their cars out. Can't blame them, but they shouldn't have been there in the first place. The County did nothing to protect us! There wasn't any grass to cut so we were walking on dust and dirt. I'm not sure when but a contractor or someone from the parks department, put down 20 feet of topsoil around the edge of the runway and they seeded. So far they have been doing a good job in keeping it cut though.

Ken: Yeah, yeah. Sometimes they have. We've been having some issues though.

Joe: First year they came down with hand mowers. You had to laugh, boy. I tell you, man! You know, eighteen inch swath, very inadequate.

Ken: Alright, so you mentioned that the Merokes flew at Mitchel Field.

Joe: So did the LIDS, and a lot of independent. You had to get a permit from Salisbury Park. It is now known as Eisenhower Park.

Ken: So, the physical geography of the runways, the field that is and the landscaping was different, right? There was less growth and basically a flat area?

Joe: Yes. You saw the pictures [shown before the interview]. The one problem was getting into the field. The road was treacherous. We had guys that drove in there and the water came through their doors and into their cars. They had to spend \$200 to get pulled out of the mud. Tow trucks had to come in with 40 feet of cable to pull them out! We then started using the back road around the sewer plant. Whenever it rained, that's what you had to do because the road was an impossible impasse. Later the County put down a little bit of dirt and made it worse! The mud was even deeper! Then finally about 5 years ago, they paved it. We had wanted that all along. Are you going to ask me another question? – TO BE CONTINUED

MONTHLY NEWSLETTER

Smoke Signals is published monthly by the Merokes Radio Control Club located in Long Island, New York.

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