



Smoke Signals



January 2006

Official Newsletter of the Merokes RC Club

AMA Gold Leader Club #458 (established 1963)

Website <http://www.meroke.com>

Next Meetings: Thursday January 19th and February 2nd @ 8:00 PM;
check Smoke Signals for pre-meeting Lectures (begin at 7:00 PM)

Location: First Presbyterian Church of Levittown

474 Wantagh Avenue (1 mile north of the SS Parkway Exit 28N)

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Meroke Officers

President	Allen Berg	516-781-3911	aberg@netmonger.net
Vice President	Tony Pollio	516-794-9637	rctony@optonline.net
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	Al Cagan	516-593-5809	alancagan@verizon.net
	Archie Defendini	516-694-5551	mrd312@aol.com
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Smoke Signals Editor	Russell Rhine	516-484-0368	merokenews@optonline.net

Meroke Volunteers

Membership	Tom Scotto		
Meeting Raffle Coordinator	Gunter Doell		
Programs	To be announced		
Education	Charlie Lando		
Model Building Program	To be announced		
Archivists	Ron Berg	Stan Blum	
Webmaster	Thomas McManus		
Coffee	Irv Kreutel	Al Hammer	
Raffles	Tom Cott		
Monthly Static	Mark Klein		
Video Librarian	Jerry Koenig		
Scale Fly-In	Allen Berg	Joe Czeto	
Open Fly-In	Len Schroeder	Allen Berg	
Monthly Fun Fly	To be announced		
Picnic/Awards Dinner	Bob Reynolds	Gene Kolakowski	Al Weiner
Contest Directors	Allen Berg	John De Sena	Joe Di Prima
	Ed Kaers	Bob Maran	Tony Pollio
	Tom Scotto		
Flight Instructors	Ray Chiroux	John DeSena	Joe Di Prima
	Dan Gramenga	Ed Kaers	Gene Kolakowski
	Ken Mandel	Bob Maran	Charlie Meyer
	Marty Mosbacher	Tony Pollio	Bob Reynolds
	Ernie Schack	Bill Streb	
	*Novice/Instructor Liaison to be announced		

Calendar



January

5th

19th

29th

Meeting 8 PM
Meeting 8 PM
Nassau Flyers
Flea Market

February

2nd

16th

24th to 26th

Meeting 8 PM
Meeting 8 PM
WRAMS Show

Check for scheduled lectures at 7:00 PM

January Birthdays

5	Mike Elbers
7	Jerry Leibman
10	Matthew Comerford
13	Andrew Rifkin
14	Stuart Rosenberg
16	Alonzo Denson
22	Charles Lando
24	Angel Cruz-Ortiz
29	Peter Heinz
31	Matt Yudelson

Trivia

How well do you know the B-17?

1. The B-17's nose was manned by which 2 crewmen?
2. The B-17's engines were manufactured by?
3. Each of the 4 engine propellers had how many blades?
4. Precision bombing was attributed to what bombsight?
5. A tough one - how many B-17s were built?

(Answers on page 8)

President's News

Allen Berg



Dear Fellow Meroke's

Firstly, I would like to thank all the members for their overwhelming support in choosing me as your new President.

Hello and welcome to a new year, which should be a very exciting one. Let me remind all club members, new and old, that this is your club and not the club of any one individual or group. If any member has any thoughts or concerns about the direction this club is going please, feel free to contact me or any board member. We are here for you.

Now let me start by telling you little bit about myself. I was born October 23, 1966. My interests in aviation started when I was about twelve, when my father brought me to the Cedar



Creek flying field, and from that point on, I was hooked. At the age of thirteen we joined the Meroke R/C club. We have seen many people come and go over our twenty six years, and we have made many good friends and have also learned a lot from our older and more knowledgeable members.

My first R/C airplane was an RCM 60 with a Royal radio and a K&B 61 engine. I had two instructors, early on, who taught me how to fly. For this, I thank Joe Scotto and Vinny Mussara.

When I first got into this hobby, I did not realize how it would shape my life. While attending high school I went to the Nassau County BOCES program for Aviation. In 1984, when I graduated from high school, I already had my FAA airframe license. The next year I attended Embry Riddle Aeronautical University, studying to be an Aviation Engineer. While attending Riddle, I worked for a company called American Aero Service. I helped in the restoration of WWII War birds. My next roll in aviation was with Pan Am, where I worked on the following aircraft - the A-300, A310, 727 and the 747. I spent most of my time working heavy maintenance on the 747. While at Pan Am, I joined the US Navy Reserve, and went to the "A" school to become an Aviation Electrician. After 13 months of training and receiving my certification, I was finally qualified to work on Navy aircraft. The Navy had another plan for me and I was sent to a squadron in Willow Grove PA. That unit was the VP-66 Liberty Bells and they put me through flight training and qualified me as a Flight Engineer on the P-3 Orion. After

(continued on Page 5)

Reminder: Pay your Dues

Pay \$54 in January, \$60 in February



From the Editor

Russell Rhine



After volunteering to take over the Smoke Signals newsletter from Joe Di Prima, I decided to give it an entirely new look. I looked at newsletters from other AMA clubs across the US. I took a little from each club and I don't think that they will mind - after all, most of them have built our flight benches.

Before I start, I'd like to thank Joe for his efforts in publishing Smoke Signals for our club for the past 10 years.

If you read Allen Berg's column, he feels that this is "our" club and we all have to work to keep the Merokes one of the best clubs in the US. I couldn't agree more - so let's make this the year that we all step up and make our club even that much better.

I don't want this newsletter to be my voice only - I want it to be the voice of "all" members of the Merokes. The format of Smoke Signals is not set in stone - it's to be a "living" newsletter that will change to reflect input from you - the members. My telephone number and email address are listed and I would appreciate any comments, feedback, suggestions - even criticisms that you might have. One of the suggestions that I already had passed on to me was "Letters to the Editor" - just like a real newspaper. Why not! - if you have something you want to say, send it to me.

Most of all - since we are entering the Winter months - and flying at Cedar Creek is limited, I need some good digital photos for the next few issues.

I hope you noticed the new cover design and especially the photo of Bernard. This is a great way to honor members of the Merokes. I've printed the cover onto photography paper, framed it and I will deliver it to Bernard.

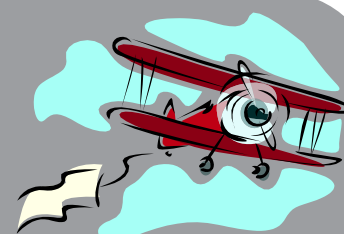
I hope you enjoy the "new" Smoke Signals.

New Solos:

Joe Cieslewicz
Philip Friedensohn
Thomas McManus
Lenny Schroeder

New Members:

None



Holiday Party

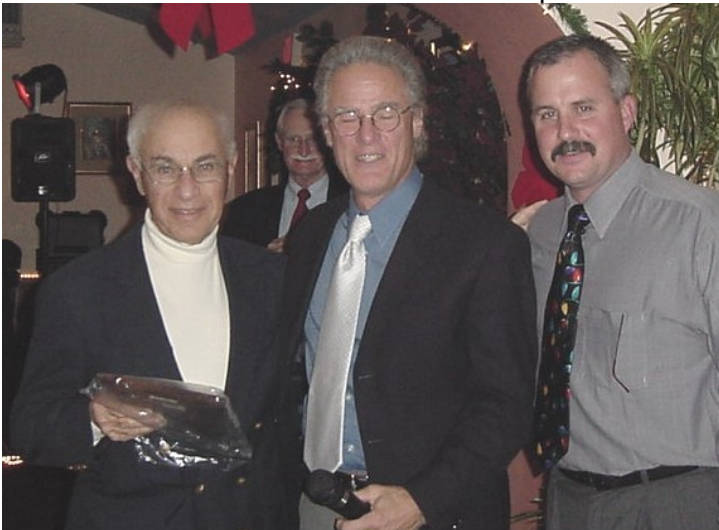
A great time was had by all at Pier Angelos on Saturday night December 4th at the Meroke's Annual Holiday Party. Some 54 members, wives and friends enjoyed an evening of superb dining, as well as the lively music of the



Generators. Bill Streb and Al Weiner provided some additional entertainment with their singing - tune in to American Idol on Fox TV in January as there's a chance they might bring their act there.

Most of the year-end awards were presented at the previous club meeting. However, a few special awards presented at the Party. Our newly crowned Mr. Meroke is none other than our outgoing president - Bob Reynolds.

A number of our members reached their 25th anniversary as Merokes and received much deserved praise. Please



pass on your congratulations to Allen Berg, Ron Berg, Stan Blum and Tony Polio, as well as Ernie Schack who was honored for his LifeTime achievements to the Merokes.

Static Competition

Along with a New Year, new officers and board, the Merokes will have a new approach to the static program. This year in addition to built up models, members will be encouraged to present their newest and latest ARFs! Almost readies have changed the hobby and we will meet this trend by reviewing, through members' experiences, the merits and faults of the various offerings. In addition, the assemblers (as opposed to builders) will be able to present assorted and hopefully successful improvements made to a standard ARF

Members will be able to express their opinions as to the quality, ingenuity and finishing of the ARF presented through a simplified "**PILOTS' CHOICE**" ballot. Some items to look for may be sealed gaps, reinforced and/or modified parts etc. Those present will be able to score, **IN WHOLE NUMBERS**, from 1-5, each model. *Please note that any ballots not presented in whole numbers will be discarded.* One prize for first place and certificates of merit for other places shall be awarded.

The primary change in static will be in the manner of judging built up models. This year we will utilize the skills of established builders to rate the planes. The "judges" have been selected by having built and presented at least one plane in recent static meetings. I am pleased to present the following builders who have been gracious enough to accept this arduous task and sit in the front row:

Richie Melnik, Lenny Schroeder, Ernie Schack, Nelson Ramos, Jerry Koenig, Tony Polio and myself.

We will have only two categories: Stand-off Scale (Civilian and Military) and Sport. Our club rarely has any documented scale planes but should one be presented, it will be judged by AMA rules. Kits, plan built and scratch designed shall be judged together with a full scratch receiving a heavier weighted score than kit. Also, type of finish (painted vs. film), additional features (flaps, retracts etc.) may contribute to higher scores. All judges will be instructed and shall practice on a plane I will present in January so we will all be on the same page. Scoring will be similar to current practice for scale scoring and each judge shall weigh scores by difficulty of subject, type and quality of finish etc. There will be a prize for first place and certificates of merit for other placements.

The club will be encouraged to also "vote" in the same manner as ARFs, with scores from 1-5 for a **PILOTS' CHOICE BUILT PLANE AWARD**. One prize shall be awarded for first place and certificates of merit for second and third places.

We hope these changes will encourage many of you to "show and tell" with us!!

Mark Klein

Winter Blues?



Tired of being inside all winter without flying. Here's a great way to spend those long winter days and nights. A complete helicopter outfit that can be flown indoors at a price under \$200. With the new Blade CX you get a completely assembled and ready to fly micro heli with a coaxial counter-rotating head design that is so stable almost any first-time flyer can be hovering like a pro in no time. The Blade CX offers things other similarly designed micro helis can't – the power and precision of E-Flite S75 servos, an advanced 4-in-1 controller, and a great looking, lightweight body that really stands out. The Blade CX features counter-rotating main blades that cancel out the rotational torque that makes hovering a challenge in conventional helis. They also make rudder turns much easier by slowing down one or the other blade without affecting the stability of the aircraft. This is truly a helicopter that most anyone can fly. Available now from Horizon Hobby.

(continued from Page 3)

serving during Desert Storm, and fulfilling my assignment in the Naval Reserve, I decided to go back to Embry Riddle for my degree. I changed major to Aviation Maintenance Management, and while attending school I worked Phoenix East Aviation at the airport. It was there that I traded mechanic time for flight time and managed to get my Private Pilot's license. I covered over 30 shuttle launches and many air shows as a photographer for the school newspaper and then for many magazines and photo agencies. Through my aviation photography I was able to meet many of aviations greatest pilots, including Chuck Yeager.

After graduation I started to work for Raytheon Aircraft Services on many different aircraft, ranging from the King Air to the Hawker 1000, and the Starship. It was then on to First Aviation services as a Maintenance Supervisor and Inspector, where we were responsible for maintaining more than four hundred A/C owned by Netjets, a Berkshire Hathaway company.

My model interests at this time include helicopters and scale aerobatics. I have flown in many big contests, including the AMA's Nationals and the JR challenge. I will continue to fly in events like this and hope to see some of you participate. I am proud to be able to serve you as President, and trust that I can impart much of my knowledge, to make this hobby more fun and more interesting.

Once again, thank you for your support. I look forward to 2006 as a Meroke banner year.

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This Month's Product

Review

As a replacement for the high-performance .46FX, it's no wonder that the .46 AX shares many of its features. The raw power and the remote needle valve, as well as mounting bolt patterns. A balanced "D"-cut crankshaft supported by dual bearings. CNC-machining for the pistons and other parts. And the same exclusive ABL cylinder liner that has made FX a byword. But all the same, the .46 AX is a different - and better - engine. Why? Because times change and technology advances.



Some of the enhances that OS incorporated into this engine.

Utilizing the highly durable ABL (Advanced Bimetallic Liner) plating, as well as a new design that automatically centers, levels and seats the head during re-replacement. Head snugs down with only four screws - not six.

Subtly tapered low-end needle eliminates surging at transition, ensuring exceptionally smooth, consistent throttle control from idle to top speed.

Redesigned liner ports and a ball-milled inlet port minimize turbulence during fuel/air mixing, making combustion and power output more predicable.



New high-speed needle bracket simplifies horizontal/vertical mounting - and be replaced in just minutes.

A simple rotor guide screw replaces the throttle set screw - and eliminates spring-related movement.

Includes a new low-noise E-3010 muffler and 2-year warranty protection.



Includes a lock nut and longer crankshaft with more thread length, for better prop nut engagement and greater pilot safety.

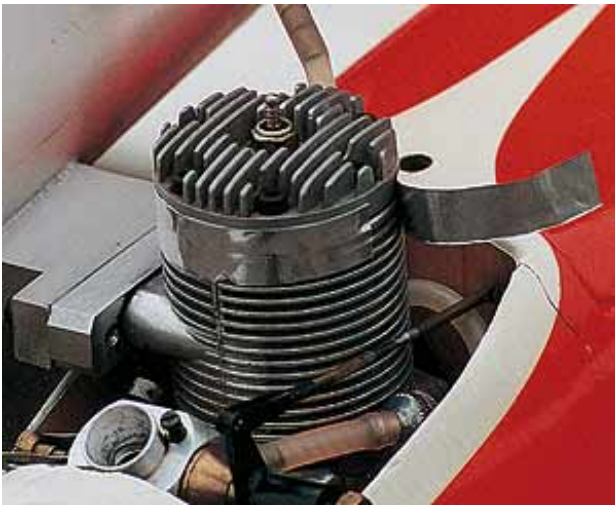
Editor's Remark - I have two of these engines and they needed virtually no break-in.

2006 Cedar Creek Aerodrome Permits

2006 Aerodrome permits are now on sale. You need a new one in order to fly this year. They are on sale Saturday & Sunday at the Administration Office of Cedar Creek. You must show your 2006 AMA card, your driver's license and a valid Nassau County Leisure Pass. The cost of the permit is \$20.

Tuning For Wintertime Engine Operation

You want to fly during the wintertime, but the temperature seldom breaks the freezing point. When starting the engine you notice that the needle valve is difficult to adjust for WOT. Perhaps the engine misfires and runs rough. Check the head temperature; it's not uncommon to be lower than 200° F—much too cold for efficient, high performance operation. The ignition point timing is retarded; if allowed to operate at this head temperature, the delicate piston fit on ABC-type engines will wear away after only a run or two.



Aluminum tape must be wrapped completely around the cylinder; its adhesive backing sticks well to itself.

First, block off about half of the engine's crankcase cooling fins—just below the head, with aluminum tape. Cut and wrap a length completely around the engine. Manufactured by 3M™ (and others) for heating and air conditioning contractors, this product can be purchased at most hardware outlets.

Run the engine again. Set the primary needle valve as before: 100-200 rpm on the rich side of peak at WOT. Allow it to warm-up, and note the cylinder head temperature. Add or subtract tape until the temp stabilizes at the low side of the acceptable temperature range (about 350° F).

Since the ignition point timing may still be retarded, try some of the other "tricks"—a hotter plug; more propeller load; more nitro in the fuel, etc., until the highest rpm is found.

Novice Notes



R.U on T.R.A.C.K. ?

Even many experienced fliers have crashed their airplanes or had extreme difficulty controlling the airplane during takeoff. The following is a good lesson to be considered by novice and experienced pilots alike. Your airplane must be really ready when you advance that throttle to max.

Just remember the word **TRACK** and follow these steps:

T is for Transmitter trim. Look at the trim adjustments for ailerons, the elevator and the rudder. See that they are set to either the center position or how you set them on the previous flight. Check all of the switch settings on the top of the radio. If using a computerized transmitter, make sure you have selected the correct airplane.

R is for Run-up. This is the time to slowly and smoothly advance the engine throttle from idle to maximum RPM assuring the engine will provide maximum power needed for take-off. This will also clear the engine of excess fuel it might have ingested while tuning the engine on the stand.

A is for Antenna. Check to see if the antenna has been pulled out to it's maximum extended length. This is also assuming that you have completed a successful range check of the radio system prior to starting the engine.

C is for Channel pin. Insure that the channel number is attached to the transmitter antenna and plainly visible to other pilots on the flight line. Also insure that you have placed your channel pin into the "hot" position on the correct channel position in the impound. If there are other pilots with the same channel, it is a good practice to visibly check that their transmitter are in the impound and turned "off".

K is for Kontrols (forgive the German spelling). Insure that all of your control surfaces deflect in the correct direction when moving the sticks on the transmitter. Also check that they adequately deflect to their defined throws without any binding. Be very critical of the ailerons as they travel in opposite directions. Remember - maximum left aileron stick movement makes the left aileron travel upwards, etc.

Whenever you fly - try to remember **TRACK** and it might save an airplane.

Happy Flying!

Meroke Lecture Series

(Starts at 7:00 PM before Meeting)

January 5th	Building & Repairing Skills
January 19th	To be announced
February 2nd	To be announced
February 16th	To be announced



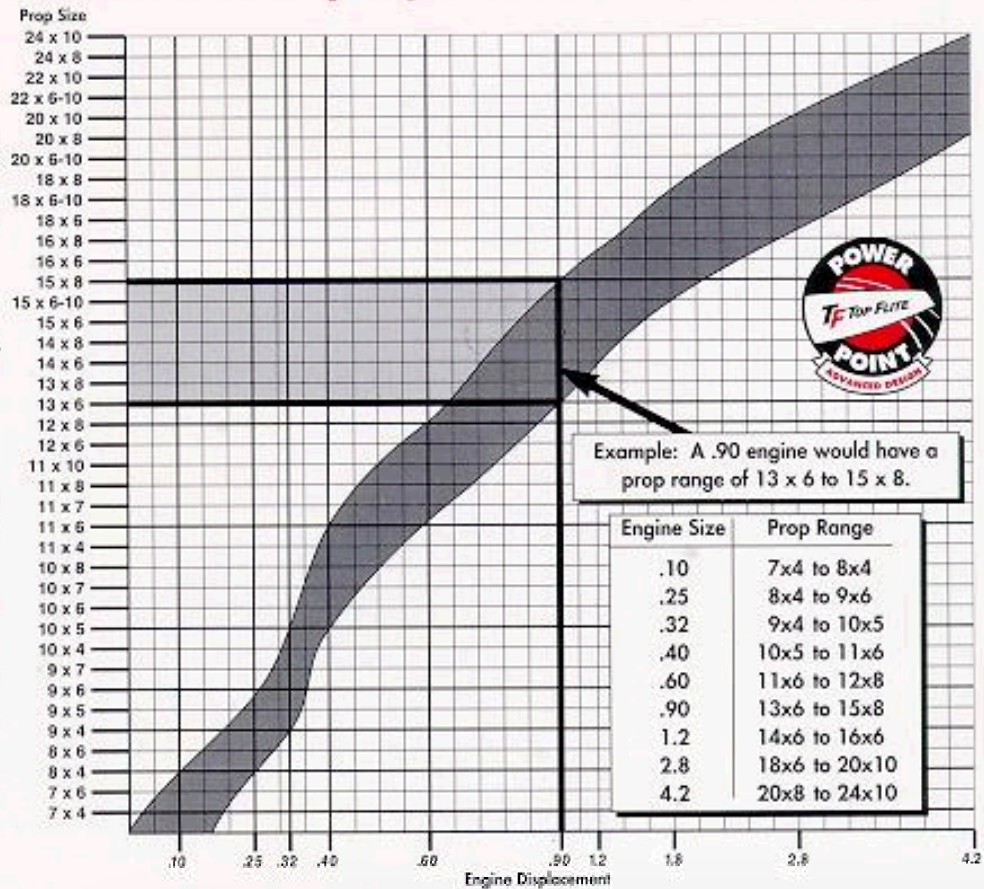
Use this chart to find the proper size for your engine:

How to use this chart to find the right prop for your engine

1. Find your engine size along the bottom axis.
2. Follow the line up to where it intersects with the shaded area.
3. Follow each point within the shaded area to its corresponding prop size on the left axis. This will be your appropriate prop range.

NOTE: 4-stroke engines are typically higher torque engines and should use the larger props indicated in the range.

Recommended prop ranges will vary depending on your particular engine and airplane. This chart represents average prop usage and should be used only as a general guideline. Always refer to the manufacturer's instructions included with your engine.



This Month's Interesting Photos



Congratulations

Mr Meroke 2005

Bob Reynolds



Newly crowned Bob Reynolds and his court of past Mr Merokes

Meroke Member E-mail Addresses

Send a message to
smokesignals@optonline.net
to add your Email address or make
changes to one listed below



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Cott, Thomas	supataech@bellatlantic.net	Koenig, Jerry	gkoenig@optonline.net	Pollio, Tony	rctony@optonline.net
Cruz-Ortiz, Angel	acruz26@earthlink.net	Lando, Charles	bes.frens@verizon.net	Ramos, Nelson	nel98rc@optonline.net
DeSena, John	johnd11@verizon.net	Leibman, Jerry	gerleib55@optonline.net	Restivo, Charlie	charlesrestivo@aol.com
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Dormeus, Emile	e_dormeus@hotmail.com	Marden, Jared	toxjar@optonline.net	Rifkin, Andrew	asr911@aol.com
Eberhardt, Rudolph	dleberhardt1@juno.com	McClay, Bob	rmcclay@metlife.com	Rosenberg, Stuart	smrflyer@aol.com
Elbers, Mike	mwelbers@msn.com	McGrath, Frank	gfbmcgrath@aol.com	Rothman, Stan	tamorad@aol.com
				Schack, Ernie	radioschack2@aol.com
				Schroeder, Len	inspect@optonline.net
				Schulaski, John	schulaski@nycha.nyc.gov
				Scotto, Tom	tpsrcplane@aol.com
				Smith, Robin	bafana@pol.net
				Solen, Deniz	deniz.solen@searbrown.com
				Stone, Jack	jerrsto@aol.com
				Tramuta, Jack	tofast4u2c@aol.com
				Underdue, Curtis	curtisu@msn.com
				Weiner, Sandy	sanford@fantasihobby.com



Items for sale: Meroke hats \$11.00 Meroke patches \$4.00 Meroke license plate frames 3:00 each
For Meroke clothing, go to www.sewbusy.com

more Joe Di Prima

*Great Planes Super Decathlon, fuse needs
repair, wing & tail OK - make offer*

*Great Planes P-51, fuse needs some repair,
rest OK, new cowl & canopy - make offer*

Master airscrew props 10x5/7 - \$2

APC props, 8x4 to 18/8 - \$1.50 to \$16

*Morris the Knife, RTF, needs receiver &
battery, includes ball bearing servos &
MVVS .40 engine \$130*

even more Joe Di Prima

Wing Thing, inc bb servos, needs .46 - \$130

Russell Rhine 516-484-0368

Tiger 2 "kit" - new in box - \$60

Answers to this Month's Trivia quiz

1. Bombardier and Navigator
2. Wright Cyclone engines that produced 1200 HP each
3. Three (3) blades each
4. The famous Norden bombsight
5. 12,677 - how close were you?

Mark Klein 516-326-0855

Wanted: Carb for OS 40-46 SF/4D

Charlie Folz 631-587-7471

New Fazer kit in box \$60

Joe Di Prima 516-292-0247

*Memory modules for Futaba 8 & 9 channel
transmitters \$15 ... 2 for \$25*

Meroke Members - January 2006

Abruzzo, Tom	516-796-2078	Henery, Herb	631-665-6274	Peters, Robert**	631-691-3986
Acovino, Fiore	516-432-1730	Hubner, William	516-798-0077	Pinto, Louis	516-785-6890
Anzaldi, Frank	516-775-4956	Kaers, Ed	516-797-5894	Pollio, Tony	516-794-9637
Battaglia, Peter	516-771-0047	Klein, Alvin	631-893-0935	Ramos, Nelson	516-483-3453
Bell, David	516-785-0328	Klein, Mark	516-326-0855	Restivo, Charlie	516-271-3226
Berg, Allen	516-781-3911	Koenig, Gerald*	516-579-7643	Reynolds, Bob	516-775-4377
Berg, Ron	516-313-2866	Koenig, Jerry	516-579-7643	Rhine, Russell	516-484-0368
Betts, Rob	631-225-6744	Kolakowski, Gene	516-599-3875	Richichi, Sal	516-798-6036
Blum, Stan	516-623-5839	Korderas, Chris	516-756-0908	Rifkin, Andrew	516-766-7109
Boll, Patrick*	516-596-1613	Korderas, John*	516-756-0908	Rosenberg, Stuart	631-424-2999
Boll, Richard	516-596-1613	Kreutel, Irving**	516-799-7422	Rosenthal, Larry	516-333-7309
Cagan, Alan	516-593-5809	Lando, Charles	516-826-4054	Rothman, Stan**	516-826-6723
Carley, George	516-798-6709	Lang Sr., Tom	718-225-5537	Rubinson, Al	516-798-6991
Chiroux, Ray	516-352-8125	Lang, Frank	718-225-5537	Savarese, Frank**	718-274-9017
Cieslewicz, Joe*	516-781-6236	Leibman, Jerry	516-334-1153	Savarese, Pat**	516-735-3277
Ciraldo, James	516-796-7799	Lima, John**	516-872-6698	Sberlati, Richard	516-792-9884
Closs, George	631-209-2022	Lobozza, Mike	516-735-3348	Schack, Ernie**	516-481-1814
Colquhoun, Robert**	516-735-0255	Longo, Joe	516-781-7144	Schroeder, James*	516-596-9747
Comerford, Matthew	516-698-1354	Lopez Giraldo, Jose	516-783-4057	Schroeder, Len	516-599-0235
Cott, Thomas	516-433-1441	Lovisol, Michael*	516-520-1631	Schulaski, John	516-756-5161
Crescenzo, Massimo	718-296-2096	Lovisol, Nicholas*	516-520-1631	Schulkind, Harold	718-225-1388
Cruz-Ortiz, Angel	718-358-6581	Malin, Marvin	561-374-8680	Schultz, Scott	718-358-1136
Czeto, Joseph	516-938-6268	Mandel, Ken	516-935-3536	Scotto, Tom	516-731-3257
DeFranza, Jack	516-741-7581	Maran, Bob	516-579-7268	Seddio, Sal**	516-747-8122
Denson, Alonzo	718-776-4071	Marden, Jared*	516-223-7971	Severance, Chris*	516-735-2458
DeSena, John	516-759-2555	Marden, Rod	516-223-7971	Severance, John	516-735-2458
Di Bartolomeo, Bob	516-433-5608	Markel, Andy	516-623-4480	Sito, Patrick	516-437-5648
Di Prima, Joe	516-292-0247	McCann Jr., James	516-796-0460	Smith, Ed	516-466-5420
Doell, Gunter	516-781-5175	McClay, Bob	516-796-5609	Smith, Robin	516-433-3060
Dormeus, Emile	516-328-2988	McGrath, Frank	631-368-8646	Solen, Deniz	516-799-4397
Dougherty, Bill	516-931-0091	McManus, Thomas	516-644-5798	Stone, Jack**	516-791-7380
Eberhardt, Rudolph**	516-681-4564	Melnik, Rich	718-343-7257	Streb, Bill	516-378-4872
Echevarria, James	631-231-7024	Messina, Roland	516-735-8193	Townsend, John**	516-785-1965
Elbers, Mike	516-379-3185	Meyer, Charles	516-593-4006	Tramuta, Jack	516-524-5164
Folz, Charles	631-587-7471	Miceli, Philip	516-798-8291	Underdue, Curtis	917-213-4459
Frey, Richard	516-593-1444	Miranda, Elias	516-454-7917	Weiner, Sandy	516-623-6896
Frie, Douglas	516-481-4089	Montoya, Daniel	631-969-5679	Weiner, Al	516-868-5674
Friedensohn, Philip	718-896-1339	Mosbacher, Marty	516-799-0888	Wohlgemuth, Bob	516-546-6717
Gallo, Arnold	516-627-4618	Moses, Richard	516-378-1804	Yudelson, Matt	516-783-4949
Garavelli, Gene	516-796-5540	Mueller, Kurt	516-799-0635	Zafonte, John	516-561-3087
Gatto, Gary	516-371-1204	Murphy, Linda	631-369-8891	Zarem, Bernard**	516-735-9329
Giattini, Peter*	516-326-1793	Murphy, Timothy	516-872-6308		
Giroffi, Nick	516-681-7036	Nonnemacher, Ralph**	516-352-1782		
Gramegna, Daniel	516-795-4837	Nurhan, Said	516-546-6666		
Greenberg, Martin	516-678-2935	Nurhan, Steven*	516-546-6666		
Grimaldi, Tony	516-872-0683	O'Grady, Terry	516-678-4766		
Hammer, Alvan	516-731-0755	Oneta, Tom	516-0741-1374		
Healy, Rob	516-735-4746	Ortiz, Henry**	516-354-1496		
Heaney, Richard	516-931-0620	Pawlak, John	718-565-7130		
Heinz, Peter	631-477-0320	Perry, Keith	516-551-9514		
				* Junior Members	11
				** Lifetime Members	15
				Regular Members	115
				Total Members	141

The Meroke RC Club supports these local hobby shops

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Long Island Raceway & Hobby
909 Conklin Street
Farmingdale, NY 12345
631-845-7223

Willis Hobbies
123 Willis Avenue
Mineola, NY 12345
516-742-5599



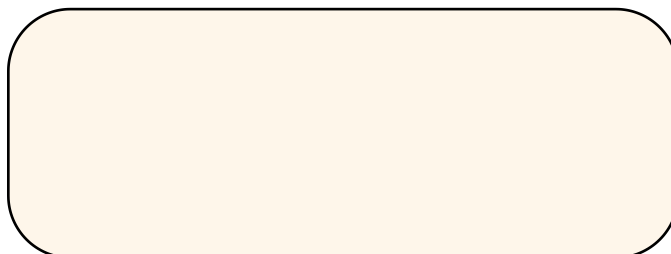
Winter is finally here at Cedar Creek

Spring is only a few months away

The Smoke Signals is published monthly by the Merokes Radio Control Club located in Long Island, New York. For information E-mail merokenews@optonline.net. Views expressed in Smoke Signals are those of the writers. They do not necessarily represent the views of the club, its members, or officers. The Meroke RC Club is a non-profit organization. Smoke Signals welcomes all letters and comments. Permission is granted to reproduce anything printed in Smoke Signals as long as the source and author are credited.



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