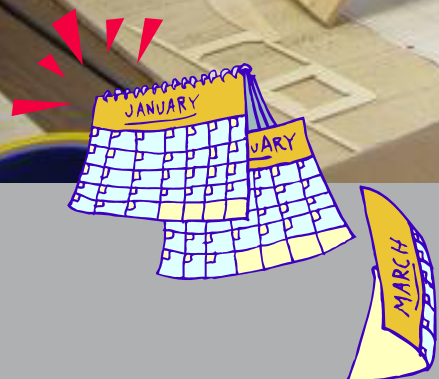


Smoke Signals



Time is running out - club membership renewals are due by the end of March

March 2006

Official Newsletter of the Merokes RC Club

AMA Gold Leader Club #458 (established 1963)

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

Next Meetings: Thursday March 16th and April 6th @ 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	extragiles@yahoo.com
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	Seaford, NY 11783		
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Field Controller			
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	Tony Pollio	516-794-9637	rctony@optonline.net
Field Safety Officer	Gunter Doell	516-801-3144	gdak831@optonline.net
Smoke Signals Editor	Russell Rhine	516-484-0368	merokenews@optonline.net

Meroke Volunteers

Membership	Tom Scotto		
Meeting Raffle Coordinator	Gunter Doell		
Programs	By committee		
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	Bob Reynolds	Gene Kolakowski	Al Weiner
Dinner			
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
	Douglas Frie*	Dan Gramenga	Ed Kaers
	Gene Kolakowski	Ken Mandel	Charlie Meyer
	Marty Mosbacher	Tony Pollio*	Bob Reynolds
	Ernie Schack	Sal Seddio	Bill Streb
	*Novice/Instructor		
	Liaisons		

Calendar



March

2nd

Meeting 8 PM

16th

Meeting 8 PM

17th to 19th

Cradle of Aviation

April

6th

Meeting 8 PM

20th

Meeting 8 PM

June 11th

Open Fun Fly

August 6th

Scale Fly-In

Check for scheduled lectures at 7:00 PM
Static competition 1st meeting of month

March Birthdays

5	Jerry Koenig
10	Joseph Czeto*****
13	Gerald Koenig
13	Charles Meyer
15	Peter Battaglia
15	Deniz Solen
17	Richard Sberlati
17	Patrick Sito
27	Philip Friedensohn
29	Tony Grimaldi
30	William Hubner

* Big One



Trivia



OK WWII aircraft buffs, what's this aircraft?

(answer on page 8)

President's News

Allen Berg

Well, it's March already and the good flying weather is right around the corner. I don't know about you, but I am really itching to get out and fly. Now is the time when we all need to start looking at our equipment and making sure it's up to par. The worst thing you could do is wait till the good weather is upon us and only then, begin to get your equipment ready.

For me, the flying season starts a little early, as I will be leaving this weekend for the JR Challenge in Florida. While I was preparing my aircraft for this contest, I thought it would be good to share with you some of the things I check to insure my plane is ready. I will not go into everything in detail because most do not apply to the smaller aircraft that most of you fly, but there are a lot of common items that I will cover.

The most important thing is to cycle your batteries a couple of times, to insure they come up to the proper milliamp value.. If not, throw them out - batteries are cheap. The next thing to check is the fuel system. You need to check the fuel tank and make sure that the tubing inside the tank is clean, flexible and still attached to the stopper. Make sure the stopper is secure and not leaking. After checking the tank, check the fuel lines going to the engine for flexibility, security and leaks. Replace any tubing that is marginal as this will save you future headaches

Finally, you need to check the hardware and electronics. Start by connecting the wing to the aircraft. Turn on your radio and operate the controls. Make sure all controls operate smoothly and in the proper direction. Next check all the clevises for security and condition - if they are questionable, replace them. After doing this, remove the wing so you can look at the servos and check all controls again. The last part of the electronics is the servo and battery connections - make sure all connectors are secured and can not come loose. As far as the hardware, check to make sure all the servo screws are installed and the servos are screwed down to their mounts. Check landing gear screws and wheel collars. And one of the most items - are the engine mounts and muffler bolts.

I believe these steps will make for a more trouble-free and safe flying season.



From the Editor

Russell Rhine



It's very difficult for me to realize that there are over 100 members in the Merokes. Why, you may ask? Well it's because I sent out an email to over half of the club members asking for input for Smoke Signals and to date, not a single response. I really enjoy putting this newsletter together, but I really don't want to be one of the only voices heard in it. Most of you members are extremely vocal at club meetings, in emails and at the field. You can email me, write me, call me or even scribble something on a piece of paper and stick in my flight box at the field.

One of the major costs in operating our club is the cost of printing and mailing the Smoke Signals newsletter. For those newsletters that are not picked up at meetings, and have to be mailed, the cost is almost \$1.00 each. To help the club keep newsletter costs down so other activities can be funded, Smoke Signals will be offered to club members via an electronic subscription, starting with the April edition. I already email the newsletter to over 20 people in other clubs and organizations each month. You can decide to receive your copy of the newsletter in your email account. The newsletter will be sent to you as an Adobe pdf file. Most of you have the Adobe Acrobat reader on your PCs so you can open this file, which you can store on your PC as well as print out. The link to download this "free" reader will also be included in the email for those of you who don't presently have it. And just to entice you a little bit more - it can be sent to you in black & white or in color. Imagine, right on your PC, Smoke Signals in living color. Think about it - the "new" Smoke Signals is full of great color photos of Meroke members, airplanes, activities and more. The size of the newsletter that will be emailed to members is about 4MB for black & white and about 7 MB for color. Look on page 5 for more details.

New Members:

None this month

New Field Controller:

Russell Rhine



Letters to the Editor

There have been no letters to the Editor in the past month. Remember - this is way of communicating with your fellow club members and voicing your opinions. Email your letters to merokenews.com or send a written note to me at:

Russell Rhine
217 Forest Street
Roslyn Heights, New York 11577

Reminder: Pay your Dues

Annual Dues - \$60 (due by end of March)
Mailing Address: Jerry Koenig - Treasurer
3990 Wellwood Road, Seaford, NY 11783
Let's keep Jerry sane this month,
Pay Early!!!

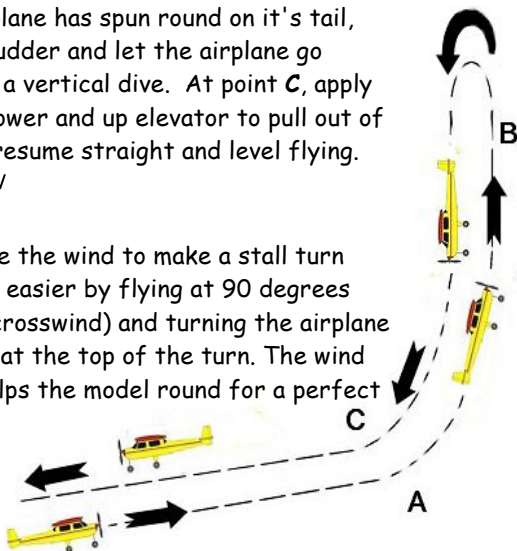


Basic Aerobatics

The **stall turn** makes use of the airplane's rudder, and is a simple maneuver to perform. Fly straight and level. If you want, you can use the wind direction to help you perform this stunt by flying *crosswind***. At point **A** in the picture below put the motor to **full power** and apply up elevator putting the airplane into a vertical climb, adjusting the elevator as necessary to maintain the vertical *without* going into the beginnings of a loop. Let it climb for a couple of seconds and then, at point **B**, reduce the motor power to it's lowest, release the elevator stick back to the central position and - here's the important part - apply **full rudder** to the left or right.**

Once the airplane has spun round on it's tail, release the rudder and let the airplane go naturally into a vertical dive. At point **C**, apply both motor power and up elevator to pull out of the dive and resume straight and level flying. *Piece of cake!*

** You can use the wind to make a stall turn smoother and easier by flying at 90 degrees to the wind (crosswind) and turning the airplane *into* the wind at the top of the turn. The wind on the fin helps the model round for a perfect maneuver!



Static Competition

Static scores are a product of participation of all members present. I am disappointed as this month's scores may not be representative of the Meroke Club as only eleven of you voted. This translates to about 40% of the members present.

The Merokes who go through the extra effort to share their experiences with our club deserve better. Please vote and often (but only once per meeting). Overall, the scores and scoring in Pilots' Choice is working well.

Also, we will be fine tuning the Judges portion of the static to better standardize scoring. Judges will please meet with me prior to next month's static.

Thank you, Mark

Static scores through the meeting of February 2nd

Built-up	Stand-off Scale	Judges' Scores (5 to 50)
Mark Klein	P-51B	34.50
Mark Klein	Spitfire	34.75
Jerry Koenig	Eindecker	37.40

Built-up	Sport	Judges' Scores (5 to 50)
None		
Pilot's Choice	Built-up	Score (1 to 5)
Mark Klein	P-51B	4.20
Mark Klein	Spitfire	4.09
Brian	P-38	3.80
Jerry Koenig	Eindecker	4.40

Pilot's Choice	ARF	Score (1 to 5)
Charles Meyer	Radio Shack Heli	3.35

Web Alert

It's time to re-visit the official Meroke website - www.meroke.com

Tom McManus has done a tremendous job in updating and reformatting the site.

Also, if you have items to bond and you don't know what adhesive to use, and Nelson is not available, go to:

www.thisisthat.com

Safety Alert



Important, Read This!

Emergency Safety Alert Lithium Battery Fires

Lithium batteries have become very popular for electric RC planes due to their high energy density. Since a number of electric-powered airplanes are slowly showing up at Cedar Creek, I thought it was important to bring this information to your attention. With high energy comes risks and the principal one is fire. Lithium batteries burn at several thousand degrees and other than oxygen need no other sources of ignition to start.

- The following is recommended for lithium batteries to preclude fires.
- Store and charge in a fireproof container - not in the model.
- Charge in a protected area that is devoid of combustibles.
- In the event of a crash, remove the batteries from the airplane and move to a safe place. Physically damaged cells can spontaneously erupt into flames. After a sufficient period of time, dispose of the batteries properly - never reuse such batteries.
- Use the charger specified for the batteries and no other one.
- Use a charger that monitors, controls and balances the charge state of each cell. Unbalanced cells can lead to disaster. The charger must be able to provide charge cessation as each cell reaches the proper voltage.
- Never leave a charging battery pack unattended.
- Never attempt to fabricate your own battery pack - leave it to the professionals.

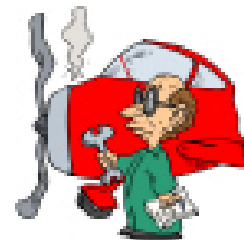
Most importantly, don't handle lithium batteries with the same casual manner that we treat NiCd and NiMh batteries.

Update!

2006 Cedar Creek Aerodrome Permits

2006 Aerodrome permits are now on sale. They are on sale Tuesday through Saturday (11AM to 4PM) 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 permit cost is \$20.

Maintenance Tips



The Black Wire Disease - What's the Cause?

The black wire syndrome is an occurrence in battery packs (Ni-Cds) where the negative wire becomes corroded (turns from shiny copper to blue-black). This is the result of either a shorted cell in the pack, the normal wear-out failure mode of Ni-Cds, or cell reversal when a pack is left under load for an extended period. The sealing mechanism of a Ni-Cd cell depends to some degree on maintaining a potential across the seal interface. Once this potential goes to zero the cell undergoes what is called creep leakage. With other cells in a pack at some potential above zero the leakage (electrolyte) is "driven" along the negative lead. It can travel for some distance making the wire impossible to solder and at the same time greatly reducing its ability to carry current and even worse, makes the wire somewhat brittle. A switch left on in a plane or transmitter for several months can cause this creepage to go all the way to the switch itself, destroying the battery lead as well as the switch harness. There is no cure. The effected lead, connector, switch harness must be replaced.

This leakage creep takes time so periodic inspection of the packs, making sure that there are no shorted cells insures against the problem. The cells should also be inspected for any evidence of white powder (electrolyte mixed with carbon dioxide in the air to form potassium carbonate). In humid conditions this can revert back to mobile electrolyte free to creep along the negative lead. Some "salting" as this white powder is referred to, does not necessarily mean that the cell has leaked. There may have been some slight amount of residual electrolyte left on the cell during the manufacturing process. This can be removed with simple household vinegar and then washed with water after which it is dried by applying a little warmth from your heat gun.



To receive the latest edition of Smoke Signals directly to your Email account each month: send a message to merokenews@optonline.net

and include your name, email address and whether you want the black & white (4 MB) or color (6 MB) version. You can also call in your request to 516-484-0368

This Month's Product Review

Kyosho Calmato Sports

Now that you've mastered your trainer, what's the next step? Although you may be eager for that P-51 or Extra acrobat, they are very unforgiving, and inexperienced pilots can get in trouble very quickly. To develop the reflexes necessary to fly these high-performance machines, an intermediate low-wing trainer/sport airplane would be the logical next step.

The Kyosho Calmato Sports is an excellent choice for a second plane. It has a generous wing area, a constant-chord wing, a symmetrical airfoil, long-moment arms and tricycle landing gear. The symmetrical airfoil gives it good aeronatic potential because it makes inverted flying easy. The constant-chord wing produces predictable stall characteristics, allowing the plane to slow without fear of tip-stalling. The generous wing area and long-moment anus produce smooth, stable flight.

The Calmato Sports is also part of Kyosho's SQS ARF series and is constructed similarly to the Trainer 40 which has received excellent reviews. The Sports ARF has a high degree of prefabrication and doesn't require any glue. The vertical stabilizer is factory attached as well as the control horns on both stabilizers. The horizontal stabilizer is installed using two (2) screws (this is only one of two places where I used glue on the entire kit). They have even pre-installed the fuel tank and supplied tubing.

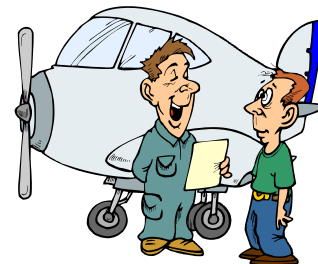
Although the instructions say that no glue is required, I epoxied the wing halves together instead of using the adhesive tape. As the main landing gear is in the wing, nylon straps and screws secure the landing gear. Again, the wheels are attached at the factory. The plywood servo tray and plastic pushrod guides are factory installed.

The very attractive tinted canopy is held in place by four screws. I placed the battery just behind the fuel tank, and this brought the CG to the correct location without any added weight.

Once I opened the box and reviewed the instructions, I knew that this ARF would go together in record time – so I clocked myself. From start to finish, the entire plane was completed in just over 5 hours. The entire ARF was the best I have ever seen and the quality is unsurpassed. I installed an OS .46AX engine (see the Product Review in the January Smoke Signals) and expect to put the plane into the air soon. I will document the flight test in a future newsletter.

The only problem I had was to actually find a store that had the ARF as Tower no longer handles Kyosho airplanes. I managed to find it in a store in California when I was there on vacation and they shipped it back to me. Hopefully Kyosho will get their act together.

Novice Notes



Why do aircrafts always take-off with a headwind?

Airplanes takeoff and land with a headwind or some semblance of one because it dramatically improves takeoff & climb performance and shortens landing distance. Simple laws of aerodynamics determine whether or not an airplane flies, and that is where the principle comes from. When taking off, air flows over the wing, and for all intensive purposes creates a vacuum on top of the wing which leads to the development of lift. The addition of a headwind greatly increases the amount of air flowing over the wing, allowing it to lift off earlier. Tailwinds have the opposite effect, literally pushing the plane down the runway and working against the laws of aerodynamics. Landings work in much the same way. The use of flaps on landing actually increases the wing area, subsequently adding more lift (allowing the plane to fly slower) and reducing airspeed.

What really is Center of Gravity, and how does it effect the airplane in flight?

For modeling purposes, this is usually considered -- the point at which the airplane balances fore to aft. This point is critical in regards to how the airplane reacts in the air. A tail-heavy plane will be very snappy but generally very unstable and susceptible to more frequent stalls. If the airplane is nose heavy, it will tend to track better and be less sensitive to control inputs, but, will generally drop its nose when the throttle is reduced to idle. This makes the plane more difficult to land since it takes more effort to hold the nose up. A nose heavy airplane will have to come in faster to land safely.

What is stall and especially what is this thing called tip stall?

Stall is what happens when the angle of attack is too great to generate lift regardless of airspeed. (Every airfoil has an angle of attack at which it generates maximum lift -- the airfoil will stall beyond this angle). Tip stall is when the outboard end of one wing (the tip) stops developing lift, causing the plane to roll suddenly in the direction of the stalled wing. This situation is certainly not fun when you are only a few feet off the runway trying to land the plane and it's normally too late to compensate and correct the situation.

There are no scheduled lectures for February and March scheduled at the printing of this Newsletter. The time period (7 PM to 8 PM) prior to the start of the meeting will be for members to bring in airplanes and anything else for help from other members





Promote our hobby and display your airplane at the Cradle of Aviation during the weekend of March 17th.

Drop your airplane off before 5PM on Friday and pick it up on Sunday.

Enjoy free admission to the museum. Any airplane, does not have to be scale.

This Month's Interesting Photos Building Program



Photos were taken by Tom McManus.

More photos from the Building Program and other Meroke events can be found at

<http://gallery.meroke.com>



Glow Plug Problems . . .

Today's glow plugs are well made products, and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. If you have a motor which seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

Overheating — A glow plug coil will melt if it gets too hot. Reasons why this happens vary. Sometimes the combination of running a motor wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel which has a built-in surge characteristic, which results in momentary over-voltage when the plug is first switched on. When a glow plug fails due to overheating, the end of the element wire has a tear drop shape. Unless you have very unusual eyes, you cannot detect this without the aid of a microscope or magnifying glass. You can use a 20 power microscope which brings it up where you can plainly see the end of the break.

Vibration — If the engine is not rigidly mounted and can move around very much, the element is shaken from side to side with tremendous "G" forces. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.

Shock Wave — Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets down to about .010, air is forced out of the squish band area with supersonic velocity and the action on the glow plug element is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

Less often, reasons why glow plugs sometimes fail are:

Cranking the engine when it is flooded. This sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where it shorts out.

Another problem that occasionally occurs is that motors sometime take to wearing abnormally, such as a cracked crankshaft chewing metal out of the bearing, or a connecting rod that is chewing metal. Of course, when this metal goes up and deposits on the plug element, the plug burns out.



Charlie Folz is looking for a muffler for a Super Tiger 90. If you have one, give Charlie a call at 631-587-7471



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

No one has anything to sell this month. I found this very interesting tool on the Internet. I believe that some club members may even own one of these mini-saws. It makes perfect cuts in steel, brass, aluminum, and wood in 1/10th the time it takes by hand. So accurate that you may never have to file or sand ends.



- Includes one 2" diameter high speed steel blade
- Motor: 110V, .9 amps, 7800 RPM maximum
- Cutting capacity: 3/4" depth
- Miter gauge: 0° to 45°
- Base: 5-1/2"L x 5"W
- Overall dimensions: 9"L x 5-1/2"W x 6-3/4"H

And the best — it's only \$29.95 and it's available from www.harborfreight.com or 800-444-3353

It's not a P-38. It's the Lockheed P-58. It was an attempt at drastically improving the P-38, but it emerged as a high-level bomber destroyer with turbo-supercharged engines and heavy armament.

Meroke Members - March 2006

Abruzzo, Tom	516-796-2078	Hubner, William	516-798-0077	Perry, Keith	516-551-9514
Acovino, Fiore	516-432-1730	Jackson, Albert	516-564-0321	Peters, Robert**	631-691-3986
Anzaldi, Frank	516-775-4956	Kaers, Ed	516-797-5894	Pinto, Louis	516-785-6890
Battaglia, Peter	516-771-0047	Klein, Alvin	631-893-0935	Pollio, Tony	516-794-9637
Bell, David	516-633-0034	Klein, Mark	516-326-0855	Ramos, Nelson	516-483-3453
Berg, Allen	516-781-3911	Koenig, Gerald*	516-579-7643	Restivo, Charlie	516-271-3226
Berg, Ron	516-313-2866	Koenig, Jerry	516-796-0481	Reynolds, Bob	516-775-4377
Betts, Rob	631-225-6744	Kolakowski, Gene	516-599-3875	Rhine, Russell	516-484-0368
Blum, Stan	516-623-5839	Korderas, Chris	516-756-0908	Richichi, Sal	516-798-6036
Boll, Patrick*	516-596-1613	Korderas, John*	516-756-0908	Rifkin, Andrew	516-766-7109
Boll, Richard	516-596-1613	Kreutel, Irving**	516-799-7422	Rosenberg, Stuart	631-424-2999
Cagan, Alan	516-593-5809	Lando, Charles	516-826-4054	Rosenthal, Larry	516-333-7309
Carley, George	516-798-6709	Lang Sr., Tom	718-225-5537	Rothman, Stan**	516-826-6723
Chiroux, Ray	516-352-8125	Lang, Frank	718-225-5537	Robinson, Al	516-798-6991
Cieslewicz, Joe*	516-781-6236	Leibman, Jerry	516-334-1153	Savarese, Frank**	718-274-9017
Ciraldo, James	516-796-7799	Lima, John**	516-872-6698	Savarese, Pat**	516-735-3277
Closs, George	631-209-2022	Lobozza, Mike	516-735-3348	Sberlati, Richard	516-792-9884
Colquhoun, Robert**	516-735-0255	Loffredo, Steven*	516-561-3198	Schack, Ernie**	516-481-1814
Comerford, Matthew	516-698-1354	Longo, Joe	516-781-7144	Schroeder, James*	516-596-9747
Cott, Thomas	516-433-1441	Lovisolio, Michael*	516-520-1631	Schroeder, Len	516-599-0235
Crescenzo, Massimo	718-296-2096	Lovisolio, Nicholas*	516-520-1631	Schulaski, John	516-680-3952
Cruz-Ortiz, Angel	718-358-6581	Mandel, Ken	516-935-3536	Schulkind, Harold	718-225-1388
Czeto, Joseph	516-938-6268	Maran, Bob	516-579-7268	Scotto, Tom	516-731-3257
DeFranza, Jack	516-741-7581	Marden, Jared*	516-223-7971	Seddio, Sal**	516-747-8122
DeSena, John	516-759-2555	Marden, Rod	516-223-7971	Severance, Chris*	516-735-2458
Di Bartolomeo, Bob	516-433-5608	Markel, Andy	516-623-4480	Severance, John	516-735-2458
Di Prima, Joe	516-292-0247	McCann Jr., James	516-796-0460	Sito, Patrick	516-437-5648
Doell, Gunter	516-804-3144	McClay, Bob	516-390-5361	Smith, Ed	516-466-5420
Dormeus, Emile	516-328-2988	McGrath, Frank	631-368-8646	Smith, Robin	516-433-3060
Dougherty, Bill	516-931-0091	McManus, Thomas	516-644-5798	Solen, Deniz	516-799-4397
Eberhardt, Rudolph**	516-681-4564	Melnik, Rich	718-343-7257	Stone, Jack**	516-791-7380
Elbers, Mike	516-379-3185	Messina, Roland	516-735-8193	Stamile, Ray	516-887-8766
Folz, Charles	631-587-7471	Meyer, Charles	516-593-4006	Streb, Bill	516-378-4872
Frey, Richard	516-593-1444	Miceli, Philip	516-798-8291	Townsend, John**	516-785-1965
Frie, Douglas	516-481-4089	Miranda, Elias	516-454-7917	Tramuta, Jack	516-524-5164*
Friedensohn, Philip	718-896-1339	Monti, John	516-777-7025	Underdue, Curtis	917-213-4459
Gallo, Arnold	516-627-4618	Montoya, Daniel	631-969-5679	Weiner, Sandy	516-623-6896
Garavelli, Gene	516-796-5540	Mosbacher, Marty	516-799-0888	Weiner, Al	516-868-5674
Gatto, Greg	516-371-1204	Moses, Richard	516-378-1804	Wohlgemuth, Bob	516-546-6717
Giattini, Peter*	516-326-1793	Mueller, Kurt	516-799-0635	Yudelson, Matt	516-783-4949
Giraldo, Jose	516-783-4057	Murphy, Linda	631-369-8891	Zafonte, John	516-561-3087
Giroffi, Nick	516-681-7036	Murphy, Timothy	516-837-8473	Zarem, Bernard**	516-735-9329
Gramegna, Daniel	516-795-4837	Nonnemacher, Ralph**	516-352-1782		
Greenberg, Martin	516-678-2935	Nurhan, Said	516-546-6666		
Grimaldi, Tony	516-872-0683	Nurhan, Steven*	516-546-6666		
Hammer, Alvan	516-731-0755	O'Grady, Terry	516-678-4766		
Heaney, Richard	516-931-0620	Oneta, Tom	516-0741-1374		
Henken, Robert	516-433-3444	Ortiz, Henry**	516-354-1496		
Heinz, Peter	631-477-0320	Pawlak, John	718-565-7130		
Henery, Herb	631-665-6274	Pedalino, Tony	718-894-3363		

* Junior Members 12
 ** Lifetime Members 15
 Regular Members 115
Total Members 142



Big Apple Hobbies
 171-67 46th Avenue
 Flushing, NY 12345
 718-460-5671

The Meroke RC Club supports these local hobby shops

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

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

Unique Hobbies
 302 Atlantic Avenue
 East Rockaway, NY 11518
 516-887-8766



A fond farewell to a long-time Meroke who is heading south to his new home in South Carolina.

Joe DiPrima was one of the most active volunteers during his time with the club.

Thanks Joe for all of your help over the years and good luck from your friends at the Merokes

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. 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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Pay a visit to our website - <http://www.meroke.com>