



Smoke Signals

Monthly Newsletter of the Meroke RC Club

March 2010

AMA Gold Leader Club #458 - established 1963

From Our Man at the WRAMS Show

Phil Friedensohn

The WRAMS Show has not been doing well these past few years. I've been attending since the 70's. The show has lost many of its vendors over the years, but this year is especially troubling. A number of regular vendors were missing. The show was really at its peak years ago when Friday was open only to dealers. Saturday and Sunday were for the general public. Things have changed over the years due in no small part to the Internet and recession. You can see everything on-line that you will see at the show. Having said that, there is a certain amount of excitement in being there that is not to be had on-line.

Based on what I saw, the WRAMS Show is alive and well - downsized, yes, but doing well (based on the handout at the door there are 120 dealer booths). The WRAMS Show has turned more into a flea market than a show really. Is that bad? Not entirely. It's always good to put your hands on a wide variety of stuff to see what's new. Major missing-in-action vendors were NE Sailplanes, Hobby Lobby, FMA, Dave Brown, Polk's, Great Planes (OS Max, Futaba).

A few new vendors were there including RC Accessory, most notably known for importing Bantam Chargers. Central Hobbies showed a strong presence. RC Hot Deals was also popular with their motor/ESC combo deals. Usual standbys were there including Batteries America, eHobby Tools, MAXX Products, RJR Tools, Micro Fasteners, NoBS, Maxford USA's.

Steven's Aero was there with their kit offerings - and prices were comparable to the Internet (maybe a \$1 cheaper). R/C Hot Deals had more brushless motors and

speed controls than you could comprehend, and their booth was jammed all day - most of the 370 and smaller motors were \$30 for motor and speed control combo. Luke's R/C was there with a lot of our favorite small R/C products and the prices were great (\$110 for the MSR BNF with the A/C charger - \$79 for Vapor BNF! I can tell you will not beat them anywhere you look - at the show, on the Internet wherever. Bruckner Hobbies had their usual hot deals- Futaba 2.4 receivers were the show special! Flyzones Playmate for \$74 was also offered. Lazertoys also had some good deals- built up ready to fly R/C models for \$90 - receiver ready. Fly R/C subscriptions are \$14.95 for a year -show special. The show was full but not jammed - most people were carrying

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Meroke Calendar

March 4 th	Club Meeting 8 PM - Show & Tell
March 13 th / 14 th	Cradle of Aviation Exhibition
March 13 th	Lebanon (PA) Swap Meet
March 18 th	Club Meeting 8 PM - Bargain Basement Auction - Mark Klein
April 8 th	Club Meeting 8 PM - Show & Tell *****Note Date Change*****
April 15 th	Club Meeting 8 PM - Jet Demo - Chris Mantzaris
April 30 th & May 1 st	Scale Model Show & Contest at the American Airpower Museum
May 15 th	TAG Program
June 13 th	Open Fun Fly
September	Club Picnic - Date to be Determined

Meetings are held the first and third Thursday of each month at 8:00 PM at the First Presbyterian Church of Levittown located at 474 Wantagh Avenue. The church is about 1 mile north of Exit 28N on the Southern State Parkway. Additional information can be found on the club website - www.meroke.com.

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Friends of Cedar Creek Building Program	Charlie Lando Nelson Ramos Ron Berg	Ed Wiemann
Archivists Webmaster Social (Coffee)	Ted Evangelatos Irv Kreutel Herb Henery	Al Hammer
Raffles	Curtis Underdue	
Show and Tell Video Librarian Audio/Visual	Ed Wiemann Bob Cook Tom Cott	
Come Fly With Me Open Fly-In TAG Program	Charlie Lando Charlie Lando	Dave Bell
Monthly Fun Fly Dinner Picnic	Jaclyn Tavorario Jaclyn Tavorario Chris Manzaris	Gene Kolakowski
Contest Directors	Allen Berg Ernie Schack	Tony Pollio Tom Scotto
Flight Instructors	Allen Berg Douglas Frie Mark Klein Ken Mandel Tony Pollio Bob Reynolds Bill Streb	Ted Evangelatos Dan Gramenga Gene Kolakowski Tim Murphy Mike Hagens* Harvey Schwartz Al Weiner
*Flight Instruction Coordinator	Mike Hagens	516-546-6773

From the President

As I have stated at the beginning of my term, I am in favor of giving the full credit due to our volunteers for their hard work and dedication to our club, to our field and to the hobby. The Merokes have established many awards to honor such members at the end of each year, including the ultimate "Mr. Meroke" award. I strongly feel however that we need to do more in recognizing these special Meroke members - and more often.

So I am launching a "Thank You" campaign, through my newsletter column, at the club meetings, at the field, and via any means available to me, in order to show our appreciation to these individuals. I invite, and I would greatly appreciate, input from the membership on people to be named in the weeks and months to follow.

I would like to start this month with a big "Thank You" to a fellow member who I feel has dedicated a great deal of personal time and effort to our Club affairs, adding value to our membership that is second to none.

The person I am referring to is *Phil Friedensohn*, or "Dr. Phil" as we also have come to know him through his columns in our monthly newsletter.

Phil has been one of the most active members of our Club, both at the meetings and at the field. Starting from his field-related activities, there has been no newcomer or visitor of the Cedar Creek Aerodrome who came to watch us fly that has not been approached by Phil and given the introductory speech about the fun of flying RC, how to get started and the related costs, and of course how to join the Merokes! If our club had a "Recruiter of the Year" award (something we should actually look into this year) I am sure that Phil would be winning it most of the time - hands down.

Aside from his new member recruiting activities, Phil is always there when a novice flyer comes to "test his/ her wings" with a new airplane that needs to be checked and have its airworthiness verified. He will go over every single one of his "500-point plus!" inspection routine of the equipment, including battery checkups and range

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packages, so everyone was buying. eFlite flew a noon-time demo, with the Ember, Vapor & 4-site. Some of the big boys that were showing their (right) stuff were Dessert Aircraft, Easytiger, and KMP. The giant scale ARF's were spectacular.

The swap shop was somewhat bare compared to other years - but I also observed that a lot of the built airplanes were selling very quickly after registering them - so it was a sellers' market this year. As for the static displays on the lower level, please judge for yourself. A picture is worth a thousand words.

Just log onto the following and you'll see what I mean:

http://www.youtube.com/watch?v=_ywl8UIWHc4

Last but not least was the opportunity to meet with friends and fellow hobbyist throughout the day. If you attended our Meroke lecture series over the last couple of years, you'd be familiar with Gary Fitch - AMA District 2 VP, Frank Granelli - Editor of Sports Aviator Magazine, Roy Vaillancourt of Vailly Aviations, Dean Pappas, Ed Anderson, and Tom Hunt. Attending the WRAMS Show gave me a great opportunity to attend some very interesting lectures given by the likes of Roy Vaillancourt, Ed Anderson, and Dean Pappas.

So was it worth a \$12.00 admission and a \$4.00 parking fee? You bet it was. It was just as entertaining as a day at the movies. And what's up for next year? Rumor is - and rumor only, as I did not talk to anyone but heard a few people discussing it at lunch - is that the AMA is going to take the show over and run it. Good Luck!

Bring your old planes, your broken engines, your splintered propellers to the Meroke Auction on March 18th. I'll get you top dollar for all you want to sell. And bring friends if you have any.

Mark Klein



New Products

Dennis Andreas

Klass Kote Paints

- Resistant to many RC model fuels including NITRO METHANE.
- Over 38 years of extensive field performance in a variety of industrial, automotive, and model applications.
- Quick, air-drying, chemical hardening and thermosetting system.
- Tough, durable, and flexible film provides excellent adhesion on nearly all substrates.
- Outlasts, outperforms & outshines similar 2-component epoxy coatings.

When it comes to painting your R/C model(s) or crafting project, your wait for the highest quality 2-part epoxy paint system is over. This system is a perfect replacement for those familiar with other epoxy coatings sold to the model and crafting industries. Image equals perception therefore your R/C model or crafting projects' image must be perfect. You aren't interested in doing things "half-way", and you will not take short-cuts. You want the best finish and protective coating available for your model or crafting project. You have just spent hours building your masterpiece... why not make it look like a work of art with **KLASS KOTE** epoxy paint?

Notes from Dennis

Nassau Hobby Center will be stocking this outstanding paint! If you have used Super Poxy, you will love this! If you have Super Poxy color cans from before, you can use their Catalyst! And refinish or touch up that Classic Pattern ship from way back! We will be stocking the standard colors and can get others in a few day max. Mixing chart are available for special colors.

I have used this on a number of projects and if you want that perfect finish, this is it! Super high gloss, matte finish... will not gum up or fade under sun or pure nitro or gasoline. Easy to spray or brush on (if on horizontal surface,) flow and leveling great!

Battery Handling

An update on a very critical issue

1. Never fast-charge any battery type unattended.
2. Never charge LiPo cells/packs at any rate unattended.
3. Only charge LiPo cells/packs with a charger designed specifically for lithium polymer chemistry.
4. **LiPo cells can ignite because of unmatched cell capacity or voltage, cell damage, charger failure, incorrect charger settings and other factors.**
5. **Always use the correct charging voltage.** LiPo cells/packs may ignite if connected to a charger supplying more than 6 volts per cell.
6. Always assure the charger is working properly.
7. Always charge LiPo cells/packs where no harm can result, no matter what happens.
8. Never charge a cell/pack in a model. A hot pack may ignite wood, foam or plastic.
9. Never charge a cell/pack inside a motor vehicle, or in a vehicle's engine compartment.
10. Never charge a cell/pack on a wooden workbench, or on any flammable material.
11. If a cell/pack is involved in a crash:
 - a. Remove the cell/pack from the model.
 - b. Carefully inspect the cell/pack for shorts in the wiring or connections. If in doubt, cut all wires from the cell/pack.
 - c. Disassemble the pack.
 - d. Inspect cells for dents, cracks and splits. Dispose of damaged cells (see below).
12. Dispose of cells/packs as follows:
 - a. Discharge: with the cell/pack in a safe area, connect a moderate resistance across the terminals until the cell/pack is discharged. **CAUTION: cell/pack may be hot!**
 - b. Discard:
 - NiMH: place in regular trash.
 - NiCd: recycle (cadmium is toxic).

- LiPo: puncture plastic envelope, immerse in salt water for several hours, place in regular trash.

13. Handle all cells/packs with care, as they can deliver high currents if shorted. Shorting by a ring, for example, will remove a finger.

14. Always store cells/packs in a secure location where they cannot be shorted or handled by children.

15. When constructing a pack, use only cells of the same capacity (mAh).

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checks, all the way down to which brand of rubber bands to use! Once in a while people jokingly urge him to finish his 2-hour inspection routine, so that the airplane can actually fly!

Phil was the person who organized the Meroke Educational Lectures for years – and is still helping us this year as well. I personally feel that these seminars are one of the most valuable offerings of the club to its membership. Phil has brought to the club many well-known lecturers, who educated us in everything from Pattern airplane flying, to electric aircraft powering, to new aircraft painting techniques, to gliders and helicopter flying. Many of Phil's guest lecturers have also given live demonstrations at Cedar Creek as well, from Dean Pappas' "how to correctly trim an airplane" to Ed Anderson's "soaring over Cedar Creek" event at the field.

During the cold winter months when no flying activities are feasible due to the weather, Phil arranges "Virtual Fun Flies" at the club meetings and gets the Merokes involved in fierce team competition on the simulator.

Phil, on behalf of the Meroke RC Club I wish to thank you for the invaluable service you have offered to all of us, both at the field and with our off-the-field activities. Your contributions are fully recognized and greatly appreciated. It is people like you that our club, and our hobby, need and are proud to have as a member and a colleague. Thank you very, very much!

Fellow Merokes, I have more volunteers on my special "Thank You" list. I will keep you posted. Until then, stay warm, and like Phil would surely say "cycle those batteries and get ready for spring"!

Evergreen Aviation and Space Museum

By Mike Elbers

This museum is located McVinnville, Oregon or about 1 Hour south of Portland and is surrounded by the CEO and founder of Evergreen International Aviation and his son Captain Michael King Smith (an Air Force Reservist F-15



Hughes H-4 Hercules aka Spruce Goose

fighter pilot before his death). The museum building was purposely built for housing the Hughes H-4 Hercules aka "Spruce Goose" and features an active runway for flying the various museum aircraft in much the same manner as our own American Airpower Museum does. The museum contains spacecraft, rockets, and 78 aircraft in pristine condition including: Grumman's F6F-3 Hellcat, F-14D Super Tomcat, OV-10 Mohawk, and TF-9J Cougar, as well as Republic's F-84D Thunderstreak, and F-105-G Thunderchief.

The museum also features a model airplane runway and is home to the Evergreen Aero Modelers Club. It was really neat seeing modellers flying in sight of the outdoor airplane displays.

Most of the airplanes housed in the museum are in flyable condition. This is especially evident with the many warbirds. The Bf 109-G has an original Mercedes Benz engine and is also in flyable condition. The sheet metal work and painting on all the airplanes is incredible.

The centerpiece of the museum is the Hughes H-4 Hercules. The entire museum is basically dwarfed by the

H-4 Hercules. There is a Douglas DC-3 parked underneath the wing of the Hercules and the tail easily clears the Hercules wing at the base. The Hercules still has the world's largest airplane wingspan. The Hercules was originally designated the HK-1 for Hughes and Henry Kaiser who prodded Howard Hughes into the original project.

This airplane's nickname is the "Spruce Goose." Howard Hughes hated this name as the plane is actually made of birch which is custom molded into curved plywood known as the "Duramold" system. The Duramold system was patented by Fairchild Aircraft and Howard Hughes had to pay for the rights to use the Duramold system on large aircraft that he built.

The H-4 was built in California and was slated to be broken up in 1990 as the owners at that time had died. Evergreen Aviation submitted the only offer which would keep the airplane in one piece. The plane was disassembled in California and shipped by barge to the Columbia River. The project had to wait some months for the height of the river to be correct so that the airplane wings and fuselage could be rolled off the barge in



Grumman F6F-3 Hellcat

Portland. From Portland the plane's fuselage was trailered to the Evergreen Aviation Museum in much the same way that the plane was transferred from Culver City, California to Long Beach, California during the plane's original construction. The museum was able to find

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some of the plane's assembly and maintenance crews to provide technical assistance for the planes re-assembly.

Visitors are able to walk around the inside of the bottom of the plane but are unable to access the flight deck. You can buy a DVD which gives you a tour of the entire



Lockheed P-38 Lightning

airplane. When I first visited the plane in 1987, visitors were allowed to walk up a ramp which would allow you to access the port side engines and look through the plexiglass fuselage. I asked about this and due to the American Disability Act, the old ramp was not allowed to be erected.

For further information you can access the museum's website <http://www.sprucegoose.org>

Show & Tell

In February, we had 4 members participate in the monthly Show & Tell

- Tony Pollio spoke about his E-Flite electric P40 and also his dual rotor electric helicopter
- Gene Kolakowski showed his new Twist which he will use in this year's Fun Fly competition
- Mike Hagens proudly displayed and spoke about his \$99 Great Planes Escapade (plus \$20 for the cowling)
- Chris Mantzaris dazzled us with his turbine powered F-18 (Chris will speak about his turbine aircraft at the 2nd meeting in April). Chris also showed the inexpensive video camera that he purchased on eBay. That night I searched eBay and bought the same camera for 99 cents - yes, 99 cents

Wish that I could tell you who won the drawing, but I can't make out the scribbling notes I took that night.

March Birthdays

- | | |
|----|---------------------------|
| 10 | <i>Joseph Czeto</i> |
| 13 | <i>Patrick Boll</i> |
| 13 | <i>Charlie Meyer</i> |
| 23 | <i>Dave Bell</i> |
| 27 | <i>Philip Friedensohn</i> |
| 31 | <i>Dave Strunk</i> |
| 31 | <i>Joseph Virgilio Jr</i> |



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