

SMOKE SIGNALS

NEWSLETTER

CONGRATULATIONS

TO

*The Meroke RC Club
and
Nassau Flyers RC Club*

MEMBERSHIP

*for their tenacity, strength of purpose and
dedication to the success of the*

May 17, 2014

FLYING HIGH AGAIN WOUNDED WARRIOR BENEFIT

Allen Berg

EVENT COORDINATOR
MEROKE RC CLUB

Archie Defendini

EVENT COORDINATOR
NASSAU FLYERS RC CLUB

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FLYING HIGH AGAIN

A BENEFIT FOR THE WOUNDED WARRIOR PROJECT



Was the MAY 17, 2014 event a success? It all depends on how you look at it and how you deem an event successful or not.

If you look at it from the point of view that the Meroke RC Club and the Nassau Flyers RC Club put their collective hearts and souls into the project then the answer is YES it was a huge success.

If you look at it from the organizational side, the site plan laid out by Allen Berg was spot on and executed to perfection by members of the Meroke RC and Nassau Flyers RC clubs, then the answer is a rousing YES.

Looking at the turn out you will see a good mixture of flyers along with a generous number of the public attending the event. So again the answer is YES the event was successful. In fact, if we can generate the same interest and attendance for our 21st annual OPEN FUN FLY coming up this September 13, 2014 I think we would all consider it the most successful in many years.



From a financial point of view the jury is still out, what amount deems one event a success and another not so. In this case because of the organization for which the event was planned the WOUNDED WARRIOR PROJECT even if one dollar was collected then I would deem the event a success and our final total was in the thousands...YES...YES...YES a success.

The day was orchestrated by Meroke President Allen Berg and Archie Defendini of the Nassau Flyers. What can you say about two men who had a vision and saw it through to fruition.

Jim Gilmartin worked doggedly to get our benefit sanctioned with the WOUNDED WARRIOR PROJECT and made substantial donations to the event which included major raffle prizes including a special raffle prize for the vets.

Russell Rhine was CD for the event making sure it ran smooth as silk. Registration was led by Charlie Lando, the treasury was handled by Nick Guiffre along with members of the Nassau Flyers who also took charge of the food prep and served us all with a smile. Kate from the Cedar Creek office made sure that we had all the extras an event like this needs, including lights so we all could maneuver the road out of the park at the end of a long day.



The highlight of the days events were the raffle prizes. Our sponsors came through big time allowing us to feature a raffle every half hour throughout the day with multiple grand prizes drawn at 7pm to top off the days activities leading us to the NIGHT FLIGHT portion of an exciting day of flying.

Will there be another event next year? I don't know but I certainly hope so. If not for THE WOUNDED WARRIOR PROJECT than for some other worthwhile charity because these are the types of events that separate us from other hobby groups. We made a difference for at least one day.

Was the day a success? In my heart I know...YES, YES IT WAS!

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The following comes from MODEL AIRPLANE NEWS .

Inverted issues

May 22, 2011 [2 Comments](#) by [Model Airplane News](#)

Clarence, I have a OS BGX-1 mounted inverted in a one-fifth scale Pica P-40. I am using a J-Tec muffler. This engine is very hard to start. I usually have to turn the plane over, place in a cradle, then it starts, by hand, easily. I then shut it down, put the plane back on its wheels and quickly start it (but not always). I have tried various electric starters with no luck. I previously had this engine mounted sideways in another plane and it always started easily by hand and ran fine. When I choke it, lots of fuel just runs out of carb. Suggestions? Would converting it to gas help? Thank you, Bill F.



Dear Bill,

Like I have said many, many times in the column, anytime you invert an engine you can expect starting and idle problems. The glow plug becomes a sump where the raw fuel collects, putting out the fire. It is very important that the glow plug burn bright orange and not dull red so that it can burn off the fuel. As your engine will start okay side mounted or upright, it rules out any engine problem and is just your starting technique. You are probably just not getting sufficient fuel into the engine due to running out the carburetor. Try leaving the starting battery disconnected and with your finger over the muffler tail pipe spin the engine for three or four seconds. Then connect the battery and hit the engine with the starter, It should fire up right away. Placing your finger over the muffler tail pipe pressurizes the fuel tank forcing fuel to the carburetor and on into the engine. Let me know how it goes.

Good flying,

Clarence.

CALENDAR

JUNE 5, 2014
Club Meeting

JUNE 19, 2014
Club Meeting
2ND VIRTUAL FUN FLY



Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

June 30 Frank Anzaldi

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Gibbs Guides has become one of my favorite places to find articles for the Newsletter that I feel will impart information that you all can find useful, so here is the next installment.

Gibbs Guides

5 ways to increase model performance- without buying a new power system!

Article by Andrew Gibbs



Most models will benefit from a little attention to improve their performance.

There are a number of ways to tweak a model to make sure its performing as well as it possibly can. This short article discusses how to get the most performance from a model, without buying a new power system. The propeller is a great place to start:

1. Choice of Propeller

Experimenting with propellers is often the easiest and most effective way to get a model to perform better. The greater the load a prop places on the battery, the more power your motor will draw. However, even small increases in prop diameter can cause big changes in the current drawn by the motor, so when changing props, always be sure to check the current consumption is still within the limitations of your motor, battery and ESC.

Another easy and simple way to get more performance is to check that the pitch of the prop is appropriate to the needs of the model. You may get more speed from a model by changing to a prop with a greater pitch. For example, instead of a 9 x 5, maybe try a 9 x 6. Again, always check the current consumption when changing props.

If rate of climb and not level flight speed is your preference, changing to a lower pitch prop may work wonders. For example, an electric glider might climb significantly better with a 12 x 7 instead of a 11 x 8.

2. Balance That Prop

An unbalanced propeller can develop a significant amount of vibration, especially at high rpm, and that vibration uses energy from the motor which is then not available to turn the propeller. For this reason, balancing the prop can yield a surprising benefit in performance.

For electric models in particular, I recommend investing in a good quality balancer. The investment will repay dividends for every one of your models in the future. Spinners can also be out of balance, so remember to balance them too.

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Trying out a few different propellers can produce a surprising performance gain. Remember to balance the spinner as well.



A balanced propeller will not waste motor power producing vibration - instead, all of the motor's output power will go into turning the prop.

3. Check control surface alignment

A model can appear to be flying straight when in fact it's crabbing sideways a little. This presents the side of the fuselage to the airflow, and can really slow the model down. Crabbing can be caused by incorrectly set up control surfaces – if your rudder is deflected right, and the ailerons left (left aileron up) when the sticks are centred, chances are that the model is crabbing. If you get the controls properly centred, the model could pick up a surprising gain in speed.

Some models have two elevator halves, connected by a wire joiner. If the two halves are not aligned correctly, one elevator half may be up, while the other is down. This will produce drag, slowing the model down.

4. Optimising the balance point

A model with an excessively forward centre of gravity (CG) will require an additional amount of up elevator to maintain level flight, compared to the same model where the CG is correctly positioned. While a forward centre of gravity is good for longitudinal stability, the necessary up elevator will cause some additional drag. Also, the up elevator means that the tail will be producing more of a downwards load than necessary, so the wing will have to produce more lift to compensate, with an associated increase in induced drag. Both of these factors will slow the model down somewhat.

It can therefore be worth moving the CG rearwards in small increments, carefully assessing how the model flies after each change. As the CG moves rearwards, the elevator will become more sensitive, and so it may well be sensible to reduce the elevator throw a little. Take great care not to move the CG too far rearwards, or the model will become excessively sensitive. If the GC is taken even further rearward, the model will become unstable and even unflyable.

5. Flying style

Your flying style can significantly influence the performance of a model. Tight turns cause a lot of drag, robbing the model of airspeed. Instead of making tight turns, try easing them out so that turns are wider. These cause much less drag to be generated, and the model will fly for longer and/or faster.

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JUNE 6, 2014 is the 70th anniversary of D-Day. As we remember and honor those brave men who fought and died on the beaches of Normandy, I present to you the story of another brave American aviator who ran in the 1936 Olympic Games, wasn't impressed by Hitler, spent over a month adrift at sea and that was just the beginning. FROM VCSTAR.COM.



Photo Courtesy/
tomsandersphoto.com RIGHT: Louis Zamperini, wearing his old bomber jacket, is captured in this 2010 photo with the Nazi swastika flag that he swiped in Berlin during the 1936 Olympic Games. The German police caught him, but let him keep it when they recognized who he was. Zamperini's running career was shelved by World War II; a 1943 plane crash sent the bombardier on an odyssey that included 47 days on a life raft followed by more than two years as a POW.

In the nooks of Louis Zamperini's mind, an incredible past still roils. Those long-ago places, names and situations surface and flash. The reeking dungeons at "Execution Island." The man they called "The Bird," who beat, tortured and tormented him. The guinea-pig injections they shot into his veins and, literally, the crap they shoved in his face. The men who died right in front of him.

Contributed photo/Louis Zamperini Louis Zamperini inspects sizable damage to his plane in this 1943 photo. Later that year, he wouldn't be so lucky. His plane would crash into the Pacific on a search-and-rescue mission, just the start of a 47-day, 2,000-mile odyssey on a raft, followed by more than two years spent in brutal Japanese POW camps. Zamperini will talk about his life and incredible story of survival at the Star Scholars program in Camarillo on Tuesday night.

Zamperini spent almost seven weeks in 1943 adrift on a raft, a speck of suffering in the dead of the vast, monochrome Pacific, with little food or water. The beating equatorial sun slowly burned madness into the brains of Zamperini and his two companions. They fought off the constant sharks that sometimes jumped aboard, eager to finish off what a horrific plane crash hadn't.

He drifted west some 2,000 miles, right into the enemy's hand. For the next two years, he was a prisoner of war.

His story has attracted attention over the years. Laura Hillenbrand's best-selling 2010 biography, "Unbroken," revived interest in Zamperini (who had written his own book, "Devil At My Heels," more than a half-century earlier). Now, A-list Hollywood has come calling; a film version is in the works, with Angelina Jolie as director and the famed Coen brothers, Ethan and Joel, slated to write the final script.

At 96, Zamperini no longer does interviews. But he still tells his story... Fighting off sharks and the like were his son Luke's bedtime stories growing up. As time passes, more details and new things come out, Luke says, sometimes jogged by something the audience asks his dad.

"Even today, as I ponder what he went through," Luke said, "it's still mind-boggling."

Or as his daughter Cynthia Garris put it, "Many times he almost died, but he didn't."

A runner emerges

This could've been the story of a reformed bad boy turned star athlete.

Louis Silvie Zamperini was born Jan. 26, 1917, in Olean, N.Y., but his bout with pneumonia at age 2 convinced a doctor and his Italian immigrant parents that a warmer climate would be better. They moved to Southern California, settling in Torrance.

They spoke only Italian in their home and Louis knew little English, which made him a target for school bullies who beat and bloodied him.

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Early life hardened him. Zamperini began smoking when he was 5 and drinking when he was 8, he relayed in Hillenbrand's "Unbroken" book. He hopped freight trains, ran money scams and stole food, using picklock wire.

He ran often from police and angry residents. He was so fast afoot, a 1998 CBS documentary special on him stated, that he even stole beer from bootleggers.

After his brother, Pete, and the authorities suggested that he turn all that running in a positive direction, Zamperini became a track star at Torrance High School.

In May 1934, he set a world scholastic record in the mile of 4:21.2. At 19, he qualified for the 1936 Olympic Games in Berlin — the games of Jesse Owens and Adolf Hitler.

Zamperini ran eighth in the 5,000 meters, out of a medal but still the top American finisher. A strong closing kick got Hitler's attention; when they shook hands later, Hitler said, "Ah, the boy with the fast finish."

Zamperini later told America in "WW II in America" magazine that Hitler "didn't impress me."



AP1939
LEFT: Louis Zamperini of USC is shown at a track meet in New York in May 1939, finishing some 20 yards ahead of the second-place finisher. Zamperini turned his running skills as a wayward youth and became a track phenom, setting a world scholastic record for the mile in 1934, and qualifying for the 1936 Olympic Games in Berlin. AP Photo

Wanting a souvenir, Zamperini shimmied up a 50-foot pole one night and swiped a Nazi swastika flag at the Reich Chancellery, the German version of the White House. The police caught him, but when they recognized him, they let him keep the flag. Zamperini still has it.

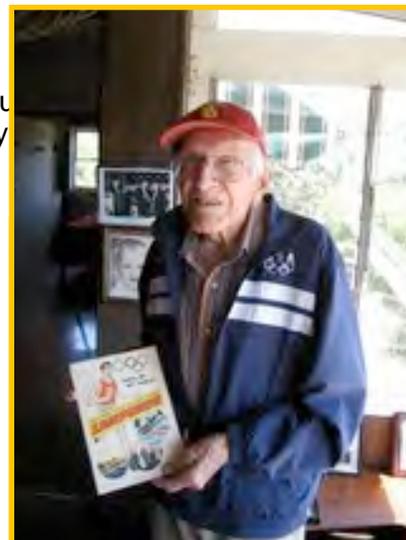
After Berlin, Zamperini returned to USC, where he'd won an athletic scholarship, and set more records as part of the track team. He fancied medaling at the 1940 Olympic Games slated for Tokyo.

But World War II canceled the 1940 games, and Zamperini's life took a hard turn into bombardier school.

'A sledgehammer'

After training, he wound up stationed in Hawaii and was assigned to a B-24 bombing crew. They flew long missions, sometimes covering 5,000 miles round trip. On May 27, 1943, Zamperini and crew were called out on a search-and-rescue mission to find a crew that reportedly had crashed near Palmyra.

Some 200 miles north of Palmyra (and about 800 miles south of Hawaii), the plane ran into trouble. An engine on the left side suddenly died, then an engineer accidentally shut down the other engine on that side. After the second one was gone, the plane "just dropped like a rock," Zamperini told CBS.



Contributed photo Louis Zamperini holds up a copy of "Devil At My Heels," the book he wrote about his experiences as a bombardier, POW and Olympic runner, in this recent photo taken at his home in the Hollywood hills. The book, originally written in the 1950s, was updated last decade.

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The plane hit the water, cartwheeled and exploded.

“It felt like someone hit me in the head with a sledgehammer,” Zamperini told “WWII in America” magazine.

He blacked out in the sea, and awoke in a tangle of “metal spaghetti,” wires and cables around him. He was sinking, drowning. He was finally able to force himself out of the plane; the skin scraped off his back as he squeezed through a hole in the fuselage. He surfaced to find fire, smoke and debris on the water. Rivulets of blood curled among the wreckage.

He inflated his life jacket. He heard a voice, then saw pilot Russell Allen Phillips and tail gunner Francis McNamara clinging to a fuel tank about 20 feet away. Zamperini corralled a life raft, and pulled a badly bleeding Phillips aboard; McNamara climbed aboard under his own power.

Eight of the 11 men onboard died. For Zamperini and the other two survivors, the odyssey had only started.

Drifting away

Zamperini found scant provisions in the raft pockets — a few chocolate bars, a few half-pint tins of water, a flare gun, fish hooks and line, and other supplies, according to the Hillenbrand book.

Soon, the sharks found them — mako and reef sharks, Zamperini believed. They rubbed their backs along the raft bottom as they passed underneath.

In the first few days, they spotted a B-25 and a B-24, but both planes failed to notice them or the flares they fired.

Thirst, starvation and agony set in. They used up the water in the first week, then depended on the scant rainstorms that gave them precious drops they harvested. They drank the blood of birds they caught, and used the bodies as bait for the few fish they caught.

They deteriorated, as Zamperini relayed in the Hillenbrand book. Their lips burned and cracked, and they had sores and open slashes that stung when saltwater whitecaps hit them. They lost weight, their flesh evaporated, their cheeks became concave. “Their bodies were digesting themselves,” Hillenbrand wrote

As bad as that was, Zamperini knew the mental side was worse. He tried to keep up morale and sanity by reciting favorite recipes and how he prepared them. They did arithmetic, tried to remember the starting lineup for the 1927 New York Yankees, and sung hymns and Bing Crosby tunes.

“My dad did not go into this odyssey unprepared,” said Luke, who noted he’d taken survival training. “He learned that in such situations, the mind needed to be exercised.”

On the 27th day, they were strafed by a Japanese bomber. Zamperini jumped in the water to dodge the bullets, then had to fend off a shark with kicks and punches, hitting it in the nose. McNamara and Phillips mostly stayed in the raft, pretending to be dead. Surprisingly, neither one got hit.

“It was unbelievable,” Zamperini told CBS, “that after 45 minutes of strafing and all those bullets, those guys were missed. It was a miracle.”

But they spent hours patching holes, part of the raft submerged. Several times, sharks lunged over the raft walls and attacked. The men swatted them with oars as they pumped air into the raft.

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The episode left them exhausted. At one point, for one of the few times in his life, Zamperini prayed.

On the 33rd day, McNamara died. Zamperini and Phillips conducted a brief eulogy before committing his body to the sea.

Zamperini and Phillips drifted for two more weeks. On the 47th day, they reached the Marshall Islands, which they knew were in Japanese hands. They washed ashore on Wotje; from there, the Japanese took them to nearby Kwajalein.

POW horrors

At Kwajalein, after weeks on a raft under open skies, Zamperini took off his blindfold and found himself “locked in a cubicle the size of a dog kennel,” as he recalled in his “Devil At My Heels” book.

“The instant claustrophobia made me want to scream,” Zamperini wrote, “but I was too weak. Instead, I lay down and looked at my body. Just six weeks before, I’d been a vigorous athlete who could run a mile in just over four minutes. Now I was fleshless, skeletal I could no longer help myself. I broke down and cried.”

He was beaten. A doctor injected him with strange substances.

Kwajalein was called “Execution Island.” On a wall of his wooden cell, Zamperini read the names of nine Marines whom he later learned had been beheaded.

His captors reinforced the morbid vibe.

“They took great joy in telling us we were gonna be executed,” he told CBS. “Every morning we woke up, we expected that this is the day they’re gonna kill us.”

After about six weeks, Zamperini and Phillips were put on a boat to Japan. There, Zamperini would go through three POW camps — first Ofuna, a secret camp near Yokohama; then Omori, a man-made spit in Tokyo Bay, where he met his tormentor, “The Bird”; and finally at Camp 4-B in Naoetsu, a small town near Nagano.

All told, Zamperini was a POW for more than 25 months. He was a slave laborer. He and others subsisted on rice sometimes infested with insects and mice droppings.

He recalled the time when the POWs had to fertilize potato and carrot crops with their own dung, then eat the result. He was denied medical treatment for such things as beriberi and bloody diarrhea, according to a 2010 Wall Street Journal story on Hillenbrand's book.

When they found out he was a star Olympian runner, “they broke my nose three times,” he told “WWII in America” magazine. He was forced into demeaning acts, such as doing pushups atop pits of human excrement; then, they pushed his head into it, he said.

When Zamperini soon refused to do another broadcast — this time with a Japanese script — he was put on a train to Naoetsu. He thought at least he’d be getting away from The Bird, then saw him shortly after arrival.

“I felt probably the lowest ebb of my life almost like, ‘It’s useless,’” he later told CBS.

The severe beatings, often with a belt buckle whipped across his face, continued.

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But soon, near the end of summer in 1945, Japan surrendered. A U.S. B-29 flew overhead and blinked a Morse code message with its red lights: "The war is over."

Zamperini waved to the plane, and the pilot waved back. Years later, at a veterans reunion, Zamperini met that pilot. They talked again a few years ago, Zamperini's son Luke said.

Resuming life

Back home, Zamperini got a hero's welcome, was promoted to captain and received the Purple Heart and other honors, "WWII in America" magazine noted. He married a Miami debutante, Cynthia Applewhite, in 1946.

But things weren't going well. He drank heavily and had nightmares, in particular about one person. "Every night, The Bird came into my nightmares and I was always strangling him, my hands on his throat," he told CBS. "All I wanted was revenge."

Sometimes, in those throes, he'd shake family members violently.

In 1949, at his wife's urging, Zamperini met with young evangelist Billy Graham in Los Angeles. He converted to Christianity quickly. He remembered, as [Awesome Stories.com](http://AwesomeStories.com) relayed it, a prayer he'd uttered on that raft in the desolate Pacific six years earlier — "If you save me, I will serve you forever."

He forgave those who'd done all those dehumanizing and unspeakable things to him, traveling to Japan in 1950 to tell many of his old guards in person. But not The Bird; he was in hiding.

For years, Zamperini ran a camp for troubled youth in Angeles National Forest. These days, he lives independently in his Hollywood hills home, his daughter Cynthia said.

In 1998, Zamperini ran a torch relay as part of the Winter Olympics in Nagano. The route took him past his old POW Camp 4-B, now a park with a POW memorial. His daughter ran beside him. An overwhelmed Zamperini, who again was rebuffed in efforts to meet with The Bird, was greeted warmly by the Japanese.

"I burst into tears," Cynthia said. "It was very beautiful."

