SMOKE SIGNALS

The Stranded Irishman

One day an Irishman, who had been stranded on a deserted island for over 10 years, saw a speck on the horizon.
He thought to himself, "It's certainly not a ship"

As the speck got closer and closer, he began to rule out even the possibilities of a small boat or a raft.

Suddenly there strode from the surf a figure clad in a black wet suit. Putting aside the scuba tanks and mask and zipping down the top of the wet suit stood a drop-dead gorgeous blonde! She walked up to the stunned Irishman and said to him, "Tell me, how long has it been since you've had a good cigar?"

"Ten years," replied the amazed Irishman. With that, she reached over and unzipped a waterproof pocket on the left sleeve of her wet suit and pulled out a fresh package of cigars and a lighter.

He took a cigar, slowly lit it, and took a long drag. "Faith and begorrah," said the castaway, Ahh "that is so good! I'd almost forgotten how great a smoke can be!"

"And how long has it been since you've had a drop of good Bushmill's Irish Whiskey?" asked the blonde. Trembling, the castaway replied, "Ten years."

Hearing that, the blonde reached over to her right sleeve, unzipped a pocket there and removed a flask and handed it to him.
He opened the flask and took a long drink.
"Tis nectar of the gods!" shouted the Irishman. " 'Tis truly fantastic!!!"

At this point the gorgeous blonde started to slowly unzip the long front of her wet suit, right down the middle. She looked at the trembling man and asked, "And how long has it been since you played around?"

With tears in his eyes, the Irishman fell to his knees and sobbed, "Jesus, Mary and Joseph! Don't tell me that you've got golf clubs in there too.

Happy St. Patrick's Day to our Irish members and those of us who claim to be Irish, be it one day every year!

MARCH 2011

Wrong Way Corrigan

With a single flight, Corrigan breaks the law, charms the Irish, becomes an American hero and earns an unforgettable nickname.

Dealing with Crosswinds

Realistically, flying an approach and landing during crosswinds is inevitable. When it happens, pilots have a choice..the sideslip or the crab.

Spitfire ARF Review

The Spitfire rolled exceptionally well and is as easy to fly inverted as it is when upright.

A Conversation with...

Nelson Ramos

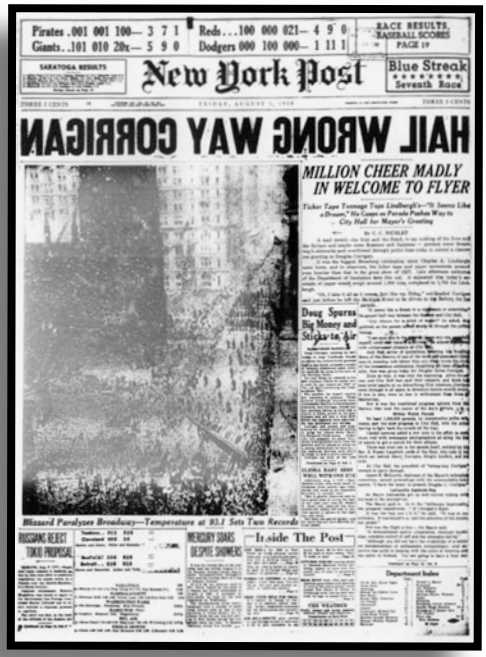
July 17, 1938: 'Wrong Way' Corrigan Gets It Right - from "WIRED Magazine"

Source: History.net

1938: Douglas Corrigan claims his place in the annals of aviation history when he "mistakenly" flies from New York to Ireland. With a single flight, Corrigan breaks the law, charms the Irish, becomes an American hero and earns an unforgettable nickname.

According to the flight plan he filed beforehand, his destination was California. Maybe it was, and maybe it wasn't: Corrigan had wanted to fly to Ireland all along, hoping to emulate Charles Lindbergh's solo trans-Atlantic flight of a decade earlier. But the Bureau of Air Commerce denied the request, on the grounds that Corrigan's plane -- a rather well-used Curtiss Robin OX-5 monoplane -- was too unstable for a long flight over water.

Like other early aviators, Douglas Corrigan was drawn to flying at an early age. While still a teenager, he took a paid ride aboard a Curtiss JN-4 "Jenny," and once bitten with the bug, there was nothing else to do but fly. Within a week Corrigan was taking lessons, and he made his first solo flight in 1926, still younger than 20.



New York Post

HAIL WRONG WAY CORRIGAN

MILLION CHEER MADLY IN WELCOME TO FLYER

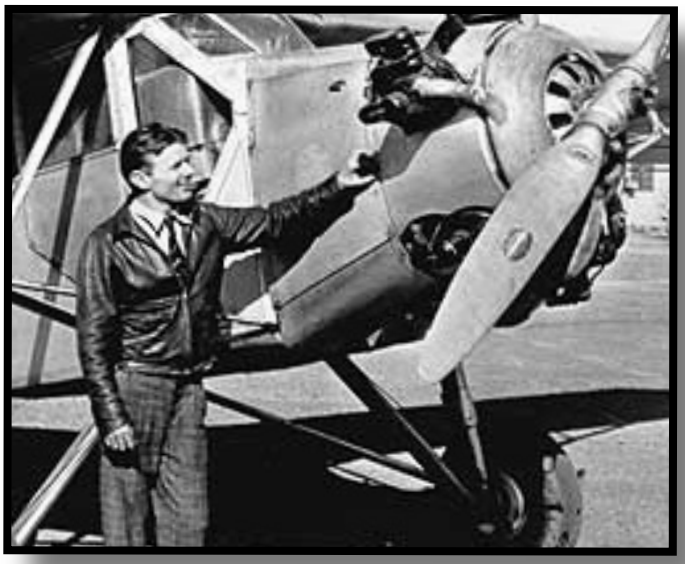
The public — and the press — loved the exploits of Douglas Corrigan. He claimed he was trying to fly from New York to California, but mistakenly headed the "wrong way" and landed in Ireland.

Offered a job as an aircraft mechanic with Ryan Aeronautical Company, Corrigan moved to the firm's San Diego factory and wound up on the team that built Lindbergh's Spirit of St. Louis. In fact, it was Corrigan who pulled the chocks away from the plane as Lindbergh prepared to take off for New York, and history. Lindbergh's epic solo flight left a lasting impression on young Corrigan, who resolved to make a similar flight. He bought the Robin, used, in 1933 and spent a couple of years modifying the plane, trying to get it rated airworthy enough for certification. He never did, and at one point officials in California grounded the rattling bucket of bolts -- which Corrigan had named Sunshine -- for six months.

Lindbergh's epic solo flight left a lasting impression on young Corrigan, who resolved to make a similar flight. He bought the Robin, used, in 1933 and spent a couple of years modifying the plane, trying to get it rated airworthy enough for certification. He never did, and at one point officials in California grounded the rattling bucket of bolts -- which Corrigan had named Sunshine -- for six months.

Finally, in 1938, he was ready. Armed with a conditional permit, Corrigan flew to New York. He took off in the early-morning fog of Floyd Bennett Field in Brooklyn on July 17, ostensibly bound for California. This is where things get a bit murky.

Corrigan steadfastly maintained, with a twinkle in his eye, that he was indeed intending to fly to California but was compelled to take off to the east because of the weather, and got turned around owing to a balky compass on board. He said he didn't discover his navigational error until he was 26 hours into the flight, a claim that lifted more than a few eyebrows.



The thing is, Sunshine really was a crate. It was patched up and lashed together and, worse, during the California-New York flight had developed a gas leak that Corrigan decided he didn't have time to repair. Gasoline actually leaked into the cockpit while the plane was over the Atlantic. Corrigan solved that problem by using a screwdriver to punch a hole in the cockpit floor.

So, after a flight of 28 hours, 13 minutes, Corrigan reached Baldonnel Airfield in Dublin in a plane that was structurally unsound, leaking fuel, lacking a reliable compass and equipped with reserve fuel tanks mounted in such a way that they blocked his straight-ahead view.
Corrigan received a warm welcome in Ireland and was taken to Dublin town, where he met Prime Minister Eamon de Valera, as well as eager reporters. The Irish were particularly tickled by Corrigan's assertion that his faulty compass was to blame for the wrong-way flight, and the American press wasted no time in nicknaming him "Wrong Way" Corrigan.

"Wrong Way" and his junk pile of a plane were eventually bundled aboard the liner Manhattan and shipped home, where he received a ticker-tape parade that drew a bigger crowd than turned out for Lindbergh in 1927. Interview followed interview, and Corrigan doggedly stuck to his story, basically: "I got turned around up there and wound up flying east."

Everybody figured Corrigan was pulling a fast one, including President Franklin Roosevelt, who later told him, smilingly, that he believed every word of Corrigan's story.

No doubt some aviation authorities would have loved sticking it to their wayward pilot, but Corrigan's goofy feat had so captured the national imagination -- he received congratulatory telegrams from a number of prominent Americans, including Henry Ford and Howard Hughes -- that the best they could do was a 14-day suspension of his license. Case closed.

DEALING WITH CROSSWINDS from EAA Sport Aviation November 2010 by Bob O'Quinn

INADEQUATE CROSSWIND SKILLS ARE one of the primary pilot deficiencies observed most often during pilot certificate checkrides, according to a panel of designated pilot examiners at the flight instructor refresher clinic last year at Rantoul, Illinois.

Although crosswind landings are an enjoyable challenge for some pilots, others view them like a recent flight review candidate who said, "I try to avoid crosswinds like the plague!" Realistically, flying an approach and landing during crosswinds is inevitable. When it happens, pilots have a choice of which technique to use during final approach to eliminate side drift; the sideslip or the crab.

Both techniques are acceptable; however, if the crab is used, it must be removed prior to touchdown for most general aviation aircraft designs according to the FAA Airplane Flying Handbook.

Which method do EAA members prefer? According to the recent "2010 Survey of the Average Aviator" (see article o9n p46), 72 percent prefer the sideslip. To help determine which method should be used on final approach and when, consider the following.

SIDESLIP

The sideslip eliminates left or right drift by lowering the upwind wing with aileron, while using rudder to maintain aircraft heading (longitudinal axis) alignment with the runway centerline. To set up the sideslip after turning to final approach, the upwind wing is sobered as necessary to stop the drift (i.e., if drifting left, lower the right wing, etc.). However when a wing is lowered, the aircraft tends to turn in that direction, requiring prompt impute of opposite rudder to compensate and to align the aircraft with the runway. The sideslip requires constant aileron and rudder control inputs throughout the final approach, round-out, touchdown (often made on the upwind wheel firs, then the downwind wheel in strong crosswinds), and roll-out.

Using sideslip increases the aircraft's rate of descent, which shortens the final approach unless power is added. After touchdown, particular attention should be given to maintaining directional control with the rudder or nose wheel steering while following through with the aileron to full deflection to prevent the upwind wing from lifting.

CRAB

The crab is executed by turning to a heading that incorporates a wind correction angle (crab) slightly toward where the wind is coming from so that the ground track remains aligned with the runway centerline throughout the final approach.

If the crab is used it must be removed before touchdown by applying rudder to align the aircraft with the runway. At the same time, upwind wing must be lowered sufficiently to prevent side drift. This requires a timely and accurate action that pilots sometimes attempt during their round-out when a lot is happening. Safer, more effective timing would be to convert to a sideslip before short final (several hundred feet above ground level), not during round-out. Failure to properly convert from a crab to a sideslip could result in severe side loads being imposed on the landing gear, which, on a tailwheel aircraft could also cause a ground loop or worse, because its center of gravity is coated behind the main landing gear.

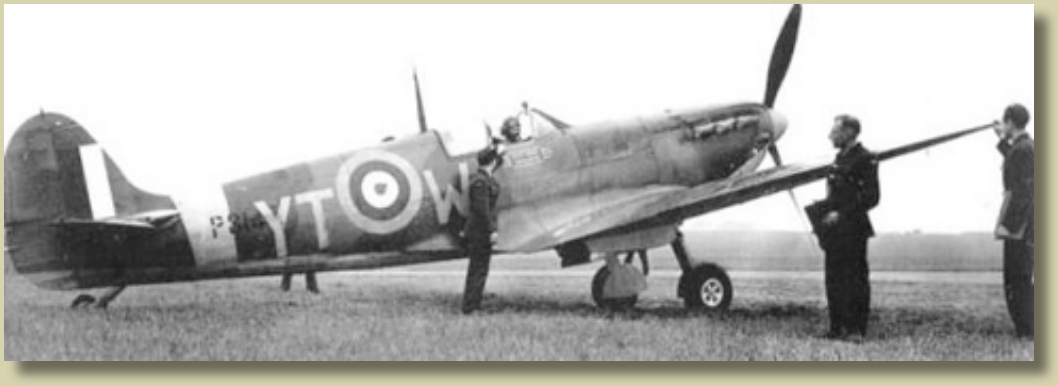
The crab method is preferred on a long final approach, partly because significantly less control inputs are needed, and party for passenger comfort as the wings remain level.

Although sideslips are recommended most frequently, a combination of crab first, then sideslip is usually preferred.

So if you haven't already learned the sideslip, how long does it take? Everyone learns at a different rate, but two months after his flight review, the pilot who previously said that he "avoided crosswinds like the plague" e-mailed to reporter how much fun he was having in 9 to10 knot direct crosswind landings!

HANGAR 9 - SPITFIRE MKII 60 ARF - Excerpts from the RC Universe Review by Mike East

The article as it appears in RC UNIVERSE is much too extensive to publish here in it's entirety. It includes the complete assembly process from ailerons, rudder, flaps, retracts to tail wheel, fuel tank and battery. I have given you a portion of what appears in RC UNIVERSE. If you would like to view the entire article, which is really first rate and one that you should not miss, go to www.rcuniverse.com/magazine/article_display.cfm?article_id=828



Supermarine Spitfire MK II

The **Supermarine Spitfire Mk. II** went into service in late 1940. It was equipped with an 1,175 HP Rolls Royce Merlin engine and was originally equipped with eight .303 machine guns.

Though more difficult to build and repair than the also popular Hawker Hurricane, which had entered service with the RAF in 1937, the Spitfire had a significant edge in performance. Its large elliptical wing gave it the ability to turn very tightly. This was the Spitfire?s one major asset when it met the otherwise comparable German Messcherschmidt ME109E in the Battle of Britain in the summer of 1940.

In February of 1940, after flying this Famous Warbird Douglas Bader wrote this:

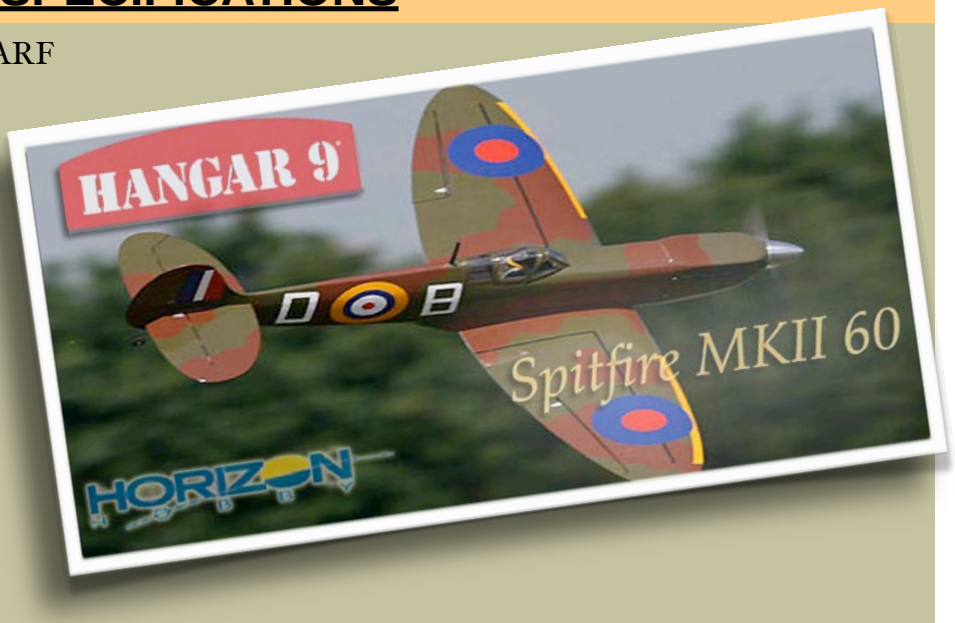
"The Spitfire looked good and was good. But my first reaction was that it was bad for handling on the ground; its long straight nose, uptilted when the tail wheel was on the ground made taxing difficult since it was not easy to see ahead. It was necessary to to swing from side to side to look in front. The view at take-off was restricted in the same way until you were traveling fast enough to lift the tail; only then could you see over the nose.

However, once accustomed to these minor inconveniences, they were no longer apparent, and once in the air, you felt in the first few minutes that here was the aeroplane par excellence. The controls were light, positive and synchronized; in fact, the aeroplane of one's dreams. It was stable; it flew hands and feet off; yet you could move it quickly and effortlessly into any attitude. You brought it in to land at 75 mph and touched down at 60-65 mph. Its maximum speed was 367 mph. You thus had a wide speed range which has not been equalled before or since."

Hangar 9 has created a beautiful .60-size model of this famous British fighter. The Spitfire Mk.II 60 ARF offers realistic scale detail, such as full-function flaps and an UltraCote trim scheme that accurately represents the way this beautiful warbird appeared back in the winter of 1940. I am truly looking forward to showing you this beautiful model representation of a pivotal piece of British military history.

HANGAR 9 - SPITFIRE MKII 60 ARF

SPECIFICATIONS



Name: Hangar 9 Spitfire MK II 60 ARF

Price: $259.99

Wingspan: 55.5 inches

Wing Area: 751 sq inches

Length: 71 inches

Flying Weight (advertised): 8-9.5 lbs

Flying Weight: (actual) 8lbs 5oz

Engine: .60 size 2 stroke or 1.00 4 Stroke

Engine Used: Evolution .61NT

Battery Used: NoBS NiMH 6V 1400mah Intellect HR 1400

Radio Used: Futaba 9ZAP

Servos Used: JR RT88 Retract Servo, JR NES537 controls

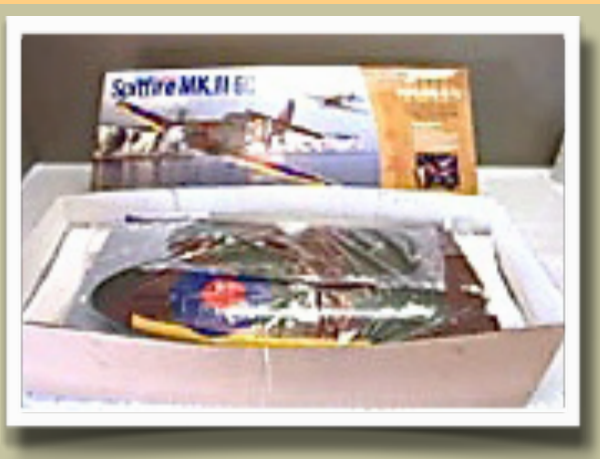
Channels Used: 7 total - (1)Elevator, (2)Aileron, (1)Rudder, (1)Throttle, (1)Flap, (1)Retracts

Props Used:APC 11x7,12x6

Items Needed To Complete
7 Channel Radio (Minimum) w/ 6 standard servos and 1 retract servo
3 1/4" Spinner
2- 12" Servo Extensions
CA Glue (Thin)
CA Glue Medium
5 minute Epoxy
30-min Epoxy
Various Standard Shop Tools

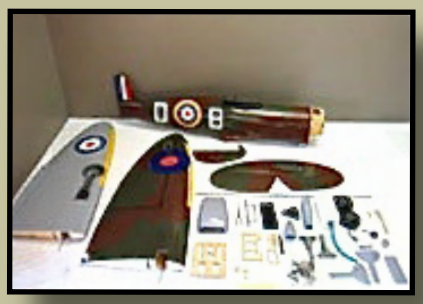
HANGAR 9 - SPITFIRE MKII 60 ARF

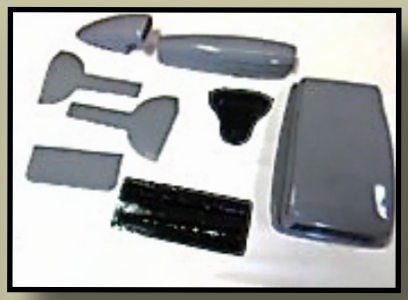
FIRST LOOK

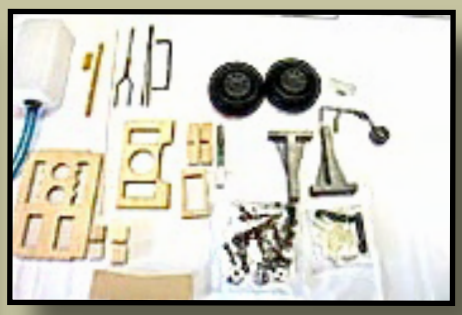


The Spitfire comes in a nice package. The box is sturdy and a little oversized so that the parts have a little room to breath in the event of rough shipping. It would have been nice to see the parts wrapped in foam and a little more carefully separated but overall it was ok and everything that showed up was intact.

For those of you that think that we at RCU get a hand picked airplane for a review, this is proof positive that this does not always happen. In this RARE instance, the box was missing some key pieces. The cowl and the canopy were not in the box! Yikes! But its ok, I contacted Horizon Hobby and they are sending the parts and they will be here by the time I am ready for them. Moving on....







What a beautiful Warbird. This plane is a real honest to goodness work of art in its class. Carefully covered in Ultracote this airplane is a great example of the quality ARF's that Hangar 9 is capable of producing. All of the custom painted parts are perfectly done and there is not a hint of a flaw. The provided hardware leaves you wanting for nothing that is required for mechanical completion. All you have to provide are the electronics components and the engine setup, everything else down to the connectors for the retracts are there.

Some of my personal favorite features are the scale flaps, nice detail components like the radiator cover and landing gear covers. Also I will reiterate that this is one of the nice covering jobs I have seen to date on an ARF.. Absolutely gorgeous.

HANGAR 9 - SPITFIRE MKII 60 ARF

ENGINE AND EXHAUST

The Evolution engines come with the muffler and all muffler mounting hardware included. I own another Evolution engine (36NT) and it is a little powerhouse. I cannot wait to see how this one performs.

As advertised these engines are already setup for you and the SetRight Needle valves ensure that your engine is within safe mixture operating range. Also, the canted glow plug helps to provide added safety when manipulating the glow driver during startup.

This is THE most simplified engine install I have done to date. Not only is the provided aluminum motor mount milled and drilled to fit either a .60 size 2 stroke or 1.00 size 4 stroke but the firewall is also predrilled to fit the motor mount! What we have to do is bolt on the mount and center it up properly. The next step is to set the front of the prop hub 5 1/2" from the firewall. Here is how I went about this.

First, I mounted the engine loosely on the mount. Then I installed the motor mount just snug to the firewall using the provided hardware and sunk the blind nuts as I tightened. Once I had the motor mounted and the mount on the firewall I simply slid the engine forward until the front of the hub was at 5 1/2" and tightened the engine down snug.

Evolution, 61NT 2 Stroke Engine

Overview

It?s the most powerful .61-size 2-stroke you can fly. The engine was tested against four of competitive engines and came up as good as or better every time. Factor in the preset SetRight? needle valves, canted glow plug and no-fuss start-up unique to all Evolution engines, and you've got a no-nonsense performer guaranteed to strike a spark with any sport or performance pilot.

Key Features

Dual ball bearing supported crankshaft extends engine life and improves reliability
Rear needle valve provides safe, easy adjustments
SetRight needle valves guarantee easy starting and great performance
Canted glow plug tilts glow driver away from propeller during starts for safer operation.
Includes muffler

Specs

Type:2 Stroke Glow
Displacement:.61 cu in (10.0 cc)
Bore: 94 in
Stroke: .86 in
Cylinders: Single
Total Weight: 25.4 oz
Engine (Only) Weight: 20.32
Crankshaft Threads: 5/16x24

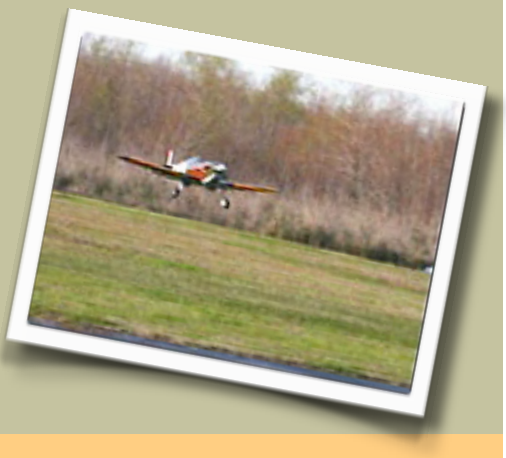
Benchmark Prop: 11x7 @ 13,000 rpm
Prop Range: 11x7 - 12x6
RPM Range: 2000 to 13,000
Fuel: 10% - 30% Nitro
Mounting Dimensions: 55mm x 25mm
Muffler Type: Cast
Cylinder Type: ABC
Carb Type: Barrel, with two needles
Crank Type: Ball Bearing

HANGAR 9 - SPITFIRE MKII 60 ARF

FLIGHT BRIEFING

My first impression is that this is a very sweet flying warbird! As you can see in the video I did not use flaps for takeoff and I probably should have. Although it was really easy to get off the ground and had no tendency to ground loop it was a little wobbly until I got the retracts up and got it up to speed.After initial takeoff I gave it a few clicks of right aileron and rudder, then a few clicks of down elevator and it was off to the races.The plane tracks very nicely and feels quite stable at cruising speed. As with any plane of this design you can feel that it needs a little speed when the flaps are up, you do not want to slow it down too much in normal flight.

The Spitfire rolled exceptionally well and is as easy to fly inverted as it is when upright. Just a rough guesstimate would be that top speeds with the Evolution .61NT and 12x6 APC prop are around 85-90MPH.



The Evolution .61NT is one of the sweetest running and QUIETEST 2 strokes I have ever owned. The engine fired up immediately and ran like a sewing machine. You could see that it deadsticked at the end of the flight, but after a small adjustment on the low end needle valve it has yet to happen again.

Landing the plane is an easy task with the flaps down just slightly. I found that about 10 degrees down flaps was plenty enough to slow.

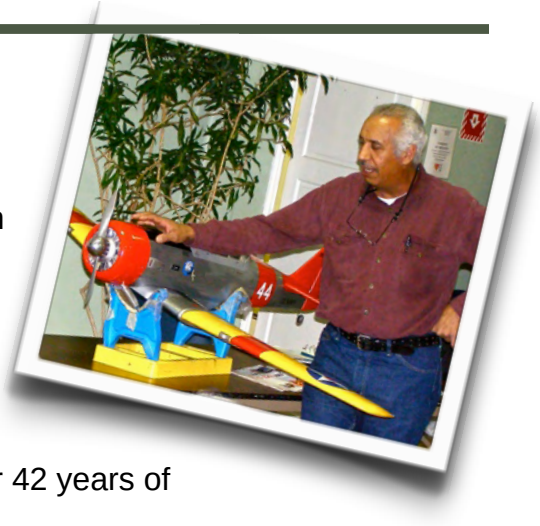
SUMMARY

In summary I must say that this is another great ARF from Hangar 9. It truly is, from the included hardware, to the straight forward assembly manual, to the neat features like functional flaps, visible scale components on the belly and retractable landing gear this plane is a real winner. I cannot imagine finding a more nicely setup ARF that flies any better.

Also, the Evolution .61NT was a real pleasant surprise. I just cannot get over how smooth this engine runs and how quiet it is. It has great power for a 2 stroke and really gets this plane hauling the preverbial freight.

If you want a fairly easy to assemble, well thought out ARF that will flat out fly then the Hangar 9 Spitfire MKII 60 is the warbird for you .61 stroke or 1.00 4 stroke.

A CONVERSATION WITH NELSON RAMOS



Nelson Ramos was born on December 21,1948 to his parents Elena and Angel Ramos and grew up in Brooklyn. Nelson graduated from George Westinghouse Technical and Vocational High School in 1968 after recovering from injuries suffered when he was shot in the abdomen March 17,1967 while working part time after school in a pharmacy. After graduating Nelson started work for an electronic firm and after 2 ½ years he entered an apprenticeship in the construction trade as an electrician. Seven years later Nelson became a journeyman; he continued working in heavy construction and later became foreman after another seven years. Nelson retired this year after 42 years of service.

Nelson is the proud father of two children, Nelson Jr. 31 years old and Melinda who is 34 years old and he has one beautiful 3 years old grand daughter. Today Nelson and his lovely wife of 35 years, Sonia live in Huntington where he likes to read all type of airplane model magazines and do renovations in the house. Nelson and Sonia do gardening in Huntington's organic garden where they have two plots and of course work on his model airplanes. Nelson is currently working on a biplane ARF and enjoys working on engines.

Since he joined the Meroke's in 1992 Nelson has served the club holding the positions of Fun Fly pot scrubber (for hot dogs and beans) static director, award dinner director and assisted in the Meroke picnic. Nelson has also been elected President, two years, Vice President, two years and board member several times. Nelson currently holds the position of board member and building instructor.

Nelson owns an 81" wingspan Super Chipmunk with 150 four stoke Saito, Bucker Jungmann bi-plane with two stoke 108 OS engine, AT6-Texan with a four stoke OS 91 II. He owns numerous 40 size planes including a Giles, Funtana, Kangke SK50, Sukhoi and fun fly Fazer. Nelson mostly uses a Futaba, a Super Cap 9 and 2.4 Seven Cap transmitters.

Question - HOW DID YOU GET IN OUR HOBBY?
Answer - I always had an interest in the hobby, but my wife gave me a magazine in 1991 on R/C and that did it

Question - WHERE DID YOU LEARN TO FLY?
Answer - At Cedar Creek Aerodrome (Now Lufbery Aerodrome)

Question - WHAT ARE YOUR FAVORITE FOODS?
Answer - Spanish, Italian, American, Mexican and Chinese.

Question - WHAT IS YOUR FAVORITE TRICK OF THE TRADE?
Answer - I have a few but the easiest is the two measuring tapes I use to square the stabilizer.

Question - ONE THING ABOUT YOU THAT WOULD SURPRISE US?
Answer - Always happy and willing to help.

FIRST FLIGHT OF THE SEASON

The first flight of the 2011 season was at Bethpage State Park, February 6th and the pilot was our friend Dennis Andreas. Left is Dennis' plane he describes as an ACE Simple Cub with a Hobby Lobby 250 watt motor, 1350ma 3s LiPo. 36" WS. Scratch built skis, Airtronics guidance. Foam wing / wood kit. The plane is about 15 years old. Dennis was accompanied by Jerry Koenig of the Nassau Flyers and he said that it made a cool swooshing sound on take-off and landing! Eyewitness accounts report that the Cub flew great.

All I can say is that this should encourage us all and not to despair looks like fair skies ahead.

Send all suggestions to:
newsletter@meroke.com

Calendar

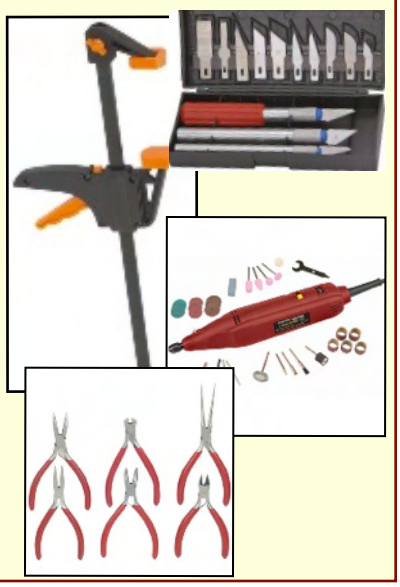
March 3, 2011
Club Meeting
Annual Club Auction

March 5, 2011
Mid-Region Northeast
IMAC Judging Seminar
For more info
tonybons@yahoo.com

March17, 2010
Club Meeting
*Tools Presentation

*Tools Presentation

On March 17 please bring a tool that you feel our members should know about and that is beneficial when building our models



BIRTHDAYS

March 10 Joseph Czeto

March 13 Patrick Boll

March 13 Charlie Meyer

March 23 Dave Bell

March 27 Philip Friedensohn

March 31 Dave Strunk

March 31 Joseph Virgilio Jr