

August 2006

# MMAC NEWSLETTER



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## President's Message

Pete Jr. Here,  
All members MUST use the frequency pins and 6 x 6 plaques!! When entering the field please keep your vehicle to the right side.

If you have anything to donate for E-Bay please bring it to the meeting, the club appreciates this to the MAX!!

Come on out to the next meeting September 5, 2006 at 8:00pm and don't miss out on the excitement and fun. Did I say there will be food???

I DID NOW!! :)

P.S. I have a surprise for the next meeting.

## Upcoming Events:

- Sept. 5 Club Meeting
- Sept. 10 MMAC FunFly
- Sept 16 NightFly @ 9pm

## BASIC ELEMENTS OF RC AEROBATICS

BY RICHARD LINDBERG

Tired of boring holes in the sky? Are your loops more like nines? Do your rolls resemble curly macaroni? And those straight lines—are they more like crooked arrows? Want some fun? Of course you do!

All Radio Control (RC) maneuvers are comprised of four basic elements: arcs, rolls, straight lines, and stalls. Master these, put them together into interesting, challenging sequences, and watch your fun and enjoyment of RC flying increase.

Here are some definitions to get you started:

• **Loops:** a series of arcs joined to make a complete circle in the sky

• **Rolls:** rotations about the longitudinal axis (the line down the middle of your airplane's fuselage)

• **Straight lines:** flying straight with wings level and usually parallel to something (such as the runway, the horizon, etc.)

• **Stalls:** the absence of lift, exemplified by spins, snap rolls, stall turns, and some landings

RC aerobatic flying can be done by anyone who has soled, flying virtually any type of RC aircraft (even gliders!). Of course, some airplanes

can perform complicated maneuvers better than others, just as some people can play sports better than others. But almost all airplanes can



do a very credible job of flying the basic maneuvers—takeoffs, stalls, loops, rolls, and landings.

How is this accomplished?

(continued on Page 5)

## MMAC AUGUST FUNFLY

The August MMAC FunFly was one of the toughest so far. The challenge for the day: cut a 10 foot ribbon trailing behind your plane.

Each cut was 10 points, and the pilot with the shortest ribbon would receive an additional 20 points.

Pilots tried loops, stalls, Immelmans, and about everything they could think of to cut that ribbon.

In the end, only Jim Hamilton was successful. Jim was the winner and ace of the day. Turnout for the event was spectacular. With over 25

cars in the lot and plenty of spectators, everyone was in high spirits.

Congratulations to Jim, and thank you to all that helped out.

*Editors Note: Correction for July's FunFly, Mel won the FunFly, and Paul won the raffle. Whago won the electric FunFly.*



Yes, but I was declared the winner!

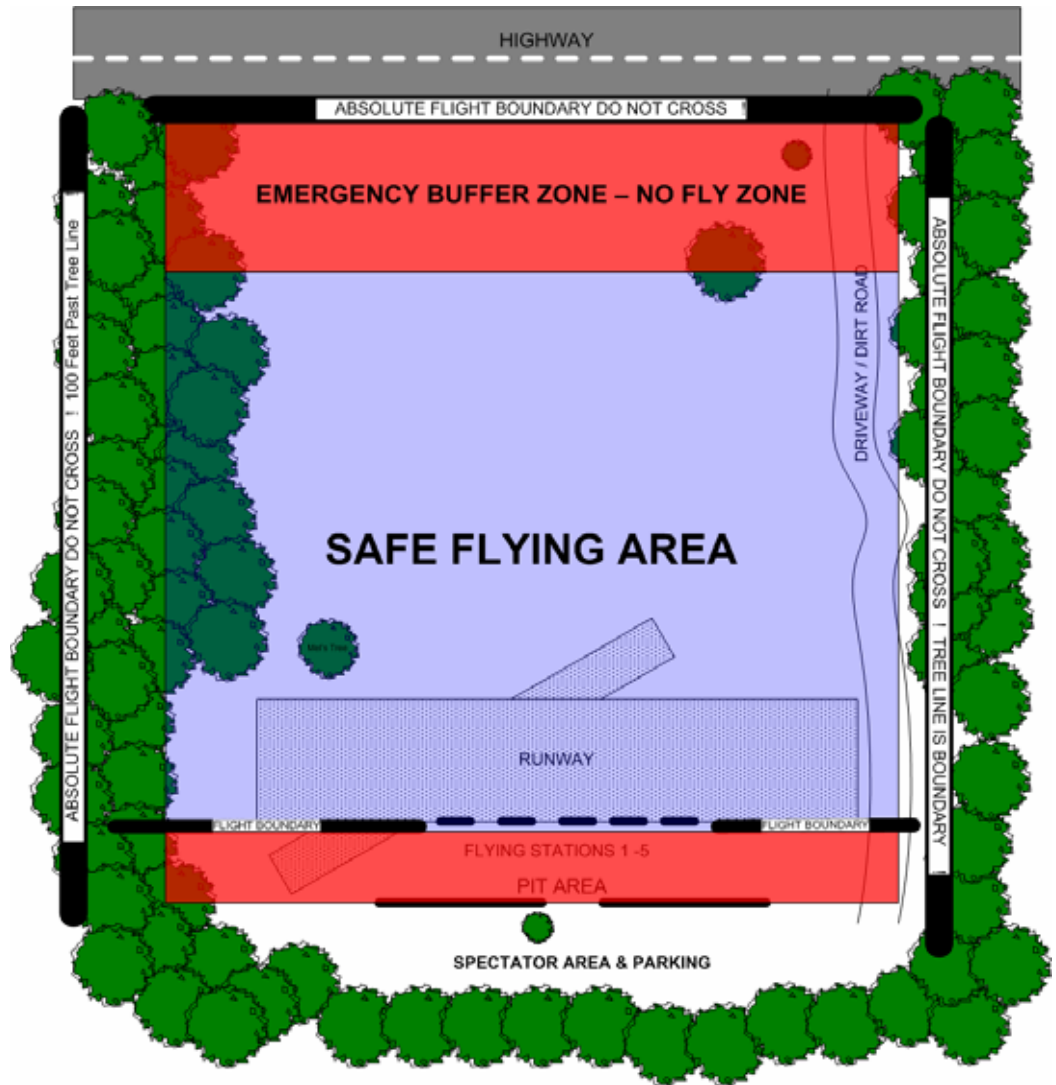
# MMAC RULE CLARIFICATION

There has been some question lately on the **Field Layout and Flying Limits**. In particular, the boundary of the highway.

As the rule stands, the highway is the absolute limit. However, from a safety perspective we should never fly past the tree in the right far corner of the field.

Between the tree and the road is enough room for an emergency buffer zone. If you were to have a in-flight failure, the buffer zone would help keep your aircraft from ending up on the highway and possibly causing an accident.

The rules are there to keep us all safe, and we have a good safety record; let's keep it that way through diligence and safe practices.



**Field Layout and Flying Limits.** - All flying must be done within the field flight boundaries. The tree line on the right and the highway in front make up the east and north limits. Flying over the trees on the left is permitted within reasonable distance (about 100 yards beyond the beginning of the trees). The flight line is marked with five pilot stations and a line passing through these points, extending left and right is the rear flight-line limit. Flying behind this line is strictly prohibited as well as flying outside the field limit boundaries. Pilots unable or unwilling to fly within the field flight boundaries will be instructed to land and will not fly again until flight within the field boundaries can be assured. Special attention should be paid to the busy highway that marks the north boundary. At no time will flight beyond the highway be tolerated.

# FIELD REPORT

BY BOB SERAFIN

The middle 1/3 of the field is getting kind of rough, so in September, after it cools down some, we will be re-seeding with our left over grass seed. Also we will put down some fertilizer and weed killer for the fall.

There is one last treatment for TICKS and BUGS. Guys, make sure you check yourself for ticks, especially after you retrieve your plane from the high weeds. The weeds were not burned this spring, so they are over run with all kinds of varmints (squirrels, possums, rabbits, mice, SNAKES). So watch out.

Looks like Mel's tree is having

a problem, seems half of it is slowly dying off. I guess a few of us will be glad to see it go. I don't know what happened to it !

On August 17 I spoke with the park superintendent, and received the ok for the canopy over the clubhouse. I'll start getting materials together soon.

Park Fire Services are going to try and burn the field in the fall.

I think that's it for now, fly within boundaries and fly safe.

Bob



SATELLITE VIEW OF THE MMAC FLYING FIELD

# MONTHLY MEETING

As of August, Matt Hamilton has passed on the duties of Club President to Pete Mularchuk, Jr. Pete will serve as President and Vice President until the next officer election in November. Lets all thank Matt for his time, and support Pete as he takes on multiple roles.

The field committee, Bob

Serafin, is looking for volunteers to help with the grass cutting. This is an important job, as it effects everyone's day at the field. Please contact Bob via e-mail (avalb11@aol.com) or at the field.

As a reminder, keep to the right when entering the field, as rain has eroded some of

the driveway. Also mentioned was that anyone who takes out chairs, umbrellas, etc from the clubhouse should put them back. Please do not leave it for the last guy at the field.

If you have items for E-Bay, please bring them to the next meeting or contact Jim Hamilton via e-mail (73driver@comcast.net). Every Penny Helps. For Project of the month, Jeff

Schottle brought in his Elder, built from a kit and finished off in Monokote.

Charlie brought in a Falcon 56 finished off in silk and dope. Charlie built this in the 1980s.

Ernie Gmrich showed us the Pulse XT40 ARF that he has just started flying.

This months project winner was Jeff Schottle. Congratulations and happy landings.

# HELI HAPPENINGS

The fall is abuzz with helicopter events, here is a list of what's going on in our area.

The OC Field in Atlantic City is going to host the "The Ultimate East Coast Heli Gathering" on September 8-10. Formerly this was two separate events, the East Coast Extreme Helis and the OC Bob event.

The event is AMA sanction,

and participants require current AMA membership.

Organizers have lined up top, nationally ranked pilots, such as Pete Niotis, Jason Krause, Alan Szabo Jr, Marcus Kim, Jeff Green, and many more. Special guest Kyle Fegley is due to attend as well.

There will be cash and prizes for participating pilots.

For more information visit eastcoastextremeheli.com



On September 9, the Maple Cave Flying Club of Coopers-town, Pennsylvania is hosting a fly what you bring event. Fun starts at 10am, and will be held at the Cooperstown Airport just off Mill Street.

# CLUB NEWS

**The video library** is looking for a new home and new volunteer. Currently Sal has the library.

Video Library? Didn't know we had one—we'll check it out at the next meeting. The library includes many how-to videos and past event videos. Talk to Pete or Sal if you are interested in helping out.

**Club Classifieds** can be placed in the newsletter. If you have something you would like to list, contact Paul Gentile via e-mail, paul@gentile.com, or when you see him at the field.

**Club Fuel Still Available:** Currently we have 4 gallons of 10% cool power and 4 gallons of 15% cool power available. See Bob Serafin to purchase.

**Night Fly** is September 16th at 9pm. Should be spectacular with both fixed wing and helicopters participating this year. Bring the family and enjoy the show.

**Membership renewal** is coming at the end of the year, don't forget you need your 2007 dues paid to participate in the January 1 Brass Monkey.

**Project of the month** is a highlight of each club meeting. Anyone can bring a project to the meeting and discuss. The rules are that kits and scratch builds are eligible for the prize. ARFs are always welcome, but not eligible for the prize contest.

**End Of Year Fund Raiser:** This year we have a RealFlight G3 simulator—valued over \$200.00 Tickets will go on sale at the September meeting, and the raffle will be in December.



## TOP GUN UPDATE

Half the flying year has gone by, and its time to update everyone on the MMAC TOP GUN Award Standings. There is a TOP GUN Award for fixed wing and heli. Pilots must win four FunFly events in order to qualify for TOP GUN. If a pilot flies fixed wing and heli, he can not combine his winnings together, it is two

Fixed Wing	No. Wins
Bob Serafin	1
Mel Malin	1
Jim Hamilton	1
Heli	
Heli	No. Wins
Matt Hamilton	2

separate classes. The last contest will be in December. Good luck to everyone.

*Note: Heli pilots did not fly the last few FunFly events due to weather or mechanical difficulties.*

## NJ ONE DESIGN



Dick Sarpolus' Design In Flight

For everyone participating in the NJ One Design, or as we all like to call it, The Monmouth One Design, the completion goal is approaching. Please let the club know your build status at the next meeting. Several members have completed theirs already, including Paul, Bob, and Dick. So for everyone else, only a few weeks left.



NJ One Design Can Be Glow or Electric



# RUSSIAN WW II STORMOVIKS



Dick Sarpolus's latest design is a Russian WW II Stormoviks. There are two versions, a pilot and gunner version and a single seater fighter. Quadra 42 powered, 7 1/2 ft. wing span, and about 17lbs. Very NICE!



Photos, Clockwise: Lou with his fighter version, Dick with the pilot/gunner version. The Stormoviks in flight. Close-up of fighter version (rear) and pilot/gunner version (front). Pilot/gunner version on landing approach.



## Basic Elements of RC aerobatics

(Continued from page 1)

Practice, practice, practice. Try this. Next time you are at the flying field, instead of just boring holes in the sky, try to follow a flight plan just like full-scale pilots do. Instead of flying from point to point, try to fly a complete sequence of maneuvers in some order. Don't worry about what maneuvers, just choose what you can reasonably do, string them together, and fly them. Fly each maneuver as well as you can, but don't repeat it if you goof up, just go on to the next one in the sequence. When you've finished the sequence, fly it again, and try to improve those maneuvers you didn't master the first

time. When your timer goes off (or you run out of fuel), make as good a landing as you can. I'll bet you had fun flying that flight! Try it again.

RC Aerobatics is just what you were doing. You follow a formal flight plan, completing each maneuver in sequence, and trying to do the best you can with what you have. There are a number of formal flight plans for Pattern, including Sportsman, Intermediate, Advanced, Masters, and FAI, and for the International Miniature Aerobatic Club, including Basic, Sportsman, Advanced, and Unlimited. Each one is more challenging than its predecessors. For

instance, the Sportsman pattern consists of the following maneuvers, in sequence: takeoff, straight flight out, half-reverse Cuban eight, straight flight back, half Cuban eight, two inside loops, two point roll, stall turn, Cobra roll, Immelmann turn, one horizontal roll, split S, double Immelmann (without rolls), and a landing. This sequence can be performed by any pilot with nearly any airplane that is in reasonable trim.

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Albuquerque RC Club  
Callie Johnson, editor  
Albuquerque NM

Photos by Nabi— MMAC Fun Fly



*“RC aerobatic flying can be done by anyone who has soloed, flying virtually any type of RC aircraft”*

August 2006

**MMAC INFO**

THE MONMOUTH  
MODEL AIRCRAFT  
CLUB WAS  
ORGANIZED IN  
1964 AND HAS  
BEEN IN  
CONTINUOUS  
OPERATION SINCE.

**Club Officers**

**President**

Pete Mularchuk Jr.  
(732) 264-2487

**Treasurer/Secretary**

Sid Ginsberg  
(732) 466-3047

**Next Monthly Meeting:**

**September 5, 2006**

The club meets the first  
Tuesday of each month at  
8:00p.m. at the  
Eatontown Community  
Center 68 Broad St  
Eatontown, NJ 07724

**FLYING FIELD**

Route 522 in Manalapan,  
Battlefield State Park,  
across from  
the State Park HQ.

GPS:  
Lat. N 40 16.581  
Lon. W 74 19.311

**WEB-SITE:**

[HTTP://  
WWW.GEOCITIES.COM  
/MMACPLANE](http://www.geocities.com/MMACPLANE)

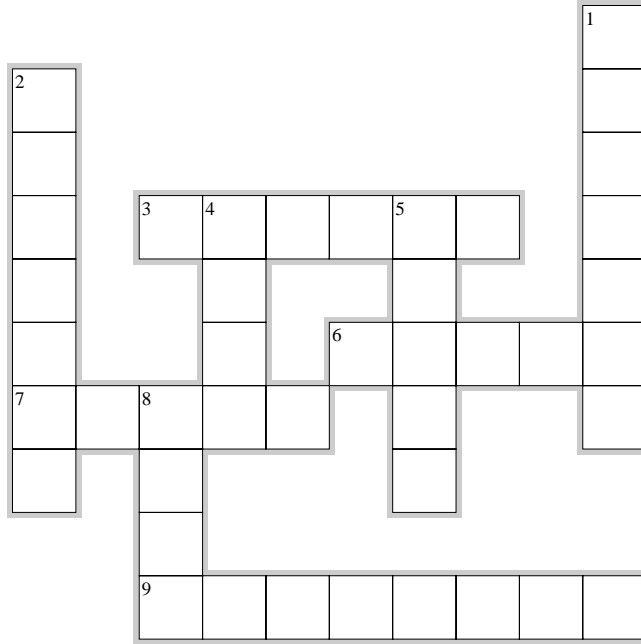
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**ACROSS**

- 3. Absence of lift
- 6. Longitudinal axis
- 7. Jeff's project of the month
- 9. One Design designer

**DOWN**

- 1. at the next meeting
- 2. Don't fly over (2 words)
- 4. Mel's
- 5. Series of arcs
- 8. Pay By End Of year



**July Answers**

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**FUN FLY PICS**

