

NJPB Newsletter

Inside Highlights:

* Meeting Minutes

* Club Officers / Contacts

* Special Thanks

* 2005 Club Membership

* Newsletter Input

* President's Corner

* General Info



Meeting Minutes from Dec 1st

NJ Pine Barons R/C Club, Location: Airport Hobbies, Website: www.njpinebarons.com

Meeting ran by: Harry Minnier

Members Attending: 25

Meeting called to order: 7:40pm – adjourned: 8:30pm

Treasurer Report: Jerry Gayster has taken the post of Club Treasurer starting Oct 1st and gave the treasurer report.

Steve Dobbs cautioned members about frequency pins taken from the board to the Hobby Shop across the road and used to test equipment. If the pin is missing and no card is in the slot don't fly. It was recommended that a special club card be made to use when they take a pin. Jerry will make one for the store.

Officers for 2005:

President: Harry Minnier

Vice Pres: Luke Kociuba

Steve Dodds

Tom Perkins

Treasurer: Jerry Gayster

Secretary: Tony Gallo

Field Marshals: (All officers of the club are Field Marshals)

Frosty Finger Fun Fly” will be on Jan 1, 2005, the plan is to have coffee and donuts and if Ed Millburn shows up and the weather permits: Hot Dogs.

The News letter will be posted to the web site by the 20th of each month (give or take).

Members who receive the newsletter in the mail should receive it by the 25th or so each month.

2004 NJPB Officials



*"Safety at the airfield is
the responsibility of all
members."*

Pres:	Harry Minnier	609-268-9373
VP:	Luke Kociuba	856-235-5261
	Steve Dodds	609-238-6499
	Tom Perkins	856-235-3487
Tres & Mem:	Jerry Gayster	609-267-5620
Secy:	Tony Gallo	609-654-9378
Fld Mar:	All Club Members	
Flight Safety:	Scott Anderson	609-261-4913

* Sun Club Al Gatto – 215-579-8619

* NJPB Editor: Glen Grulke

Special Thanks

- 👉 Thanks to; Airport Hobbies for hosting the meeting 😊
- 👉 Thanks to; Tony for picking up the donuts 😊
- 👉 Thanks to; Rossi for filling up our propane tank 😊

2005 Club Membership

Membership forms can be found at the NJPB flying site, last page of this newsletter or on our web site www.njpinebarons.com . Please follow the instructions and your new membership card will be sent to you.

Newsletter

- If you would like to **submit** any comments, flying tricks or tips, for sale item, fun fly data, special event or any other data please email me @ tacomadm18@comcast.net with the subject of NJPB info. If you do not have email you can send it through the mail, my address is: Glen Grulke, 126 Preamble Dr Marlton, NJ 08053

The President's Corner (Harry)

The weather has changed and it is much cooler, come on out and fly before it gets too cold. The field is still in very good shape. Also, if you have not been out to the field lately you are missing some great RC flying lots of new planes and some great aerobatics. Stop by and fly or stop and just enjoy the fun!

Don't forget the Frosty Finger Fun Fly on News Year Day, start the New Year off with your first RC flight in 2005, and some great times with your club members. Also look for some hot snacks.

It's time to renew your membership for next year. Included in this newsletter is our new Membership Application for 2005. After you have your new AMA Card make two (2) copies of it, one copy should be attached to the application form and the other sent along with your check to Jerry. The second copy will be attached to the back of your new membership card, and then laminated together to form a real neat package. Don't forget to include a stamped self addressed envelope to mail your new card back.

Jerry Gayster has taken over the Membership, and has come up with a new design of our club membership card. (It looks GREAT) You can also have your picture included on the card, (if Jerry takes your picture). Pictures will be taken after the club meeting so be sure to come on out. Membership applications are also available at Airport Hobbies and in the truck at the field.

Hope to see you at the January meeting there will be light refreshments. Be sure to bring your latest RC project for Show and Tell.

Harry

Show and Tell:

Bill McBride displayed a Bearcat with a speed 400 motor he made from a kit. This was a small electric model with ailerons and elevator for control and real nice covering job. The model's fuselage was made using a crutch where the formers were slipped on and skin added. The crutch could be removed. This is a neat way to get a straight fuselage.

Remember

"If you are the last one to leave the field, please lock the gate"

General Info

“Frosty Finger Fun Fly”

- Date: Jan 1, 2005 – Come out for a quick flight.

“IMAA Event”

- Frank Fels was a visitor at our meeting and would like us to have an IMAA event at our field; probably sometime in September or October next year. This would draw a lot of giant scale flyers. We tentatively agreed to allow the event if the details can be worked out. It was pointed out that this could be a great money maker for the club. Stay tuned for further details as volunteers will be needed. Please let one of the club officers know. Frank Fels – Home phone 609-567-0845 or; preferred cell phone 609-457-4120 he will help with all requirements and details.

“Heater in the Van”

- Rossi Holmes volunteered to fill the *large* propane tank (~\$80 +) so we can have heat. (Tank weighs over 200 lbs when full) Members who turn on the heater should make sure someone else will turn it off if they should leave.

“The Perfect Loop by Eric Henderson”

- How many pilots think that the loop is a piece of cake? All of you, who say, “Yes”, please send a dollar to Eric.Henderson. Before you do, read on and see if you still think so when you have finished reading. A loop is a perfectly round maneuver that is drawn by the center of your airplane. You have to use some part of the plane as a reference point and we have chosen what most folks would refer to as the plane’s center of gravity. (This imaginary point, or dot, will become very important as you deal with cross and headwinds). If there was no such thing as gravity or wind you could fly a perfect loop by setting your throttle and elevator at fixed positions and just stand back and watch. However, seeing as nobody has found a way to remove gravity we are forced to deal with it. In a loop, gravity will change the radius of the maneuver unless we do something about it. Most pilots have figured out that you should throttle back on the way down, if only to keep the wings on! In fact, what the pilot is doing is letting gravity take over the job of powering the plane. If the speed of the loop is kept constant then the loop will stay reasonably round. The elevator does need some attention because the plane has been using it as a balance between the angle of attack, of the wing, and the elevator. As the plane goes over into the inverted portion of the loop, you need less up elevator to stay on the same circular track. So, in English, to do a loop you pull up with power on, reduce the elevator going over the top, reduce the power coming down and then begin to re-apply the elevator again. Finally applying the power again as you fly level.

The target is to also enter and exit the loop at exactly the same point where it began. Find a friend who can tell you if you are doing exactly this. Fly straight and level, pull a round loop, and then exit straight and level in exactly the same direction. A perfect loop is so demanding to do that you could run a fun fly centered around doing “the perfect loop” only. I only said you could, not should. At first, you should do the loop into the wind. Next time I’ll explain how to impress your clubmates by maintaining the position of a loop right in front of you in a strong crosswind. Work on the loop into wind and be ready for the next challenge. While they all blow out and away you will be right where you want to be!