



Note: Club Tips

- Last one to leave, please lock the gate.
- Safety at the air-field is the responsibility of all members.
- Use a restraining device for your plane on the flight line
- Do not fly over the flight line
- Watch for others landing and taking off

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Meeting Minutes from February 2nd, 2005

- NJ Pine Barons R/C Club, Location: Airport Hobbies, Website: www.njpinebarons.com
- Meeting ran by: Harry Minnier
- Members Attending: 26
- Meeting called to order: 7:40pm – adjourned: 8:30pm
- Treasurer Report: Jerry Gayster gave the treasurers report and explained the process he uses in keeping the club books.....
- Membership Count: To date we have 121 members enrolled for 2005. Please remember that if you have not paid your dues as of Feb 1st, 2005 you are not counted as a NJPB club member.....
- Field Marshal Report: Glen Grulke has been flying his Sea Planes and reported the snow is white, deep and great for flying..... :)
- The club is looking at publishing a new members package detailing items that a new member both should know and that are good to know. Glen, Jerry and Harry are working on the package and should have some data by next meeting.....
- Had a great show and tell.... See details in the President’s Corner.....
- Newsletter Tip - When viewing the on-line Newsletter from the NJPB Web site it can take a minute to load. When the screen is being painted in just click on the Adobe Save Icon in the left corner and save it to your local hard-drive, close the current internet explorer window and then re-open the Newsletter from the location from where you saved it. The PDF file will load much quicker. The PDF file tends to be on the larger side as we try to include some pictures, etc..... :)

2005 NJPB Officials

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
Sec:	Tony Gallo	609-654-9378
Fld Mar:	All Members	
Flight Safety:	Scott Anderson	609-261-4913
Sun Club:	Al Gatto	215-579-8619
Editor:	Glen Grulke	609-352-0022

Spring cleanup is just around the corner. We're looking for a great turn-out. Stay posted to future newsletters for more details

Newsletter News

- 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

Special Thanks

Thanks to; Airport Hobbies for hosting the meeting

Thanks to; Tony for picking up the donuts

Thanks to; S&E Lawn & Landscaping Services (S&E plowed our club driveway during the big snow storm free of charge. If you're in the need for any landscaping services give them a call)

Thanks to; Members who bring something in to the meetings for Show and Tell



Glen's Sport Plane with Skis & Sea Master after the big snow. Both planes fly great.

The President's Corner (Harry)

The weather has not been very good for flying, very cold and of course the field is covered in snow about a foot deep. I do know of two brave soles (Glen Grulke & Jeff Marks) that have been out to our field and yes they were flying. I saw a picture of Glen's planes; a Sea Master and sport plane with skis. I understand Jeff's plane has floats and is also good off the snow. Maybe it's time to get *something* as the snow is going to be around for a while. It's also a good time to visit Airport Hobbies and check out the new stock of ARF's, the prices are great and they look great.

It's time to renew your club membership for 2005, in fact you are late.

Membership Application are available at the field, in the truck and if you have a computer you can go to our web site; just click on *Membership* and print it out. Our web site is www.njpinebarons.com. 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 suggestion to give all the new members a NEW MEMBER PACKAGE that would include procedures and information to bring a new member up to speed at the field, was approved.

Show and tell

- Tom Perkins displayed his newest creation: a fabulous PBY. It looks outstanding and is powered by two O.S .91 FS. This is the second one Tom has built.
- Another member came in with Astro model with a glow plug monitor and an automatic fuel shut-off system.

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

Harry

*Let's keep the
Show and Tell
going. Please bring
in your project.*

Eustice and Bear™

The New Guy

Quick pointer here at the airfield we always give to new pilots.



Approach the flight line, then stretch your trainer cord high over your head. Slowly spin your body in circles several times.

9-19-04 ©2004 Bill Gardner



To loosen up my muscles?

Actually, so we all know to land the good planes.



www.eusticeandbear.com

Perfect Square Loops by Eric Henderson

Loops with straight lines in them can look very attractive if done well. This month we will take on the case of a loop with four straight lines. New “square-loop-attemptees” tend to just pull the elevator hard, four times. It may not even look too difficult. Looks, as we all know, can be deceiving. You may have performed the perfect square loop. To be sure just check out the following. We will begin with a square loop because it is easier to ascertain your success. The square loop belongs to a family of loops with lines. Other loops are the three-sided, the six-sided and the eight-sided, all of which can be performed inverted or right side-up. Additionally they can have a whole range of rolls on the lines. Scared you off yet? No! OK, then the square loop is a loop where it is much more obviously right or conversely wrong. Humans seem to be able to spot squareness more readily than roundness. This precise maneuver, if done perfectly, is very impressive to watch. It is comprised of four ninety degree corners, and four straight lines of equal length.

The plane pulls into a quarter loop from level flight and climbs a distance chosen by the pilot. Try or four seconds of vertical, at first. If your plane starts to lose too much speed then start again and climb for a shorter height or time. The next element is another quarter loop. The plane is now inverted and is required to fly the same line length as the one used in the vertical climb. Then the pilot pulls a third quarter loop and lets the plane head back towards the ground. Our old amigo, gravity, is helping out again. Then the fourth quarter loop is pulled and level flight resumed again with a straight line to exactly where the square loop began.

Now let's do that all again with some control input advice. Fly in a straight line across in front of you about 100 yards away. This may be uncomfortable at first but it presents the maneuver in a much more viewable, and possibly favorable light. Select about 3/4 throttle and fly past the imaginary center-line in front of you. Pull the 1/4 loop and apply full throttle as you begin to go vertical. This will allow you to pull a tighter corner without sliding too far horizontally. Concentrate on holding a vertical line. Do not be surprised if your plane goes a little to the side or too the canopy. Hold in a little bit of corrective rudder or elevator or both. Before you run out of vertical-speed pull the second corner. (It is a good idea to release any corrective inputs, before pulling the corner). Be careful not to pull as much elevator displacement because gravity will be helping and will cause a pinched corner, if you let it. You will need to be ready with some down elevator to prevent the plane from diving while inverted. As the line is being established and held, it is the time to slowly come back on the throttle. Some pilots tend to throttle back too quickly and as such cause the plane to slow down and sink. Get too slow and you'll require too much down elevator in a hurry. It is much better to throttle back slowly right up to the third corner. By now your throttle should be all of the way back. Pull the third corner like you did the second. You are looking for the same radius as the first and second corner. The plane will gain speed on the down-line and care should be taken to try and reproduce the curve of the last corner,

You must also avoid stalling the elevator as you pull out of the dive. The secret is to plan a square loop backwards. Find out what the plane is capable of on the last corner and start the square loop with that radius. A smart move is to try a few down lines and pullouts to see what both you and your plane are comfortable with. Armed with this information you can then go and plan a square loop that uses this down line radius as the standard for the first, second and third. There is a common, but very wrong, myth, that square loops have to have tight corners. Please Ignore any guidance based on this misconception. Equal radii and equal straight line are the rule. We even have it in writing in the AMA rule book! In fact excessively light corners are to be considered as a downgrade.

The short form of the above description is to remember that what you are trying to achieve is *four equal corners, four equal lines, all in the same plane*. You will definitely need a friend to tell you if you are doing this one right. Time and distance awareness, will play tricks on the pilot as the plane changes speed in the four lines. Some of the hard parts to get right in this maneuver are the different radii that your plane will pull at different airspeeds. You will need a lot less up elevator when pulling the top two corners than when you pull the bottom two.

Let me add a little on wind correction. In a headwind there are two tips that might help you. Pull a little less elevator for the upwind corners and more when pulling into the wind. Secondly try and lean the plane into the wind on the up line and the down line. If you don't the plane will drift back as you climb and it will not draw a true vertical line. You will probably have to hold some down elevator in on the up line and up elevator on the down line. In a crosswind the same rudder is held in all the way round but it causes problems when you pull the corners because the plane is leaning off the vertical or horizontal. The smart move is to straighten the plane up with rudder before or just as you pull the ninety degree corner. Then put the rudder back in to deal with crosswind only when on the straight lines. End