



AMA Charter #1445



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

Inside this issue:

Meeting Minutes

NJPB Officials

Newsletter News

Special Thanks

Presidents Corner

Horizontal Roll

Meeting Minutes from March 2nd, 2005

- NJ Pine Barons R/C Club, Location: Airport Hobbies, Website: www.njpinebarons.com
- Meeting ran by: Harry Minnier
- Members Attending: 30
- Meeting called to order: 7:38pm – adjourned: 8:30pm
- Treasurer Report: All were normal expenses totaling \$931. Deposits made from 20 new members. Balance for the month was \$6,046.
- Membership Count: To date we have 140 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.....
- The Club will be ordering more caps... Stay tuned for delivery.....
- Field Marshal Report: With the snow and rain the field has been very wet. Next meeting we will be discussing the topic of: **Field Spring Cleanup.**
- The club has a new members package detailing items that a new member both should know and that are good to know.
- Discussions are ongoing about the club picnic for 2005
- Steve gave an update on Joe Cardamone; the club also took a donation for both his AMA and club membership dues for 2005.
- The club took a vote and it was decided to donate \$100.00 to a locate cancer charity. The club will decide next month on which charity to give to.
- 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:	Glen Grulke	609-352-0022
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; Jerry, Harry and Glen for working on the new member package
 Thanks to; Members who bring something in to the meetings for Show and Tell



AWESOME

Above: Jack George's Electric Jet..



Glen's Ryan STA-M 1.20

The President's Corner (Harry)

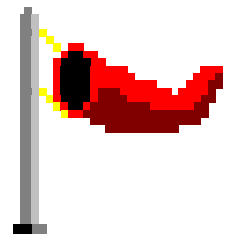
The weather has not been very cooperative for flying, very cold and of course the field has been snow covered for most of the month. I was able to get some flying in as my foam profile electrics don't have wheels and the snow makes for a soft landing. Lets hope that the month of March brings some better flying weather. It's a good time to visit Airport Hobbies and check out the new stock of ARF's, the prices are reasonable and they look great. There is also some good looking slightly used planes hanging up that are also worth investigating.

Club membership for 2005 is down from 2004 most likely due to the weather. Jerry Gayster, Glen Grulke, and myself spent quite a bit of time on the NEW MEMBER PACKAGE that will include procedures and information to bring a new member up to speed at the field. An overview of what will be included in the package consist of a folder with the following:

- President Message - welcoming new members to the club.
- Contact Information – officers, instructors for both fixed wing and helicopters.
- Field Location
- Flying at the Pine Barons Field – includes Field Access, Frequency Board, Van Access, Field Rules and Flying the Pattern.
- Pilot Training – using the “buddy box system”, Instructors role in your training, maneuvers you will be required to accomplish before soloing.
- Check List for All New Member Pilots – NJPB Rules and another check list for plane and radio installation.
- Copy of the NJPB By-Laws.
- Discount flyer for *New Members* from Airport Hobbies.

I also received some correspondence from our District II VP indicated a possible link to their web site; Glen is investigating.

Hope to see you at the April 6th meeting, there will again be light refreshments 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 Horizontal Roll by Eric Henderson

THE HORIZONTAL ROLL. Here is a “*Pre-Pattern challenge*”, that, even, if you never compete, will do wonders for your flying. Often this maneuver puts fear into the hearts of “wannabe” aerobatic pilots. In addition to rolling the plane through 360 degrees, with aileron input, you are also expected not to lose or gain any height. You are also required to roll at a constant rate and stop the rolling action with the plane dead level. (There are also vertical rolls but I will not address them here because they are so different due to gravity having little or no affect on their heading) If there were no wind or gravity, there would be no problems to deal with. All you would need to do is move aileron stick over, hold it in position and move it back just before the roll completed.

The first thing to do when learning to do a full roll is see what the plane does when you give it full aileron. Gain some height and fly level at about 3/4 throttle. Apply aileron to effect a 360-degree roll. What you should see is that the plane drops its nose throughout the roll and finishes up diving anywhere between approx 15 to 45 degrees towards the ground. Throttle back to slow the dive, and proceed to regain height please. If it does not dive you are probably flying a very tail heavy plane! If the plane dives a lot then you are most likely too nose heavy. (BTW, All of this assumes a semi symmetrical or symmetrical wing) What you now know, is how much anti-gravity-corrective-input that the plane needs to perform a flat, horizontal roll?

Let's do a slow roll to the left. Make sure the plane is flying level because any diving action will speed things up too much and require excessive correction. As the plane rolls left, apply right rudder. When the plane is inverted center the rudder and add a touch of down elevator. As the plane continues to roll, add left rudder. When the plane is level remove the rudder. Find that friend again and ask him/her to read these notes: “*Left aileron, right rudder, down, left rudder*”, as you are doing the roll. [Reverse the rudders for a right roll]. The actual roll will be a bit curvy at first mainly because you will be applying too much rudder input. The main idea is to use the rudder as an elevator when the plane is going through the knife-edge attitude of the roll. Keeping the nose of the plane on a horizontal trajectory is the goal here. I still say the short version: “*Left, right, Left, left*” as a support to my memory when I am doing positive rolls.

For many, if not most of us the above instruction can be too much to perform in one go, so here is a useful exercise that has help many pilots on their way to the perfect roll. OK back to horizontal rolls. Break the roll up into two half rolls with a pause in the middle. Do not complete the roll if you have failed to keep the nose level in the first half. Here is the breakdown of the exercise. Roll left and apply right rudder. Stop the roll when the plane is inverted. Examine the attitude of the plane. If the plane is longitudinally, level? Roll left again and add left rudder. Stop when level and examine the attitude of the plane. If level and straight, you did it! What you must practice is a whole bunch of 1/2 rolls until you can lock the plane level inverted, and from inverted to up-right again. You soon learn how much rudder deflection to apply to add to get the result that you need. The rudder also goes in an out according to where the plane is in the roll. The maximum amount of rudder is applied in the knife edge position and decreased as the plane returns to the level position. As you get better and better at the 1/2 rolls you will begin to reduce the time that you pause in the inverted position until it is gone completely. Then you will be able to roll a plane at any height without the fear of dropping into the grass. This exercise is also particularly useful when learning to do four-point rolls. If you trained yourself to do a slow-roll this way then a four-point roll will be very easy to develop.

Please note that using rudder in isolation is not totally correct, but it is a MAJOR step to doing a professional looking roll. As you become more sophisticated with the Roll, you will notice that the rudder only application causes a slight weaving from left to right. You can smooth this out by then use a combination of elevator and rudder input to create an even straighter line. Before you get there however you need to master the two very important half roll actions.

end