

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



AMA Charter
#1445

Meeting Minutes from Feb & Mar 2006

Meeting ran by: Our very own Billy Brennan

Members Attending: 28

Meeting called to order: 7:35 PM

Treasurer Report: Gerry Gayster went through a verbal report listing expenses for this month, which were basically the same as last month's expenses. A deposit of \$1,025.00 from new members was made, which brought our balance up to \$5,837.00.

Membership 2005: Gerry also reported that we have 125 paid-up members far.

Field Marshal Report: NONE

Safety Report: No issues to report.....

50/50 Winner: LUKE KOCUIBA \$30.00

Other:

Old Business: Scott Minerva is handling the clean-up and purchasing stone. Members voted on and approved his purchase of 20 tons of stone for \$350.00 and the expense of \$150.00 to rent a BOBCAT for spreading it.

Bill Brennan discussed the financial status of the club, and how we must plan our spending in order to avoid a deficit. He also posed the question as to whether the club can purchase our new lawnmower on credit. Will the store allow us to purchase on credit? Larry Williams and Tom Perkins will investigate this question and report at the next meeting.

John Smith asked if we could have our field rolled and flattened to smooth out the dips. Most members agreed that this was not a solution.

Bill Brennan suggested that we revise the by-laws. Since the copy given to him was not current, this was deferred to a later date.

2006 NJPB Officials

Pres:	William Brennan	609-238-4913
1st VP:	Harry Minnier	609-268-9373
Tres & Mem:	Jerry Gayster	856-778-0104
Sec:	Tony Gallo	609-654-9378
Fld Mar:	All Members	
Flight Safety:	Glen Grulke	609-352-0022 – alternate Steven Dodds
Sun Club:	Al Gatto	215-579-8619
Editor:	Glen Grulke	609-352-0022

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

The President's Corner (Billy B)

As I sit here composing this column in the aftermath of the February 12th snow storm, and look out at over 12 inches of snow, it's hard to imagine that our flying season is truly right around the corner. However, it is, and I want to make sure you are all aware of several important items related to making sure we have a great season.

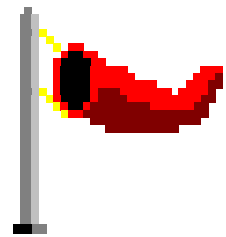
First, let me address the spring cleanup. It is scheduled for Saturday, April 1st, with a rain date of Saturday April 8th. Clean up begins at 9 am. Glen Grulke and Scott Minerva have graciously consented to coordinate the clean-up so if you have any questions or would like to volunteer I am sure they would be happy to hear from you. Also, if you have any particular field maintenance issues or requests make sure you contact them. At the risk of repeating myself from last month, even an hour of your time will be appreciated on clean-up day.

Now let me address the issue of the Club purchasing a new lawnmower this year. We are down to one lawnmower and while we have discussed alternatives to buying a new mower (like hiring a cutting service) it would appear that the overwhelming majority of members feel we should buy the mower. That's fine, and as always our past president and member extraordinaire, Tom Perkins, has agreed to make the purchase once approved.

However, a new lawnmower will cost between \$2500 and \$2800. Add another \$600 or so for spring cleanup and that adds up to about \$3200 or more. With 115 members having already renewed we have a bank balance of about \$5500 at the end of January. If we spend no other money the rest of the year except for our field lease and Mr. Bob lease we will be approximately \$2000 in the red based upon today's membership renewals.

Now we all know that we will have more members signing up and that as in previous years we will somehow squeak through. **But we shouldn't have to**, which gets to the point I want to make regarding dues renewal. The only reason we sit here in February worrying about whether we will have enough money to buy a mower and do other activities is because about 1/3 of last year's membership has not renewed as yet.

Delaying your payment of annual dues hurts everyone. I make this an issue because members at last month's meeting were very vocal about the need to start having consequences for members who slack on renewing their memberships until late spring and summer. Continued Page 4:



The President's Corner (Billy B) Continued

As a result, they voted to have a notice placed at the field that if your dues are not received by March 1st your flying privileges are revoked until your dues are paid. You will not be allowed to fly, even as a guest!

To the over 133 member who have renewed, we thank you. To those that haven't, get your butts in gear and your checks to Gerry Gayster!!

See you next month.

PS. Just before going to press Tom Perkins worked his magic again and found us a fine new mower with all the necessary bells and whistles for \$1999. We have gone ahead and made the purchase so we could save the \$600 to \$800. However, this puts evens more pressure on club finances so PLEASE get your dues in now!!!

End

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 effect 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 helped 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 upright again. You soon learn how much rudder deflection to apply to add to get the result that you need. The rudder also goes in and 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