

# SUPER RC FLYER



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## October 4th Meeting Minutes

General meeting called to order at 7:30 by Chris Peters. Members in attendance – Robert Hill, Steve Zahm, Barry Kissoondial, John Poma, Frank Lee, David Wood, Mike Curreri, Kevin Alfonso, Jim Pozenel, Jim Clark, Dennis Albee, Jerry Hahnfeld, Bob Eboch, Karl Eckerle

Visitors – David Wood, “Woody”, is a new member. Welcome.

The minutes from last month were approved.

Treasurers report: Thank you “Rawhide” for the pilot prize plane. Dues are due.

Chris Peter shared with us a memorial card from Al Quick’s funeral. We had a moment of silence.

### Old Business

Flight line training report – two students signed off this year. No new students.

Mowing schedule – Karl E. Still needs mowing to the end of October, there are plenty of weeks to sign up for the rest of the season. Wentworth will store the lawn mowers. Karl is letting the fuel drum go empty.

Air show report: the food truck people were satisfied. We handed out two guest lunch vouchers.

The Gavits donated a newer refrigerator to the club. Bob hill has taken the old one and will get the club \$50 from Consumers Power for it.

Kevin Alfonso shared with us pictures he took at the Airshow. They were very nice. Thank you Kevin.

Float fly: There was a good turn out and fun was had by all. The weather started out a little rainy but then turned fairly nice.

Cub Scout Rocket launch: it went very well. Most rockets were found. The cub scouts seem to have a good time. We watched a video of Lon’s rocket launch/explosion.

### New Business

Banquet: it was decided it would be held at pies again. We are still looking for program suggestions. Carl suggested a speaker from the brown air museum. Another idea was World Champion John Paris Control Line Presentation (see the brochure at the bottom of the minutes).

Club build: we are still looking for ideas. We will decide at the next meeting. Suggestions put forth were Dennis Albee’s 46 inch CrashTest Hobby Albatross or a control line model.

Fall Cleanup: Oct. 29, 9 am Coffee and Donuts – clean brush out of south fence, Burmuda Triangle, trees growing taller than the bush on landing approaches. Paint pavilion in the spring. Battery Charging shelf replacement.

For October’s program, Dennis Albee gave a presentation on setting up your delta wing.

- Make the wing as stiff as possible. Especially the elevons.
- Make sure biaxial fiber tape is glued down well.

- Make sure the servos are held tight.
- Make sure the motor mount is tight and doesn't move.
- Use carbon fiber to add stiffness.

Bob Hill shared a nicad battery near miss. It appears a brand new charger may have shorted out the battery and nearly caused a fire in the plane. The lesson here is to be very careful when using new equipment.

We are looking for more program topics for the winter months.

#### **Program Schedule:**

October: Setting up your Delta Wing – Dennis A.

November: Proper Care of Your Li-Po Batteries – Rob Pound

December: What you did not know about dihedral, incidence, washout and balance - Karl

January:

February: Banquet

March:

April:

May: Safety Talk – Dennis A.

Meeting adjourned

#### **Club Schedule:**

April 23, 2022– Spring Cleanup 9am till?

May 1 – EAA Breakfast – Canceled

May 14 – Spring Float Fly 9am – Bob Hill

May 31 – Memorial Day Parade Float – Bob Hill

June 5 – Discovery Flight Day – Jerry Hahnfeld

June 12 – Electric and sailplane Fly - Steve Zahm

July 16 - family Picnic?

August 6 Combustion Engine Fly – Mike Curreri

August 13 – National Model Aviation Day fun fly Jerry Hahnfeld

Sept. 9 – Air Show Set up

Sept. 10 – Swap Meet – Greg Gavit

Sept. 10 - EAA Breakfast

Sept. 11 – Air Show

Sept. 24 Fall Float fly – Bob Hill

Oct. – Cub Scout Rocket Launch

Oct. 29 – Fall Cleanup – 9 am

Dec. 31 Day – New Year's Eve Day Fly – Chris Peters

#### 2023 Event Schedule

Jan. 7<sup>th</sup> Snow Fly

Feb. 1<sup>st</sup> Club Banquet at Pi's

Meeting adjourned by Chris Peters.

#### **Pictures**

Participation in Control Line Stunt can be enjoyed at a variety of levels, from getting together with friends for a building session to learn new construction or finishing techniques - all the way up to national and international aerobatics competition. Sport flyers often find a new level of fun and excitement by entering a local contest where modelers from their area compete. Although the atmosphere at a contest can be charged with competitive energy, you'll always find that stunt flyers are willing to help you. At local and regional contests, flyers are separated into four skill classes to ensure a fair and even competition: Beginner, Intermediate, Advanced, and Expert. A pilot's ability and contest record determine how he or she advances through the classes.



At the International level of competition, the Federation Aeronautique Internationale contest is held every other year to crown a "World Stunt Champ". Our top competitors meet at a special selection contest to vie for the three positions on the team that represents the USA at this world competition.

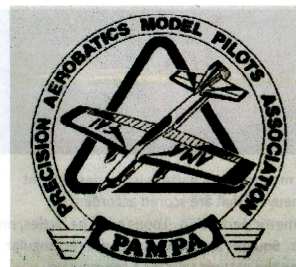
Like any worthwhile activity, what you get out of it depends on how much you are willing to put into it. Designing, building, painting, engine tuning, and flying all play an important role. Best of all, few activities in

this world can offer the freedom to express your personal creativity. Join us! Fly Stunt!



The Precision Aerobatics Model Pilots Association or PAMPA was created by control line stunt enthusiasts to promote and support the control line precision aerobatics event. PAMPA is a volunteer organization that provides communication between stunt flyers with the information needed to improve your building and flying skills.

By joining PAMPA you will gain access to hundreds of experienced stunt pilots who will gladly help you discover the joy and success of Precision Aerobatics and to the archived library of Stunt News that includes volumes of information about design, building, finishing, flight trimming and flying techniques of Old Time, Classic, and PA models. Its website also includes current reports, a contest calendar and contest results. Go to [www.pampacl.org](http://www.pampacl.org). You can also visit PAMPA's Facebook page at PAMPA Control Line Group.



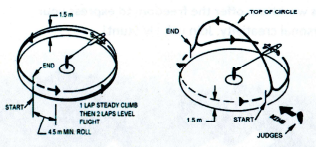
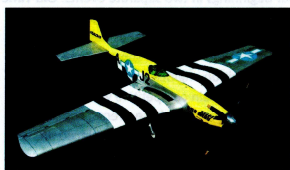
(District VII: John Paris at [parisjm2@aol.com](mailto:parisjm2@aol.com))

Precision Aerobatics (PA) is considered one of the premier aeromodelling events and its national championship (The NATS) is one of the largest attended and most fascinating and spectacular shows in all of aeromodelling. Perhaps you've wanted to get involved, but have a lot of questions. The answers are here, and it's not as difficult to get started as you might think. There are experienced modelers all across the country who are willing to help you. That's one of our greatest assets. Our people are some of the friendliest and most helpful in all of modeling.

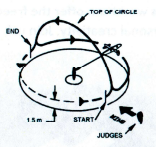
Control Line Precision Aerobatics (CLPA), more commonly known as STUNT, has a rich and colorful history. Debuting as a national competition in 1941, it grew rapidly after the Second World War. We now honor our beginnings in two separate events. **Old Time Stunt (OTS)** is reserved for models designed before 1953. **Classic Stunt** chronicles planes designed before 1970. Some OTS ships will even sport vintage gasoline burning spark ignition engines, and the best of the Classic ships still remain competitive with more modern designs. In both of these events, competition is more low-key and much emphasis is placed on building and finishing models in a fashion consistent with the era being celebrated.



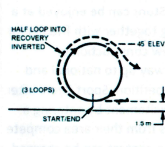
The modern CLPA pattern is a series of flight maneuvers that are scored according to geometric perfection. Loops must be circles, not eggs. Squares must be square, not rectangular. When the pattern calls for a consecutive maneuver, the flight path for each repetition must be correct and in the same place. The bottoms of maneuvers must be at shoulder height (4' - 6') and the tops positioned so that the lines make a 45-degree angle to the ground. If the maneuver is a tall one, like a vertical figure eight, the plane must pass directly over the pilot's head when at the top of the maneuver. The flying should be smooth and the whole pattern should flow together. Take a look at the maneuver descriptions to your right. Each maneuver can receive a score from 10 to 40 points. Stand well behind the judges and try scoring a flight yourself. Flyers who built their own airplanes can receive up to 20 appearance points for the beauty of their model.



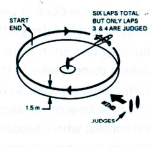
#1 Takeoff



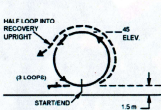
#2 Reverse wingovers



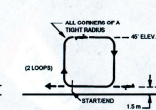
#3 Consecutive Inside Loops



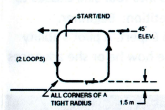
#4 Inverted Flight



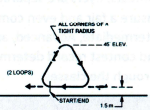
#5 Consecutive Outside Loops



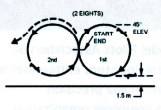
#6 Consecutive Inside Square Loops



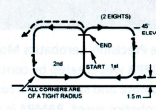
#7 Consecutive Outside Square Loops



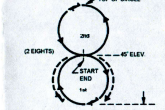
#8 Consecutive Inside Triangular Loops



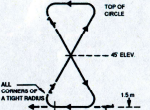
#9 Horizontal Eights



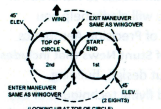
#10 Square Horizontal Eights



#11 Vertical Eights



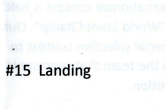
#12 Hourglass Figure



#13 Overhead Figure Eights



#14 Four Leaf Clover



#15 Landing



