

## *Ocean County Modelers, Inc.* *By-Lines & Fly-Lines*

P.O. Box 569, Lakehurst, NJ 08733-0569

March 2011

### *Accomplishing a safe, straight takeoff*

**T**o make a safe, straight takeoff, it helps to think of it as a transition from driving to flying. The first part of any takeoff is simply to taxi straight down the runway while gradually increasing the throttle to pick up speed—much like driving a car down the road. Steering is done with the rudder stick to turn the nose or tail wheel while they are on the ground.

At slow speed, the flight controls, especially the ailerons, have little effect. As speed increases, they become more and more able to keep the airplane on a straight and level path. As the wing generates lift at higher speed, the wheels eventually leave the ground and the flight path is completely controlled by the flight controls.

If every part of the airplane is perfectly aligned and trimmed, and with no wind, a pilot would merely need to advance the throttle and allow the airplane to gain speed and lift gracefully into the air. But we don't live in a perfect world.

Usually nature provides some wind, often a direct crosswind. It is difficult to keep the steering wheel and the rudder perfectly aligned. A grass field is not absolutely smooth or level, and the grass varies in thickness and height. All of these are trying to upset the desired straight, level takeoff.

Line the airplane up on the runway centerline (and use plenty of runway—the runway behind you is of no value). Gradually advance the throttle and use the rudder stick to steer straight down the road. This is driving, not flying. As the airplane reaches flying speed, it may lift off by itself. If not, apply a little nose up with the elevator stick. With a tail-



dragger, some nose up is all right from the start and helps to keep the tail wheel on the ground.

As the airplane lifts off, it is now flying and the steering wheel is no longer controlling its track. That has not shifted to the rudder. But if the wheel and rudder are now perfectly aligned, the airplane may begin to turn and bank. As soon as it is flying, bring the rudder stick back to neutral and keep the wings level with aileron. Hold a little nose up for a gradual climb—about 30 degrees.

Crosswind requires help from the ailerons from the start. Apply roughly half stick to bank the airplane

*See Takeoff, page 2*

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## Takeoff, from page 1

into the wind. As the aircraft gains speed and the ailerons become more effective, gradually reduce the aileron stick more toward neutral. Use just enough aileron to keep the wings level.

Now the airplane should be in a moderate climb, straight and level. Continue until at least 50 feet high before beginning a turn. This sounds simple but requires using both sticks in concert for all three directional controls along with throttle.

Practicing this up in the air is much easier on the airplane than practicing real takeoffs.

*[The Aero-Shaft, Aero R/C Club of Flint, MI., Reprinted with permission by AMA National Newsletter, May 2004]*



## President's Corner

by Steve DeSanto

The 2011 flying season is upon us and with it comes a reminder of how much each and everyone of us enjoys this hobby.

Our hobby has grown by leaps and bounds in recent years with many more people interested in R/C flying. The equipment has also seen rapid changes with the addition of electrics and helicopters added along side the fuel and glo powered aircraft.

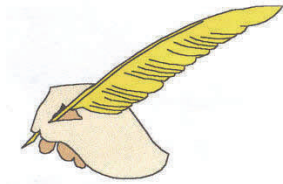
We are a club of 105 members that come from many different perspectives.

Change can often be difficult to accept—but as in everything in life change is inevitable. It is up to us to grow and learn to accept the change.

In every walk of life there are some that say all rules must be enforced and others say “rules are meant to be broken”. In most cases there is a meeting of minds somewhere in the middle. I believe that is where we, at Wiskow Field need to focus our attention. On occasion, there can be exceptions to most rules and we all need to be tolerant of others in the club. We all want to be able to enjoy our hobby—but we don’t fly in a vacuum—there are others to consider. They too, want to enjoy their flying experience just as you do.

*See President, page 4*

## *Minutes of OCM Meeting on February 23, 2011*



**O**CM President Steve DeSanto opened the meeting promptly at 7:00pm with the Pledge of Allegiance. There were 26 members present.

Rick Heinrichs read the treasurer's report. A motion was made by Ralph Ferrara to accept the report and was seconded by Mike Fevola. A vote was taken by a show of hands and was passed unanimously.

### **ANNOUNCEMENTS:**

Corresponding Secretary Jam Rabii mentioned the West Jersey R/C Annual Swap Meet date has been moved to May 25, 2011 at 7:00pm.

### **FIELD REPORT:**

Rick Heinrichs reported that the fences need to be straightened and painted. The road was graded last week. Rick will take care of the maintenance needs of the generator.

Steve DeSanto asked for a work party/committee to be organized. Sunday, March 27<sup>th</sup> from 8:00 to 9:00am, weather permitting was set for members to join in the effort at Wiskow Field. Coffee and donuts will be provided; please wear work clothes.

Gil Schwalb made a motion to purchase an amount of zoysia grass to plant on the runway in a test area. A vote was taken and passed by a show of hands with 18 in favor and one opposed.

Steve DeSanto is making the necessary contacts to arrange for the rolling of the field this spring. He spoke of the need for the club to elect a new Safety officer. Also, committees need to be formed to organize events like the annual Fun Fly, Picnic/BBQ and Flea Market.

### **CLUB RULES:**

Gil Schwalb addressed the club and spoke about the great work Charlie Wiskow did to acquire the airpark that now bears his name. He then read a new, reorganized version of the club's rules for the field.

### **NEW BUSINESS:**

Jam Rabii was volunteered as a Club Pilot Instructor. Gil Schwalb volunteered to be an instructor as well.

Steve DeSanto spoke briefly about the negotiations between the AMA and the FAA in regards to proposed rules changes that will be announced this summer. Things are not looking good. There may be new restrictions on our aircraft. It is possible that pilots will be required to pass background checks. As these changes could negatively impact our hobby he urged members to follow the situation and contact their Senators and congressional Representatives.

**Minutes, from page 3**

Steve made a resolution to hire Rick Heinrichs to cut the grass at the field this year for \$150.00 a month for seven months. Rick Wooley made a motion to accept and Joe DiBella seconded. This passed unanimously by a show of hands.

Jersey Modelers electric fuel pumps have recently been suspected of problems. It was reported that sparks were noticed coming from a pump at an event in New Zealand. Their use there was halted and the investigation is ongoing. If you have one of these pumps be sure to inspect your unit.

Nominations were opened for the position of Safety Officer. Harry Jenkins was nominated for the position and Rick Wooley seconded.

**MODEL OF THE MONTH:**

Jam Rabii showed a Hangar 9 Pulse 60 XT with an OS 61FX motor.

Hob Davis showed an electric foamie.

**DOOR PRIZES:**

Scott Smith won the 50/50 of \$32.00 and generously returned the winnings to the club.

Hob Davis won the door prize of a \$20.00 Wawa coffee card.

The meeting was adjourned at 8:15pm.

Submitted by Scott Smith, Recording Secretary

**President, from page 2**

Let's not look for actions by others, which could escalate into confrontation. Don't put yourself into a position that could come back to bite you. Remember we are all here to have fun.

One final note--each flying field has unique features and everyone needs to understand that safety is the #1 priority. We have enjoyed many accident-free years. Keep it safe, but have fun along the way.



*Welcome to our  
new members*

**Daniel Hoehler  
Jacob Hoehler  
Michael Jupa  
Paul Meier**

*Welcome to  
a returning member*

**Gary Dressing**

***Safety Contacts***

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**Mike Fevola**  
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# Airplanes of the Month



Jam Rabii showed a Pulse XT 60 with a wing span of 70", weight 6-7 pounds. It has an OS-61 engine and a Spektrum 6200 receiver.



Hob Davis showed his combat foamie, with a 150 outrunner motor and a 480 mAh 2s lipo. It has a wing span of 20" and it weighs 4.5 ounces.

## Help us out

The last newsletter addressed to Karl Menge was returned as "address unknown".

If anyone in the club knows Karl and knows his address, please e-mail or call me, Sue Fevola, at [OCMRC@yahoo.com](mailto:OCMRC@yahoo.com) or 732-477-1761.

## *OCM Flying Rules and Protocols - 2011*

### **Section 1 (General):**

- A. Wiskow Field is open for flying any fuel-burning aircraft from 9:00 AM until sunset.
- B. ONLY Ocean County Modelers CLUB MEMBERS and their ESCORTED GUESTS are permitted to enter and fly at this field.
- C. You must be a FULL MEMBER of the Academy of Model Aeronautics (AMA) to fly at this field. Park Flyer Membership in the AMA is not acceptable.
- D. Guest pilots are permitted to fly on a one-time basis, provided an OCM member is present at the field. After this, they would have to join the club if they want to continue to use the facility.
- E. Any individual who flies at Wiskow Field must be familiar with and abide by the official AMA Safety Code.
- F. The combination lock code to the gate entrance for Wiskow Field will only be released to OCM members.
- G. Last OCM member leaving the field must lock the gate upon exiting the premises. This facility is off-limits to outsiders due to the nature of the facility.
- H. No motor vehicles (cars, trucks, motorcycles, etc.) are permitted beyond the safety/spectator fence. NO EXCEPTIONS.
- I. No trespassing into restricted areas.
- J. NO children are to be left unattended within the Flight Line area.
- K. NO unrestrained pets are allowed at the flying site.
- L. Work details will be called when necessary to keep safe and good flying conditions at the field. NO flying will be permitted while a work detail is in progress.
- M. NO SMOKING IN THE PITS or Aircraft assembly area.

*See Flying, page 7*

**Flying, from page 6**

- N. NO CELL PHONES on or off, are allowed in the pit area and flying area. Keep your cell phones in your vehicles.
- O. Bring your entire trash home with you, as there is no trash pick-up at the field.

**Section 2 (Pre-Flight):**

- A. Any pilot using a non-2.4 GHz radio system must first obtain the appropriate frequency pin from the board. When you take a specific frequency pin from the board your OCM club card must be left in its place.
- B. Respect, courtesy, communication, cooperation, and a little common sense are required to safely time-share use of the same frequency pin.
- C. Anyone who turns on a transmitter without the appropriate frequency pin, when another person is already flying on the same frequency, and causes the flyer to crash is liable for all damages and injuries resulting from that crash.
- D. Beginner pilots may not fly without the assistance of a recognized and qualified member of the club.
- E. Fueling and de-fueling should be done on one of the pads or flight tables and a fuel-re-capturing system should be used.
- F. The propeller shall face the runway during engine runs.
- G. Engine break-ins and extended engine runs should be performed away from the flight line.
- H. OCM enforces a sound level restriction of 98 Db measured, while the aircraft is on grass, at 9 feet downwind from the propeller with the engine(s) running at full throttle.
- I. Taxiing is permitted on the landing/takeoff area only. NO TAXIING in the pit area!

**Section 3 (Flight):**

- A. Direction of takeoff and landing will be determined by the prevailing winds and/or other conditions that may dictate safe flying. The first turn after takeoff must be in a direction away from the flight line.

See **Flying**, page 8

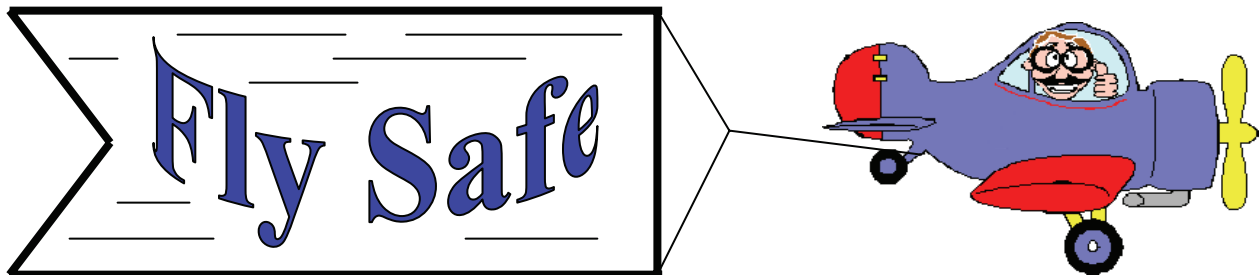
**Flying, from page 7**

- B. DO NOT fly closer than 25 feet from the edge of the flight line. The flight line extends to infinity on both ends and should never be crossed.
- C. The maximum number of fixed-wing airplanes that can fly at the same time is five (5).
- D. When multiple model aircraft are in the air, a racetrack flight pattern must be established and followed by all. In such a situation no turnarounds (e.g. split S) are permitted over the runway.

**Section 4 (Helicopters):**

- A. Separate air space is designated for R/C helicopter operations as a means to maximize safe helicopter flying.
- B. Flying a maximum of 5 helicopters simultaneously is permitted within the helicopter-designated area.
- C. Takeoffs and landings should be initiated on the helicopter landing pads positioned approximately 20 to 25 feet in front of the helicopter pilot stations.
- D. Helicopter pilots must make every effort to fly their helicopters within the helicopter-designated boundaries. NO-FLY ZONES for helicopters include:
  - 1. The parking lot and spectator areas
  - 2. The airplane runway
  - 3. The main airplane flight-line/pit area
  - 4. Beyond or over any tree-line

**\*\*\* COMMON SENSE MUST ALWAYS PREVAIL \*\*\***



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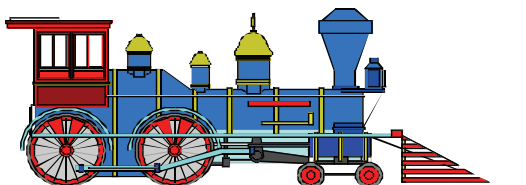
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Show your OCM club card for 10% discount.  
(See store personnel for details.)

**We carry Lionel trains “for the kid in you”**



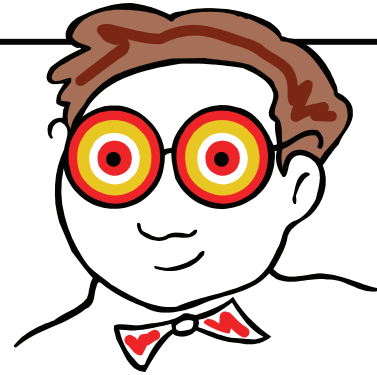
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New Jersey has the most shopping malls per square mile of any U.S. state--nearly 45 in all, with seven major malls in a 25-square-mile radius.

The nation's first indoor helicopter flight took place in 1970 at the Boardwalk Hall in Atlantic City. A Bell Jet helicopter hovered inside the 13-story high auditorium to celebrate the dedication of the West Hall of that building.

The Cohansey Aquifer underneath the Pine Barrens contains 17 trillion gallons of water. That's enough to submerge the entire state of New Jersey under 10 feet of water.



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**Next OCM meeting**  
**Wednesday**  
**March 23rd**  
**7:00 PM**  
**Manchester**  
**Municipal Building**