



MPPA FUN FLYER

April / 2002 Volume 5 Issue 4

The JR Goldcup another success!!

Message From Our Club President: Jim Perdue

Hello everyone. The month of April brought us the Gold Cup race and I want to thank everyone who helped out. The weather seemed to co-operate for the most part, it was windy but, with the exception of a little rain delay on Sunday, we managed to finish ten rounds over the two days. Our new trailer has made things much easier, and we had the whole course set up and broken down in record time.

This was also the first time we used a PA system to broadcast the entire race to our spectators. Thanks to John Logan, from the other club, who loaned us his broadcast system, we were able to keep the public informed of what was going on during the race.

We also used it to announce our half time show with club member Duane Stacko and his Big Gas Fun Fly. What a performance! Now we have to look forward our next two events, the

Quickie race in May and the Jet Rally in June. For those of you interested in trying your hand at pylon racing, on May 25th and 26th we will be holding another pylon race. This time we will be using AMA Rules 424 and 428.

That means quickie style planes such as Lanier Dominator or Predator with Thunder Tiger Pro 40 engines for the 424 class and Jett or Nelson engines for the 428 classes.

This is a perfect opportunity for newcomers to learn pylon racing. If you need further information, come to the meeting or contact me at 954-683-2660.

Remember our next meeting is on Wednesday the 24th of April at 60 Weston Road in Sunrise, see you there.



Your President
Jim Perdue



Pictured left to right: A.M.P. Big Bird CD: Mike Laughlin, AMA District 5 VP Jim McNeil, MPPA Club Newsletter Editor Rick Valero and son Ricky.

Inside this issue:

- Club President's Message + Newmembers Page1
- Upcoming Events Page2
- Photo Gallery Page3
- Marketplace, Flightschool 101 Page4

Welcome to new club members: Ron and Ram Coletto, Nick McCord, Richar Rhein, Troy Riley, John Rullman, Jack P. Wilbanks and Michael Wood and son.

Congratulations to **Brian Myers** on his first SOLO flight!!!

Upcoming Events

04/24/02: Club Meeting @
New River Civic Center
60 Weston Road
Weston, Fl. 33326

04/24/02-04/28/02: Top Gun
@ Lakeland Linder Airport
Open from 8:30am-4pm daily
Www.franktiano.com for all informa-
tion and directions

04/27/02: MPPA Day
BBQ @ Markham Airfield
Begins aprox 9am-2pm

05/12/02: Gold Coast Radio Control-
lers MINIMAC
Check-in: 8-9am
See attached info on page 5&6

05/25/02-05/26/02: SEMPRA Quickie
Pylon Race Event
@ Markham Airfield
7am til aprox 3pm Daily

06/29/02-06/30/02: 3rd Annual Jet
Together
@ Markham Airfield
Turbine, Ducted Fan, Prop Jets in-
vited.
9am til aprox 3pm Daily



MPPA Jr. VP Kevin Kruszeski bags his first boar while on vaca-
tion. Not only does he fly pretty good and take care of the raffle
tickets at the club meetings....but he's a pretty good shot too!
Father and club VP Marcel took Kevin hunting on a family
members ranch in northern Florida.

Nothing beats the smell of jet fuel and the sound
of real turbine engines on a sunny weekend.



The "3rd Annual Jet Together Event 2002" com-
ing soon!!! Get ready as we light the Zone 5 af-
terburners and take to the skies over Markham
Park Airfield.

MPPA Photo Gallery: Where YOU, yes YOU, can be seen !!!



All pictures taken at the Aero Modelers of Perrine field during their "Big Bird" event



Attention all MPPA members: Please bring your cameras out the field and take some pictures!!! You can email them to the editor for submission to the newsletter!! You can also send in pic's of your planes and projects as well to share with the rest of us. Rick Valero: Bvmbandit@aol.com THANKS!!!

The Marketplace

For Sale:

Kyosho Giles G-202, .60 size, 90% ready to build with brand new in a box OS MAX .61 engine, Pitts muffler and spinner for \$400.00. Contact JD Marin @305-558-5408 or Email: Jd_marin@yahoo.com

For Sale:

Kyosho Arium pattern plane, in good condition. Fast with a 46. \$50.00

World Models 30 size Ultimate Biplane ARF. New in box. With almost new Magnum .52 4 stroke. Great combo. \$230.00 FIRM! I'll even throw in the servos, slightly used but good!

120 size Extra 300L with all HD servos, Enya 120, 4 stroke, on-board glow driver, 6 volt battery, with extra fiberglass cowling. Just add receiver & fly! \$500.00. This is about \$900.00 worth of goodies.
Call Jack on all (954) 724-8338

For Sale:

1. Extra 300S; Has Hitech servos, battery, OS 61 FX engine with few flights \$250.

	Cost New	Sale Price
2. Flight Box Package		
Great Planes Flight Box	\$39.99	\$22.00
Deluxe II Power Panel	\$22.99	\$14.00
Starter Battery (7 Amp)	\$17.00	\$11.00
Charger - 12 Volt	\$ 9.99	\$ 6.00
Glow Starter	\$12.99	\$ 8.00
Electric Fuel Pump	\$10.99	\$ 7.00
	Total: \$114.94	\$68.00

All items a little over one year old. Sold as package only.

Contact Jerry Carley @ 954-435-6644 or email: Gcarley@mdcc.edu

RC Flight School 101

SEALING HINGE GAPS

By Clay Ramskill

OK - you've finished up the plane; a pretty covering job, all the radio gear working properly, balanced fore and aft, AND laterally - all ready to go. Maybe not - did you seal the hinge lines? Why should I, you might ask. We've all seen lots of planes fly OK without any fuss over hinge lines. How about less drag, quicker rolls, better turns, more precise control?

Note that we're speaking of fairly small improvements here. But with many planes, you can get at least noticeable improvement, over a wide range of performance criteria. All this with little work, expense, or extra weight!

Let's take a simple peek at the principles involved - you'll see better how all this works. For example, we'll look at a typical aileron installation. Our aileron, in its trim position, undeflected, acts as part of the wing. The wing depends on reasonably smooth airflow around it to generate higher air pressure on the bottom, lower pressure on top. It is this pressure differential, spread over the area of the wing, that gives us the lift we need. When our aileron is deflected, we get a higher (in the case shown) pressure differential, causing extra lift. On the other wing, raising the aileron would cause less pressure differential or even reverse it (in the aileron area), decreasing lift on that wing.

-And we get a roll.

With our gaps unsealed, we get the same type of result, but not as efficiently. There are two detrimental effects: 1) Air bleeds through the hinge gap, from high to low pressure, decreasing the pressure differential in that area; 2) The air bleeding through the gap causes some disruption in the airflow over that part of the wing. These two effects will decrease lift and increase drag, by small amounts.

Deflecting our ailerons makes the situation worse. The deflection of air increases the pressure differential, and even more air will pour through the unsealed gap, magnifying the detrimental effects! Notice that the problems associated with an unsealed gap would also apply to our elevator or rudder, when those surfaces are deflected.

The 'more precise control' effect is a bit harder to explain but you can deduce that the flow lines across the aileron are not as smooth, and there is an area near the aileron surface that has more turbulent air. When you make a small aileron correction, the response will not be as positive.

Your plane WILL fly more precisely and efficiently with hinge gaps sealed. And more often as not, the difference will at least be noticeable! This is a situation where you can 'do something nice' for your plane (and for yourself, the pilot) without much hassle.

MPPA Officers and Staff

President: Jim Perdue

Vice President: Marcel Kruszkeski

Treasurer: John Kline

Secretary: Jerry Carley

Junior VP: Kevin Kruszkeski

Webmaster: Marc Zeldes

Newsletter Editor: Rick Valero



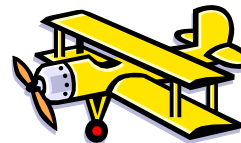
To send pictures, news, info or just comments:

MPPA RC Newsletter
C/O Rick Valero
1404 NW 208th Way
Pembroke Pines, FL 33029
Bvmbandit@aol.com





MINIMAC 2002 May 12, 2002 ENTRY FORM



Sponsored by the Gold Coast Radio Controllers

Description of Event- Everyone Welcome!!!

This is a non-sanctioned 'fun' event. It is meant for pilots who are new to competition aerobatics and would like to fly an IMAC sequence of maneuvers and be judged. There are 2 age groups flying 2 different sequences. We will fly as many rounds as possible depending on the number of entrants. Contestants may be expected to judge. Awards will be given (plaque & gift certificate) for the top 3 finishers in each age group. Contestants in the masters age group may elect to fly in the younger age group.

Details

Date, Time: May 12, 2002, 8-9am pilot check in, 10:00am first round
Location: Gold Coast Field at South County Regional Park, west Boca
Directions: I-95 or Turnpike to Glades Rd. in Boca Raton, west to Cain Blvd, north to 1st left, turn left at waterpark.
Engine size limit: .69ci 2 stroke, .91ci 4 stroke
Noise limit: 90db @ 3 meters or if declared too noisy by officials
AMA membership: Proof of current membership must be provided when checking in.
Entry fee: \$20.00 (includes colorful t-shirt)
Aerobatic Sequences: 2002 IMAC Basic Sequence for Flite A, 8-59 years of age.
Special Masters Sequence for Flite B, 60 years & up.

Instructions

Complete the entry form and mail in with a \$20 check made out to GCRC or Gold Coast Radio Controllers. Mail to:

Allen Rice
8912 Escondido Way E.
Boca Raton, FL 33433

For more information call (561) 482-4619 or visit our website at www.goldcoast.rcclubs.com or email CaptAIRice@Adelphia.net.

Age Group (check one) Flite A, 8-59 years Flite B, 60 years & up

Name: _____

Address: _____

City, State Zip: _____

Home Phone: _____ Cell Phone: _____

Email: _____

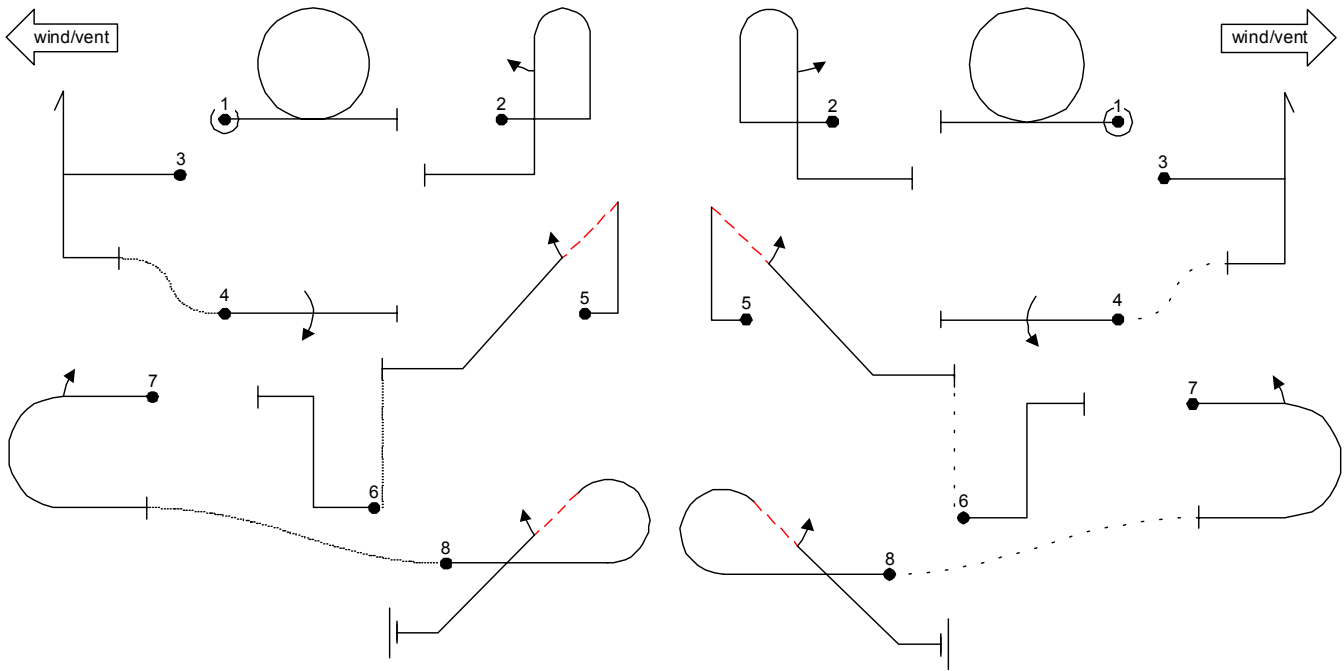


Figure	Zone	Description	Cat. #	K Factor	Total K
1	C	Inside loop	7.5.1	10	10
2	E	Humpty Bump; vertical up line, ½ inside loop over the top, ½ roll on vertical down line. Exit upright.	8.1.1 9.1.5.2	13 4	17
3	E	Hammerhead, exit upright.	5.1.1	17	17
4	C	1 full roll.	1.1.1 9.1.3.4	2 8	10
5	E	Sharks Tooth; vertical up line, ½ roll on inverted 45° down line. Exit upright.	1.18.1 9.1.2.2	13 6	19
6	C	Vertical up line, exit upright.	1.6.1	10	10
7	E	Split Ess; ½ roll, ½ inside loop. Exit upright.	7.3.3 9.1.3.2	6 4	10
8	E	½ Cuban 8; 5/8 th inside loop, ½ roll on 45° down line. Exit upright.	8.42.1 9.1.4.2	10 4	14
				Total K	107