



MPPA FUN FLYER

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November Elections

PRESIDENT'S CORNER October 2003

Each year at this time we have to think about electing new officers, and as much as I appreciate my time in office serving as your president, it is time to turn the reins over to someone new.

At our November meeting we will hold elections of new officers. In accordance with our by-laws all offices are for a term of one year. However, our current Treasurer Jerry Carley and Secretary John Rullman have both agreed to serve another year in their positions, so these offices will not be hotly contested. We do have to fill the President's position as well as Vice President and Junior Vice President.

The nominees so far for President are Pat Joyce, Ken Key and John Rullman.

The nominees for Vice President are Don Meyer and Glenn Whitmore.

The nominees for Junior Vice President are Brian Meyer and Chris Rose.

At any time up until the vote in November, we will accept nominations, so if you wish to run or would like to nominate someone, you may do so at the next two meetings.

On to other news, we now have a cable in place at the impound, so you may lock your transmitter while not in use. The locks are \$5.00 each and are available from Ray Wright or his daughter. Ray was also responsible for installing the cable and getting us a good price on the locks, so thanks goes out to him.

In case you're wondering, we did have a

night fly last month. Although the weather was un-co-operative, several hardy pilots waited around long enough and the skies cleared up enough to have a limited event with about six pilots. We even had some winners with Kevin

Krucseski winning best performing, John Sanders best lit, original display and Jonathan Perdue best lit, creative display. Some of us also attended a Q-500 race in Sanford, where the weather was perfect and we had some new 424 pilots Lindwell Bradley and Ray Coletto who got hooked on racing for the first time. Even though they lost a couple of planes, we managed to find some replacements and kept them flying. Ask them about it when you see them, and they will tell you how much fun they had.

There is another race in November plus a three-day event in Apopka in December. We will be holding our own race in January at Markham Park, so if the racing bug bites you come on out and give it a try.

To learn about the Clewiston trip, please read the article by Eddie Sultan also included in this newsletter.

Don't forget about the meeting this month, Wednesday October 22nd 7:30 Pm.

See you at the field.

Your President

Jim Perdue



MPPA Field Trip to Clewiston Airfield and Model Airplane Club

It's 7:00am on Sunday morning, October 12th and mist and fog is covering most of The Markham Park Airfield. A couple of pilots are already there getting their planes ready for takeoff. The temperature is around 80 degrees and there's a slight hint of a breeze. You couldn't ask for a better start to the day! I sit there waiting for the first of many to show up for our first ever pilot's field trip to Clewiston for a general fly-in and BBQ with their club. Neal Pennington, their President was gracious enough to invite us over to their field and enjoy a day of flying, camaraderie and food. Well, look who it is, Dan and MaryAnn Smith roll in all set to go. Next we have David and Judy Krueger arriving and committed to the trip from the beginning. Ray Coletto shows me he's up for the run by showing up early and ready to go. Ray was coming off a racing trip to Sanford where he, apparently lost a couple of planes but, that has only fueled his interest for more racing and more traveling with the club! Jim Perdue, where's Jim and Jonathan Perdue? The faithful duo that find a way to make the most of any flying/fun opportunity! A quick cell call proves to disclose that they're bickering again with each one blaming the other for why they're running a tad late! No worries though because they're coming over the bend on the Sawgrass.

After a little breakfast at the field, a few pilots make it up just as the sun begins to rise. I must admit that it's quite a beautiful site (as long as you're awake to enjoy it). The fog/mist begin to rise and cool but eerie feeling comes over you. Hey, where are Isaac, Ray and Don Moody? It seems that Isaac has run into some family commitments but Ray and Don plan to meet up there.

Well, at about 7:40am, we grab our walkie-talkie radios and head on out. Look out Clewiston, Florida the MPPA Brigade is on its way! We couldn't ask for a better morning to



travel and once on Highway 27, it was a straight shot up there. In only about an hour, we found ourselves in Clewiston, which is right along the West side of Lake Okeechobee. Along the way, we kept in touch with our radios and Ray kept wondering, as if he was in a classic T.V. commercial, are we there yet? MaryAnn, Dan, David and company kept him at bay by say, "In Five Minutes!" The chatter was amusing to say the least and it really helped the time go by. We easily found their airfield, which is right next to The Clewiston Country Club. When I drove up there, I realized that I should have brought my 'sticks' because there was nobody there and the course looked very nice. Little did I know, I probably would have been better off playing a round of golf considering what I was about to go through. More on that later...

When we got there we met Neal and some of his cronies and got set up. We had a nice area to park and put up our tents right behind our vehicles. Their field was very nice with a long runway (used to be for small planes and jets) and cow fields all around. At first I really didn't pay much attention to the barbwire fencing that lined the runway, but later I did! Jim and I made a quick run to the Super Wal-Mart that was right near their field to pick up food for the BBQ and, man are those Super Wal-Mart's something! I was ready to call my broker and buy some more of their stock but, that's a different story altogether!

The day started off innocuous enough with a slight cross wind and temperatures only rising. Jonathan had no problem with his Fazer while David and Judy had some fun with their Kadet and Butterfly powered glider plane. Judy quickly found out how frustrating it is to have a buddy box that just wouldn't trim out. Their members had some nice planes with many of them of the Cub variety. There was

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one member that had a beautiful Hanger 9 Mustang that he converted to electric. That's right electric! You've never seen such a big electric Stang as this one was. And let me tell you, this thing turned a 15" prop like there's no tomorrow! The power was incredible and the plane flew flawlessly!

Back at the ranch, Ray Brown pulled up with his new truck and trailer and a boatload of kids. He brought out his Big Gas Fun Fly that he flew with fine tuned skills. He showed their club a thing or two about 3D MPPA flying. Now that's what I'm talking about! In typical Ray Brown fashion, he really put on a nice show. Then, Don, Carolyn and Tommy (their 2-year old) showed up and we were staring to show some numbers here! Funny thing, Don had no intention of flying that day so, he strolled around and socialized and helped out where he could. I wonder if Don wasn't just there for the wonderful BBQ that we eventually had. By the way, Jim Perdue had a great idea to issue raffle tickets to everyone in the spirit of MPPA Day and, needless to say, this pleasantly surprised all the of their flyers. It definitely was a very good idea as, we all had fun at lunchtime with the drawings and a lot of their members won, which was nice to see.

Now, further on into the morning and much to my surprise, Gene Secord and his wife showed up and added two more to our count. In his quiet way, he got to the air in no time and blended in just fine. Funny thing, he seemed to have scooted out as fast as he came in but, it was nice seeing them there and we all appreciated their attendance. Hope you had fun Gene! I don't believe we ever had a chance to say hello that morning.

Back at the ranch, I was about the encounter a series of events that would humble me to no end. I decided to bring out two planes, 1) My 40-size Decathlon (you've seen me flying this plane for 5-years at the field and 2) My Sig Glass Air 400 powered glider. I got my Decathlon put together first and everything was set up and ready to go. This happened to

be my son's new plane I was going to finish teaching him on because, as some of you might remember, I managed to stick his World Star Training in the ground during our recent Fun Fly. A word of advice, never give the plane back to your student, not tell him and think *you* still have control over it (it doesn't work!). Yeah I know how to work the trainer switch! Anyway, I digress... So, the engine started fine but needed some minor tuning. I hadn't run the engine in months. Afterward, I taxied down to their runway where Ray Brown was putting on an amazing show for all see. So, like I needed enough pressure. Plus, Jonathan Perdue, the little hot shot he thinks he is, was flying his plane with the greatest of ease. I turned left (some say the wind was turning right) and proceeded to take off. I gunned it and, for some reason, decided to take off as soon as I could. Well, that part worked but the plane immediately said to me, "I'm too slow help!" The plane veered to the right where I realized that it wasn't going up. So, no worries right? I'll just put it down in the tall grass off the to side of the runway. Remember the barbwire I mentioned earlier? Well, I didn't and wham, my plane found the barbwire with me sitting there like an idiot! Then, Jonathan piped in and said, "you didn't use the rudder, you didn't use the rudder. All you needed to do was use a little rudder." In addition, he promptly told me he thought I was going down wind. Well, as the wind was shifting from our backs that day, he might have been right. So, with my pride in my gut, I made it to my plane trying to look as cool as I could while all along, I was muttering to myself, what an idiot I was to let this happen. I arrive at my plane and everything looked okay. In fact, the engine was still running! Cool, I thought to myself. I can just put it right back on the runway and get her up. Little did I know, until I tried to pull it off of the fence that barbwire is called barbwire for a reason. It snagged my plane pretty good, especially on the leading edge of the right wing. So, upon removing it from the fence, I managed to hit the spinning prop against it and buzz it down with a new set up toothpicks flying all around me.

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Okay, a little leading edge damage never hurt anyone plus, my horizontal stabilizer was a little cracked (no big deal). When I returned to the pit area I realized that I didn't have any CA and for that matter neither did any one else in the MPPA camp. Well, that's why we're guests...I asked one of the other guys from Clewiston and found a nice big bottle of Tower Hobbies CA (actually a brand new bottle). Ray, being the nice guy that he is, helped me piece together the Decathlon as, we were both determined to get this baby in the air today. A little CA here, a little CA there. CA, CA, CA everywhere! Next, we felt it prudent to put some tape around the work to wrap it more securely. "Hey Ray Brown, got any tape?" "Don Moody, do you have any packing style tape?" "Jim, didn't you have a roll of clear tape handy?" "David/Judy, by any chance, do you have any?" No, nope, sorry, don't have any, etc. Okay, what are we going to do now? I didn't want to go up without some sort of protection but, then, Ray comes out with this roll of tape that, well, is like a cross between duct tape and crime scene tape. This stuff was lighter than duct tape but stickier than crime scene tape. When it was all said and done, the bloody stuff worked! It even gave the plane a cool look.

By the time we finished it, it was getting hotter so, a bottle of water was needed to quench our thirst. I checked everything out again including, another range check and direct voltmeter check of my battery pack (6.47 volts under load...no worries). All controls were functioning and my transmitter voltage, with a hydromax battery, was 10.7 volts. She started right up and I decided to lean her out just a tad, which proved to be a good move because she was slightly sluggish near the high end. All was looking good as I taxied out the runway. The wind was a little more pronounced and easier to determine it's direction. I turned right and gunned her! She took off down the runway much faster this and as the tail lifted up, I counted two seconds and then lifted her off. She took off with much more authority and climbed her up to a nice height be-

fore I began my pattern. However, something was happening that didn't seem right. She didn't respond in normal manner. She started to act very unstable and, ultimately, crazy! I realized that "I ain't got it!" "\$%*&@#", "I don't have her!" She was stalling, twisting, turning and acting as though she needed an exorcist! I cut the throttle and started walking towards it. Jonathon Perdue was walking back to the pits area thinking I was on my way. I was on my way all right, on my way straight into their runway!! Yes, she managed to dive straight down into their runway. Thud! Crunch! Bounce! It had it all. I looked back to Ray who was still out there with me and I said, "Ray, I didn't have her. She just went crazy on me when I tried to get her in the pattern." Well, my day went from bad to worse in a New York minute. The guys there were empathetic and all I could do was try to explain what happened. However, when I got back to the pits area with it, I went through my mental checklist and after checking the radio and everything else, I couldn't figure out what possibly happened. The possibility of being "hit" entered my mind for the first time. Could it be? Was it? Should I lean on that cop out? But did it happen? Shall I even mention it? I have to tell you, this is something that I try to avoid talking about as much as possible because I always accuse pilots who claim they were hit of skirting their responsibility for pilot error. Well, I don't know what to say...my hat is in my hands and my pride lodged in my throat.

We finally had lunch and all enjoyed some really good cooking. Their grill was something right out of a Ewing (Southfork) Texas BBQ! Did I mention that they had a T.V. there hooked to a satellite dish and, did I mention that they had the Dolphin/Jaguar game on? But wait, and I knew this was typical of the day for me, where was that bottle of CA I borrowed? The owner actually wanted to use it. We couldn't find that bottle if our life depended on it. Great, now not only do they think I don't know what I'm doing as a pilot, but also now they think I'm a swindler! We scoured our pits area high and low. I couldn't believe that bottle could escape us. This was

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driving me crazy as, I felt bad enough to crash my primary plane and now, I look like a complete numbskull losing a new bottle of CA in a matter of minutes.

Well, I decided to have lunch first and take a break from my nightmare day. I told the owner of the CA that he shouldn't worry, we'll find it and if we don't, I'll certainly pay him for it. Still, I felt like such a heel having to have to say that to him. But, I didn't want him to think I was being cavalier about it and that I didn't care. Lunch was a huge success and the raf-fle drawings were a lot of fun. I actually won Chuckie Bucks but, I promptly gave it to the fellow was I indebted to as token of my appreciation. Actually, it was like I was his slave and I had to do whatever he wanted to get my good graces back! Well, this was what was going through my head anyways...

After lunch, I said to Ray, "Ray, go back through your steps as we had that bottle last before we put your tape on my plane." I firmly believed it was somewhere near and that we were not backtracking properly enough to find it. Ray said he had checked everywhere and that he didn't know where it was. I triple checked the grass around our field boxes and planes. Nothing. I then said to Ray, "I'm telling you, we had it when we were using your tape."Low and behold, Ray yells, "I have it, I have it!" Alas, he produces the mystery bottle and the monkey quickly jumps off my back. Whew, what a relief! I promptly gave it back, feeling as though I'll take any small victory today to make me feel worth a blade of grass. Well, not all was lost as I was able to get a few flights in with my Sig Glass Air 400 Glider. It performed well and I did have fun flying it.

Towards 3:00pm we decided to call it a day and pack up. Jean, Ray and Don had already left and we were beat tired. Though David Krueger and I enjoyed some nice Dominican Cigars and proved that you don't have to have totally successful day flying to enjoy the outing. I was happy to find another club member who enjoyed cigar smoking as much

as I did. We offered our salutations and handshakes and promised that we invite them to Markham Park next time (boy are they in store for a different environment). Their group was truly a nice group of individuals who simply love to fly and hang out. They were a very relaxed and classy bunch. So, off we went, back to South Florida and back to the daily grind. The trip back was as easy as the trip there but, for some reason, it seemed a little longer. According to Jim, we traveled 64 miles from their doorstep to Uncle Al's doorstep. Yes, Uncle Al's doorstep. For us the MPPA Day wasn't over. The group in the caravan decided to extend the official day and enjoy a few wings and football. It was nice to enjoy talking about the day and not to mention A/C! We realized that we missed the ball when we talked about writing about our day but, didn't have any pictures to go along with it! Yes, a big miss! Sorry guys...

We hope that all of you will consider joining us next time we travel to another field one day as, it is a lot of fun to meet new pilots and fly at different venues in a very relaxed setting.

Markham Park

Fooling around with a wide angle lens



Photos courtesy of John Logan

Markham Park



MPPA Membership October 2003

Juan Aluma	Miguel Gerov	Don Moody	Derrick Salveston
Roger M Anderson	Jack Goldfarb	Don Myers	Carlos Sawicki
Jimmy Atick	Steve Goodis	Myra (Wife) Myers	Eugene Secord, Sr.
Isaac Austin	Ivan D. Grimes	Brian (Son) Myers	Luis Serna
Andy Benitez	Jorge J. Guaty	Gene Nasta	Steven Serphos
Terry Bingham	Joey Guerrierl	Timothy Nasta (son)	Jerry Shapiro
Moises Blumen	Richard D. Hall	Carole Noel	Ron Sherwin
John F. Boulon Jr	Eric Hofbauer	Allan Norris	Jerry Shapiro
Lindwell Bradley	Adam Hirsch	Dan (Son) Norris	Ron Sherwin
Ray Brown	Dennis James	Randy (Son) Norris	Hank Shuler
Russ Brownel	Patrick Joyce	Timothy Ohlbarecht	Byron Smith
Duke Cambridge	Ted Kellar	Brittany Ohlbarecht	Mary Ann Smith
Omar Campora	Kenneth Key	Tyler Ohlbarecht	James Somers Jr.
Richard Canderelli	Al Klein	Juan C. Ortiz	David Storer
Martin Carberry	John Kline	Rosario Parrino	Eddie E. Sultan
Jerry Carley	Charlie Kline	Jim Perdue	Freddie (Son) Sultan
Brian Carnie	David Kruger	Jonathan Perdue	Sharon (Wife) Sultan
Ralph Clobridge	Marcel Kruszeski	Robert C. Peters	Lee Swisstack
Ray Coletto	Kevin Kruszeski	Chuck Pheterson	Michael L. Tarnowsky
James Creech	Fernando Kuehnel	Carlos Pinero	David Thatch
Bonnie Creech	Santiago Lattanzio	Mitchell Pinero (son)	Fenato Vieira
Mark DeGroot	Michael Lawton	Miguel Quinones	William Volk
Asif M Dhanani	Sergio Llorente	Alexander Quintero	Joseph Whitman
Jose Dieguez	Scott Martin	Luis Quintero	Glenn Whittemore
Cheri Eberly	Christian Matiazzo	Daniel Quintero	Bob Woods
Dean Eberly	Nick McCord	Jacqueline Quintero	Mrs. Woods
Andres Ellis	Ron Meyers	Tom Reifsnnyder	Clayton Wright
Antonio Fernandez	Greg Meyers	Jason Richards	Damon Wright
Gabriel Fontaine	Susan Meyers	Wayne Riggle	Dylan Wright
Carlos Fuenmayor	Andrew Miller	Charlie Rodriguez	Laurie Wright
Jenaro Garcia Jr.	Thomas W. Miller	Leonardo Rojas	Raymond Wright
Chuck Gardner	John Mitchell	Christopher Rose	Debra Wright
Brian Gaze	Denise Mitchell	John Rullman	Daniel Wright
	Dawn Mitchell	Brenton Sakell	Alisha Wright
			Marc Zeldes

MPPA would like to welcome it's new members.

No updated list this month!

The Marketplace

FOR SALE

**NO
Items
For
Sale
This
Month**

MPPA Officers and Staff

President: Jim Perdue

Vice President: Marcel Kruszkeski

Treasurer: Jerry Carley

Secretary: John Rullman

Junior VP: Kevin Kruszkeski

Webmaster: Marc Zeldes

Newsletter Editor: Ken Key

Equipment Manager (Non-Board volunteer position): Don Myers



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