



# The Flying Tyger

Volume 2; Issue 1

March 2008



**Club News Letter**

## Diary of Events

29 March 2008  
Robertson air  
show-full size

5 April 2008  
Mosselbay air

**29 March 2008  
WP Aerobatics  
HRF**

12 April 2008  
Boland Aerobatics—Wynland

25 April 2008  
NATS Aerobatics-  
Barnstormers

10 May 2008  
Robert Fly-inn

## Chairmans Chat

Pieter Kapp

It is rather strange how we as human beings behave during a time of uncertainty. You can see that in everyday life ; at the work place, politics and even in our hobby. We behave differently, some of us go on the defensive , others go into a state of denial and some disappear to resurface again when we feel safe to do so. I find it rather disturbing that some of the members of the club, doubt the commitment and ability of the committee to find new premises and relocate the club. Nobody ever said that it is going to be easy or that it will happen overnight. To those members who renewed their annual membership, the committee appreciate your support, and those who did not renew, because of uncertainty, well what can I say.....

The committee is currently in negotiation with the following people from the Durbanville Municipality namely; Ed Fivas, Claude Ipser, Dennis Smit, Leon Rost, Elmaleen du Plesis , Jeanne Guild and 2 persons from the local community , all trying to assist us relocating. We want the best location for TMFC, so once all the possible sites are identified, we will then secure the most suitable one. By elimination we narrowed it down to 2 sites. The Club Relocation Committee meets next week, giving further momentum to the relocation. Roy White, a concerned and helpful Tygerburger, has send me pictures of numerous possible sites. One of them do look promising and will be investigated. Thanks Roy!

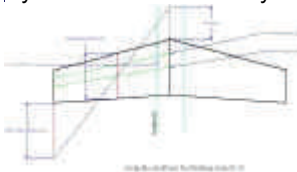
Most of us, and that in-

cludes me , buy an engine or plane, without, either telling the family how much it costs, or do not tell them at all about your purchase. So now, what happens if you damage the plane beyond repair while trying to do an inverted stall turn. You cant take the pieces home, for obvious reasons, so you decide to dump the bits and pieces in the pit area. This is just not acceptable. Rather, make an effort and explain to your wife or family the concept of interference—and if you don't know the theory of radio interference— then just make something up so that you can take the scrap pieces home with you. Failing that, just dump it somewhere else, but not at the club.

See you at the meeting on the 31st March. Pieter

## Finding mean aerodynamic chord (mac) and C.G. Graphically.

By “definition” the aerodynamic wing of an airplane includes the area inside the fuselage whether you have a plug-in or one-piece wing. The “aerodynamic root chord” is always on the centerline of the fuselage. If you have plug-in wings you will have to extend it to the fuselage centerline “on paper” to find the aerodynamic root chord.



If you have plans use them for this exercise. Note the scale of the drawing and check to be sure of the scale. If plans drawings aren't available, you will have to measure your wing, fuse thickness, etc then put them on a drawing. If making a new drawing, do it at  $\frac{1}{4}$  or  $\frac{1}{2}$  scale. Of course your have to multiply the result by 4 or 2 to get the C.G. location.

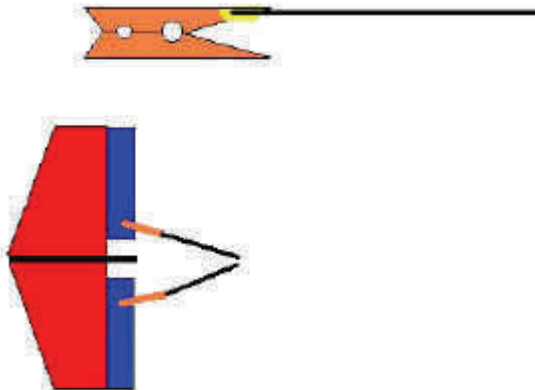
.For the following exercise don't include rounded or swept tips. Draw a line at the tip that is parallel to the root chord for these purposes.

1. Draw a line connecting the root and tip chords at the 50% points.
2. Draw another line connecting the root and tip chords at the 25% points (or whatever percentage mac that you want to use for the C.G. but somewhere between (25% and 30%).
3. Draw a line equal to the length of the tip chord to the LE of the root chord.

5. Connect the ends of the extension lines (3) and (4) with a line.
6. At the point where the diagonal line of (5) crosses the 50% chord line is where the wing mac is located. Draw a line through this point from the LE to the TE. This is your mac (mean aerodynamic chord).
7. Extend a line from the point where the 25% chord line crosses the mac to the side of the fuselage.
8. Measure forward from this line (7) to the wing LE (parallel to the root chord). This is the distance that you will balance your airplane i.e. the 25%mac C.G. (or whatever percent that you chose

## An Idiot Proof Elevator Differential Gauge

If you have split elevators a very simple way to test for elevator differential is to get two standard clothes pegs and epoxy in two straight piece of piano wire (as in the diagram). Clip the clothes pegs to your elevator's at an angle so the ends of the wire are almost crossed, then move your elevator up and down. If the wires stay the same vertical distance throughout the movement, you have perfect elevator movement! but if the wires change their distance apart you need to (if you have a computer radio) mix in some opposite aileron to counteract the elevator differential. I found this out after two years of flying a pattern plane that when ever you did loops you had to hold in right aileron.



***Do I have to join IMAC to fly in a contest?***

*No, you do not have to join IMAC to compete in an IMAC event. Just show up and register in the contest with your current AMA card. If you like IMAC, and want to continue competing, join IMAC to help support the organization. So that any points you accumulate during the contest year go towards your overall class standing at the end of a contest year. Some regions do not count points in the basic class. Ask your Regional Director to be sure.*

***What airplanes are legal for IMAC?***

*In the Basic class (entry level), you can fly anything with wings (aerobatic airframes recommended!). There are no restrictions on the type class of airframe in the basic class. Beginning in the sportsman class and up, rules state that the airplane must be a replica of a full scale airplane that was flown in full scale Aerobatics or intended to.*

*Baron Johnson's Loudenslager Shark is a perfect example of a plane that was intended for full scale competition but never flew.*

***Do I have to start in Basic?***

*Although it is recommended that you begin IMAC competition in the Basic class, you can begin in any class you would like.*

***Can I move between classes in different events?***

*You can always move up (until your in Unlimited), but once you have moved up, you cannot move down a class. Some regions have a rule in place that will allow an Unlimited pilot to move back to Advanced if he desires at any point. All is needed is the RD's permission.*

***Do I have to have a caller/spotter?***

*While flying, you are required to have a spotter caller to help you with the sequence and to help avoid mid-airs. If you don't have a regular caller, don't worry. Ask someone from your class or another class to call for you, just bring a calling sheet with you so that can call the correct maneuvers for you.*

***When it's my turn to fly... what do I do???***

*You always want to be prepared prior to your flight time. When your class is called, make sure your airplane is fueled and ready to go, and if possible, move your aircraft down to the area that the judges are.*

*Depending on the event, you may be asked to start your engine as soon as the pilot before you finishes his/her sequence to help minimize time between flights (this is the CDs discretion and is covered in the pilots meeting). There are no trim passes in IMAC. Its generally known that you have one minute to enter the box but this is rarely enforced at a local level. National events it is strictly enforced.*

*Do NOT perform any aerobatic maneuvers at this time. Once you are in trim, get into position to enter the box, when ready, have your spotter call "in box" and begin flying your sequence. When you have completed the sequence, have you spotter*

call “out of Box.” Then go around, get into position, and enter the box and fly through the sequence for a second time. After finishing and calling out of box for the second time, land your aircraft. Ask the judges for feedback on your flight if they have time or wait till the round is done. They are there to help you! They will let you know what you did well, and what you need to work on for the next flight! After completing your flight, go refuel your airplane and get it ready for the next round.

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### **Will I be asked to Judge?**

You may be asked to judge at an event. If you feel that you are not qualified to judge, do not be afraid to decline, and let them know that you are new to the IMAC circuit, and don't feel qualified at this point. Try to attend a local judging seminar in your area so that you are familiar with judging. This will not only help you to volunteer as a judge, but will also help you become a better pilot as you will better understand what to look for.

### **I'm having a hard time understanding the Aresti Symbols...**

Print out a copy of the “Aresti Dictionary” here on the FlyingGiants or at the IMAC website. Also read the “aresti made simple” article from the IMAC website to help learn what the symbols mean. When in doubt, ask questions!!!

### **How are figures scored?**

Each figure in your sequence has a top scored value of 10. Each maneuver is started at a score of 10, and has points deducted for errors. A complete discussion of deductions and scoring of figures can be found in the IMAC handbook on the IMAC website.

### **What are unknowns and how to they work?**

Unknown sequences are sequences that are handed out either on Saturday evening after all flying has ceased. Some regions/contests used to hand out the unknowns Sunday morning prior to the event beginning. According to the IMAC Official Contest Standards Guide for 2007. Unknowns will be required to be handed out the night before, not the morning of the flight.

The unknown is comprised of class-legal maneuvers put together in a 10 maneuver sequence like that of your known sequence. At some contests, even the Basic class will have an unknown, or fly one sequence of scored known to count for the unknown. In the unknown round, you fly the sequence ONLY once, then land.

### **Do you have to be in a specific class to fly freestyle?**

All contestants are welcome to the fly the freestyle if the event is holding this portion of a contest. You do have to fly in the contest to fly in the freestyle however.

### **When should I move up to the next class?**

Most regions have a Move Up Policy. The move up rules are defined in the IMAC Rule Book on page GR-6, Section 10 of the General Rules these are national rules. In 2007-08 the RD can make the decision, but the same rules apply to all the regions. In short, if a pilot has 3 wins with 4 or more pilots flying at each contest, the pilot must move up. This will be in effect for the 2007 season based on 2006 contest results.

You can also move up if you feel comfortable doing so, there is nothing that says you can't continue to challenge yourself.

***Is there a landing fee to attend an IMAC event?***

*In most cases, yes, there are landing fees that can vary from \$10 to \$50. These fees are there to pay for the awards given out at the event, as well as to provide a donation to the hosting club so that there is an incentive for them to host our events. Contact the CD of the event to find out what the landing fee is for that specific event*

• **Email from Aubrey**

Hi guys

Hope you all been flying as much as I have. been rather hot last few weeks but seems to be cooling down nicely as we start getting to the nicer part of the year.

I haven't seen much large scale activity at our club , don't know about the others but we have Boland coming up next month (12 , 13 April) and I hope we have a good turnout

Of large scale pilots as im aiming to really grow this sig .

Im leaving on Monday 17 march for jhb LSA NATS and really looking forward to it. Would have been nice to have had some other fellow WP pilots enter as well but nevertheless im sure next year will be great.

As you are aware myself and a few other pilots have volunteered to move up to intermediate and I feel there are more that should move up as well.

I have decided to screen any new LSA pilots as to make sure they fly in the appropriate class, as I want to see the sportsman guys have a fair chance and to encourage new pilots. This will be in effect as from after WP LS champs on 3,4 May.

We will be incorporating Scale in Boland champs as well as in WP.

Example: Boland : Pattern/F3A ; LSA ; Sport Scale.

:WP Large Scale champs. : LSA ; Sport Scale only.

Please if u are not clear on the above , feel free to speak to me.

After im back from the nats im going to try have some LSA clinics at various clubs. If you are interested please let me know then we could arrange something together or else ill just have to do my usual old own thing.

Come on guys id really like you all to get involved and share my dream of making WP the king of Large Scale aerobatics.

Just speak to me and ill be there. Will be sending you the 2008 schedules soon.

Attached is some useful info. ***(In this edition of the FT)***

Regards,

Aubrey Smith

**EXECUTIVE COMMITTEE**

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