



Announcing: Humber Valley's Annual Fun Fly Sunday Sept 18, 2005 10:00AM to 2:00PM

Come on out for some food, fun and prizes at the club Fun-Fly. Barbecue and refreshments will be provided by the club. Bring your fun flies and your hanger queens as well, as we plan to have numerous fun events and prizes in the fun fly category, as well as a mini scale rally with prizes for the best looking and most scale flying planes. A short WWI combat demo is also being planned.

- Want to fly? ... We've got that!
- Want to win prizes? ... This is the place!
- Want free food? ... We have that too!
- Want great sex? ... Take Viagra!

Bring your friends, your wife and your kids to see the show and enjoy our favorite Humber Valley competitions and demonstrations.

Notice: Humber's Aerobatic (IMAC) Competition Sunday Aug 28 10:00AM to 2:00PM



This aerobatics competition will be open to all HVRCF

members, and will follow the IMAC basic B patterns that are located at each pilot station. There will be prizes to 3rd place. Members interested in participating in the event should contact **Dave Sanders** or **David Plank** and let us know that you intend to compete so we can make plans accordingly. The basic sequence is not that difficult and is a good start for any intermediate pilot. These are the required maneuvers:



Sample Reverse Cuban Eight Aresti Diagram

1. Horizontal line with 1 roll
2. Sharks tooth; vertical upline, pull to 45° downline with 1/2 roll
3. Hammerhead
4. Loop
5. Half Cuban 8; 5/8 inside loop, 1/2 roll on 45° downline
6. Immelman; 1/2 inside loop, 1/2 roll
7. 2 turn upright spin
8. Humpty Bump; vertical upline, 1/2 inside loop over the top, 1/2 roll on vertical downline
9. Half Reverse Cuban 8; pull to 45° upline with 1/2 roll, 5/8 inside loop
10. 180° aerobatic turn

Field Maintenance Program Update

The field maintenance program seems to be working out even better than expected. The quality of cut is as good, if not better, than we were getting from contractors, and many club members have expressed enthusiasm for participating in field maintenance next year.

Jon Holmes has painted the storage container, and its appearance is much improved. Also, Jon and other members (**Allan Arthurs and wife**) painted the tables, shelter steps and this has spruced up the general appearance of the field considerably. Thanks also to **Jamie Christie** who was very helpful in getting the mowing operation going.



May Swap Meet Report

The club's first organized multi-club swap meet was quite a success and was well attended by both sellers and buyers. There was something for just about everybody and incredible bargains to be had. Business was brisk. Here is a photo to prove it. Thanks to **Pat Knight** for organizing the evening. The club will definitely consider doing it again next year.



Your Executive...

President, David Plank	(416) 763 0082
Vice President, Gary Del Bel Belluz	(416) 741 8181
Secretary, Dan Paluzzi	(905) 303 0500
Program Director, Pat Knight	(416) 225-2687
Contest Director, Dave Sanders	(905) 271 3141
Treasurer, Agasthi Ranasinghe	(905) 761 2092
Field Officer, Gary Del Bel Belluz	(416) 741 8181
Past President, Tom Gottlieb	(416) 781 3189

Appointed Club Positions:

Editor, Tom Gottlieb	(416) 781 3189
Web Master, Barry Collingwood	(416) 925 6588
Librarian, Roy Gee	(416) 749 8793
Jr. Representative, Justin Gregoris	(905) 893 0763



Member Statistics and Renewals Update

As of the time of this publication, we have a fully paid member count of 98 members plus another 5 life members.

A matter of concern to the club is the fact that some members wait until well into the season to renew but still take advantage of using the field. This practice will not be tolerated by the executive and should be of concern to all paid up members due to safety and insurance issues. Since the executive cannot police the field at all times, it's up to you to help out any time you fly. When you place your member card and MAAC card pouch on the frequency board, you should check other cards to a) get to know other members and b) make sure other flyers are paid up members with current MAAC insurance. If you observe an expired or uninsured flyer, you should challenge him, ask him not to fly, and report the incident immediately to a club executive. It's your club. Help us keep it safe and secure.

If you have not yet renewed your membership, you can mail it in to David Plank whose address is on the form available from our web site.

Helicopter Safety Reminder



We have noted increased interest in helicopter flying lately and want to remind all members about the club's policy on helicopter flying and safety. There was a specific amendment to the club's safety rules a few years ago which states:

"Operation of R/C cars is prohibited. Priority will be given to fixed wing flyers. Helicopter flying will be permitted only with the unanimous consent of all members present at the field at any given time. The operation of any helicopter, or its engine, is prohibited while any fixed wing flying is taking place."

All helicopter flying should take place well out in the center of the field and there should be no testing or hovering of aircraft in the pits area. Fixed wing flying must stop during helicopter flying. Please ensure that these rules are followed at all times.

Student Flying Update

As a reminder to students, we are still conducting student instruction nights on Tuesdays and Thursdays and there has not been any shortage of instructors to-date. Any comments or questions about our student program should be directed to the club executive.

Sewer Construction & Safety Reminder

There have been some rumors about the field closing due to sewer repairs going on in the valley but these are NOT true. The heavy rains on Aug 2nd knocked out one of the gravity sanitary sewer lines running parallel to the highway, and near the creek. As a result, raw sewage was pouring into the



creek. In addition, water from the other end of the damaged line was spilling creek water into the pump house by Islington, and had flooded it out. The crews are repairing the damage. They said that it was a serious problem, and fixing it would take several weeks. We can expect an ongoing caravan of construction equipment to be passing our field on a regular basis for several weeks.

Gary Del Bel Belluz spoke to the crew supervisor and they agreed not to use our pit parking and field area. They created a new access road for construction equipment to avoid damaging the field. It runs west of the windsock and across the northern edge of the field. We must co-operate too by avoiding all flying to the west during the day. Construction equipment, crews and their personal cars will be parked in the field just west of the windsock. Watch for traffic across the north side of the field during takeoff and landing and do not fly over construction vehicles. **Fly safe!!**

Death Valley Dogfight Report

On July 10th 2005, our annual Death Valley Dogfight R/C Scale Combat event was held at the club field. **Dan Paluzzi** did a great job of organizing the whole event. Eight pilots competed including Jon Holmes and Dave Plank. 1st place



went to **Alex Plarina** of the Cobble Hills Fighter Group. Congratulations to Humber Valley member **Jon Holmes** who won 2nd place. 3rd place went to **Ted Banks** also of the Cobble Hills Fighter Group. See ya'll next year!



2005 IMAC BASIC SEQUENCE DESCRIPTION

The IMAC aerobatic box does not contain zones and the center of the box is not a judging criteria. Nevertheless, it is helpful to think of the figures as being flown, right, center or left of the pilot to help visualize good figure placement. The goal is to present a balanced flight, which can not be done without consideration of the center of the box, which for our purposes, is simply the area in front of the pilot. The description here is not the only way to fly the sequence, but is a good starting place for the Basic pilot to fine tune the sequence for the their own personal style.

The notation of a figure being centered (C) or to one side (E) does not mean that a centered figure needs to be flown at dead center or an end figure needs to be drawn to the edge of the box. These are relative indicators of right, center and left of the pilot.

1. C Horizontal line with 1 roll

This figure should be flown in front of the pilot for proper placement. The length of the line before and after the roll is not judged.

2. E Sharks tooth; vertical upline, pull to 45 downline with ½ roll

In determining the best location for this figure, look at the figures to follow. If the hammerhead is flown in the center of the box, the following loop will be offset to one side, with an exit out of the box. The loop needs to be flown at center so there is enough room for the Half Cuban 8 which follows the loop. On the Sharks tooth, finish the 45 downline and pull to level at or just past center. This means you do not want to draw a long line before the initial vertical upline.

3. E Hammerhead

This figure is followed by a loop which needs to be flown at center. Make sure the hammerhead is displaced to one side, just far enough to permit the loop to be flown at center. Try to make the vertical line for the hammerhead at about the same distance from center as your vertical line for the Sharks tooth. This will keep your uplines balanced.

4. C Loop

The loop should be flown at center for best presentation and scoring. It is more difficult to judge a loop that is not centered, and scores may reflect this fact, even though centering the loop is not a judging criterion.

5. E Half Cuban 8; 5/8 inside loop, ½ roll on 45 downline

The figure after the half Cuban 8 is setting you up for a two turn spin. The spin is best done around the center of the box. If you take the Half Cuban too far to one side, you will need a long line to where the next figure is to be flown. Start the 5/8 loop just far enough to one side so that the 45 downline finishes at or close to center.

6. E Immelman; ½ inside loop, ½ roll

This figure sets you up for the two turn spin, which is better performed at center, as it is followed by a turnaround figure. Remember that you need to reach a stall speed for the spin, and will need to bleed off speed to reach the stall. So enter the Immelman just far enough to one side so you can bleed off speed by the time you reach the center of the box for the spin. Through practice you will learn where that point is located. The half roll will help bleed off speed, so don't use any more power through the roll than necessary.



7. C 2 turn upright spin

There are no centering criteria. So if this is performed to just the left or right of center, that is not a problem. But it needs to be somewhere in front of the pilot to make room for the humpty bump which follows.

8. E Humpty Bump; vertical upline, ½ inside loop over the top, ½ roll on vertical downline

This figure has a 180 arc at the top and is followed by a figure best performed on the other side of the box's center. Don't pull the first vertical too far out. Try to perform the figure so that the downline is just short of center.

9. E Half Reverse Cuban 8; pull to 45 upline with ½ roll, 5/8 inside loop

Pull to the 45 upline about as far on the other side of center as you were when you finished the Humpty Bump. The end of the Half Cuban 8 actually occurs when you reach wings level, which will be to one side of the box. Try not to stretch out the figure so that you have a long line back to center.

10. C 180 aerobatic turn

This figure does not have to be performed at center, but if flown on the other side of the box from where the half Cuban 8 was flown, the line between the figures will be very long and unnecessary. This figure could be flown at about center.

End of Sequence.

Hints for Basic Pilots:

1. Learn the **sequence** in blocks of three or four figures. Once you have the blocks, you can put them together easily.
2. The described **sequence** is a compressed **sequence** which could be flown in a box half the size of the **IMAC** box. Many **basic** pilots tend to fly fast. In a compressed **sequence**, this will tend to make your **sequence** look rushed. Either slow down or spread the **sequence** out. But the goal is to fly a smaller **sequence** footprint, so you are encouraged to fly slower to give yourself time between figures, rather than gaining time by flying long lines.
3. Although a figure ends when it reaches level flight, the line between figures is still judged. The longer you make that line, the more time you have to get into trouble, and lose points. This point tends to support flying slower than flying long lines. (See, hint 2, above.)
4. This description is also intended to get you thinking about placement of figures in relation to other figures which follow. This skill will be invaluable when you reach the higher classes.
5. Figures noted as "E" are not end box figures, as there is no end box. Placement of two consecutive "E" figures does not mean you need a long line between them. (See, hint 3, above.) You only need as long a line as necessary for proper placement.
6. On figures 8 and 9, once you get comfortable flying the **sequence**, try to make the far edge of the Half Cuban 8 (the outside of the 5/8 loop) as far from center as the initial pull on the Humpty. This will help keep the **sequence** balanced.