

IMAC Scale Aerobatics



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NOTES FROM THE TECHNICAL DIRECTOR

Many thanks to the members writing in to compliment your Board of Directors and Editor on their efforts to supply challenging and provocative news on R/C's fastest growing format - Scale Aerobatics! Look through any R/C magazine these days and you will see an astonishing number of truly aerobatic scale aircraft offered by virtually all of the kit manufacturers! It is quite evident that the International Miniature Aerobatic Club's format has led the way to this revolution by demonstrating that models of full-scale aircraft *designed* for Competition Aerobatics perform as well or better and look the part as more and more people can identify with them. The TOC, utilizing our IMAC format, has no doubt had a significant influence also as it has become the premier R/C event worldwide.

The 1995 Sequences, score sheets and brochure were sent to all forty Chapter Reps the 1st of February.

They will appear in Model Aviation magazine next month. Keep in touch with your Chapter Reps as we often send them out advanced data.

Our overseas Chapters are growing rapidly, and we receive many of their newsletters, reporting more contests and activities every year. The U.K. has an interesting newsletter edited by Ian and Alan Tedds. New Zealand's Lloyd Dickens and Australia's Zak Kiteras also produce excellent letters.

Wayne Matthews write a club newsletter in Montego Bay, Jamaica. The club is a typical general interest R/C club and he covers all of their activities with a variety of column titles: Racing, Fun Flies, Jets, etc.. He uses the IMAC Scale Aerobatics logo to caption its column which offers tips on flying various maneuvers, who is flying what, etc.. Now there is an idea worth pursuing as every newsletter editor must plead for material from the members. ANYONE who can fly a decent IMAC

INSIDE THIS ISSUE: ** Notes From The Technical Director ** From The Secretary/Treasurer ** Large Glow Engines **
** AMA IMAC BBS ** 1995 Contest Schedule ** 1995 Scale Aerobatics Sequences ** Who Said That? ** This N' That **
*** Throws And Linkages **

The Editor's Desk ***

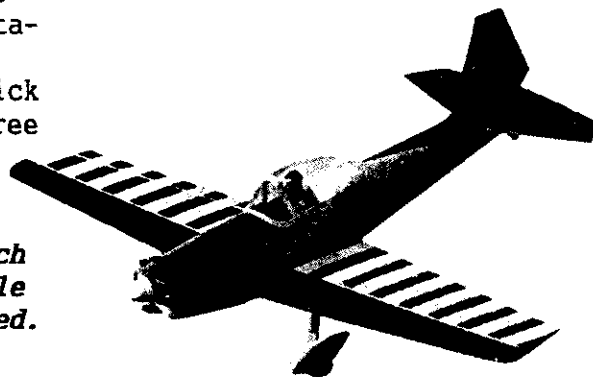
TECH DIRECTOR (continued)

sequence could submit some interesting comments under the Scale Aerobatics logo. You can just suggest they reprint some of the stuff we produce here or any other source beneficial to our cause. You could start by submitting a few paragraphs to Darrel! Just imagine the coverage IMAC would get if every member contributed something of interest to their respective newsletters. How about our Sequence/Brochure page for starters???

While on the subject of promoting Scale Aerobatics, everyone knows that nothing happens unless someone leads the way. Most of us enjoy the sport/hobby through activities shared with others, yet the activities, growth and comraderie must first be initiated by someone. The movers and shakers get things started and in a short time everybody benefits. So pick a category. There are three kinds of people:

People that make things happen; People that watch things happen; and People that wonder what happened.

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CONTEST CALENDARS

Please send in your contest dates ASAP. Try to coordinate with those printed already in the Newsletter for your area, and contact Darrel or Glenn for updates.

FROM THE **SECRETARY TREASURER**

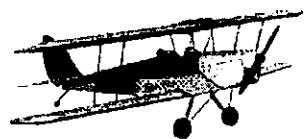
Great response to renewals from last newsletter. Keep 'em coming, gentlemen. Hope you like the badges? Show them off at your field.

Had a request for help from Oklahoma. The member assured me they had the planes and pilots; asked for more "how to's" in the newsletter from our more talented (experienced) pilots. Anyone out there who would like to help start a fire going in the middle of our wonderful playground contact Dean Thompson 1389, 2808 Walnut Road, Norman, OK 73072.

I and the Tech Director sent what information we had on hand. Glenn has word that Dave Patrick is making a video on how to do the IMAC maneuvers.

Thanks for your responses!

Allan Young



Span 60 in, 1080 sq.in/ .60-.90 engine
de Havilland D.H.82 Tiger Moth 1/6 scale -fiber glass cowls available- Dalotel DM 165 Viking 1/5 or 1/5.5 scale
Radio control scale plans at \$25 each, add \$4.50 P&H. Includes : B&W construction photos & building notes.

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DESIGNS

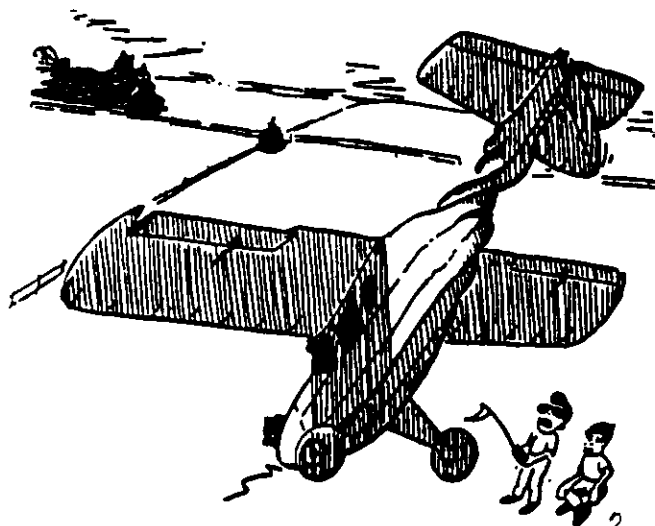


750 or 625 sq.in/ .60-.90 or .45-.60

Program SCORING, model airplane contest scoring software for IMAC, Pattern and Scale contests.
Requires IBM or compatible computer, DOS 3.00 or greater, and a dot matrix printer. Prints individual pilot results for each round, contest results, spread sheets, sign-in sheets, and scoring forms. Interactive menu driven software with help screens, and user manual. \$29.50 plus \$1.50 P&H. Specify disk size 3 1/2" or 5 1/4".

D & L Designs, 1145 E. Kleindale Rd., Tucson, AZ 85719, 1-(602) 887-0771

IMAC NEWSLETTER



NOW, THAT'S WHAT I CALL A SNAP ROLL!

THIS 'N THAT (continued)

With those rules behind us, let's move on to more enjoyable stuff, e.g., how much throw is enough? Many modelers tend to set up with too much throw, and reason that a little extra will help get you out of trouble. Those planes never fly smoothly. They can't; they're too sensitive.

THROWS

Degrees of deflection is a good place to start because you can use this as a starting place for most planes.

Elevator: 8 to 10 degrees up and down. You need less elevator as you move the center of gravity (CG) back, and you need a little more down than up for a balanced feel.

Ailerons: 6 to 8 degrees up and down. Try to achieve equal aileron deflection in both directions.

Rudder: 18 to 25 degrees left and right -- sometimes more, but never more than 35 degrees. If 25 degrees isn't enough, consider adding rudder area; deflection angles of 30 degrees and over just add drag.

I measure in degrees, because it's independent of how wide the control surfaces are.

You want barely enough throw to make the plane accomplish your objectives. If you want your plane to spin, putting in more throw than it takes to spin the aircraft will make smooth, level flight more difficult. If you reduce deflection so that your airplane just barely spins, it will fly much more smoothly in straight and level flight.

As for ailerons, three rolls with full aileron control should take about 6 seconds. This is a suggested starting point. If you want more (or less), do so, but make changes gradually.

I must address control-surface gap. Let's all make a vow right now: *"I promise it will never exist on any of my planes again!"* The change that can occur when you seal all control surfaces is amazing. Even if you think that the gap is so small that it shouldn't make a difference, it does. I've seen even a loop-tracking problem solved by sealing the ailerons! Check with the more experienced flyers for methods of sealing the control surface gap.

~ MAN has just released a new compilation of Dave Patrick's "Aerobatics Made Easy" columns from the magazine, called "R/C Aerobatics For Everyone". I haven't had a chance to review it but I'm sure it is worth a look.

Scale Aerobatics

This is how Wayne Matthews heads his IMAC Column in "Western Views" the Jamaican Newsletter he edits.

For those of us who may have wondered how did Aerobatics develop in Jamaica at such a rapid rate, we have a particular individual to thank. Jerry Candito, now of Atlanta Georgia, has been an outstanding source of information, training, motivation and friendship. An excellent aerobatics pilot, competing in the UNLIMITED class in IMAC, Jerry has imparted knowledge willingly and has helped to mold what we now have. Also a top class builder, Jerry has constructed quite a few large scale aircraft which have found a home in Jamaica.



Long before his aerobatics demonstration at the 1992 TOP GUN SHOW in West Palm Beach Florida, Jerry & his wife Charlene, had visited Jamaica with Don Lowe, Bob Godfrey and other "Biggies" to perform at an Air-Show here. Since then, he & his family have returned a few times to enjoy Jamaica. Thanks for everything Jerry and we hope to see you soon.

CHAPTER REPS & CD's ATTENTION!

Please acknowledge your current status as ACTIVE or INACTIVE before we print the next issue of the newsletter and roster of members. Chapter/Area Reps are expected to coordinate contest dates and logistics for events as well as promote activities and communications with their region's IMAC members.

It is important for our files to be current. If a new Rep or address change is made, please send along that information as well to the SEC/TR, Allan Young.

WIND CORRECTION MANEUVERS

All pilots and Judges should be aware of the fact that across the box maneuvers may optionally be flown INBOUND OR OUTBOUND to properly position the sequences whenever necessary.

When high winds prevail or the CD wishes, all 90° vertical lines may be judged on TRACK as opposed to ATTITUDE. (This is an option worth considering as a rule change as R/C pilots are ground based and oriented whereas full-scale pilots are not in flying vertical lines.)

As stated in our rule book, "Any deviations or local rules should be included in contest announcements and the pilot's meeting prior to competition."

Small crab angles are recommended for maintaining proper positioning throughout your sequence, however, be sure to begin and end every maneuver with the same reasonably level and straight flight which is where and when scores are also given. Make larger positioning corrections between the level exit and entry to successive maneuvers when necessary.

IMAC allows sequences to be flown in either direction without penalty.

Judges are admonished to give a score for each maneuver ONLY AFTER the straight and level segment is attained and not before! Pilots must also be aware of this.

Horizontal turns and circles are required to maintain a bank angle of 60° or more in aerobatic competitions. Ex: Sportsman #14 & Advanced #11.



IMAC
Gifts

NEW!



Look Sharp! - Order one of our white 100% nylon flannel lined jackets with large full color Scale Aerobatics logo embroidered on the back! Send \$36.00 to the Sec/Treasurer, specify size and mailing Address.

"TIME TO RENEW!"
FOR 1995

"TIME TO RENEW"
FOR 1995

MEMBERSHIP APPLICATION

Name: _____ AMA Number _____

Address: _____ IMAC Number _____

City/State/Zip: _____ New ☐ Renewal ☐

Chapter Affiliation: _____ Category: ☐ Basic ☐ Sportsman ☐ Advanced ☐ Unlimited

Annual Dues: \$15.00 (\$20.00 overseas) _____ Enclosed: _____

Cap/Shirt Pocket Patches - (One Each) _____ \$5.00 ☐

Diamond Logo and IMAC Scale Aerobatics

Lapel Pins _____ \$3.00 ☐

Decals: (3-sizes, 2 sets) _____ \$3.00 ☐

Scale Aerobatics

Diamond logo _____ \$3.00 ☐

Achievement Award Patches: (Qualified for) _____ \$5.00 ☐

*Specify Category

Your first Achievement Award earned this year will be free of charge. Send SASE to Sec-Tr.

Total: \$ _____

Mail Application to: _____