

Ramblings

Official Newsletter of the Roxbury Area Model Airplane Club



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AMA Charter #429

President's Corner

Hello RAMAC members and friends. It has been a while now that we have said goodbye to our Great Meadows field. Getting a New Jersey field is the number one item on my list for RAMAC. Since losing our GM field, our membership although still strong has dropped. We all believe a New Jersey field will really boost our membership and make RAMAC stronger.

Many members have been trying very hard to find us a new field and we had many close wins that ended up to be losses. Some of the prospective fields didn't suit our needs or we couldn't get things worked out with the landowner. The good news is we do have a field that we are looking at. Although we are close to finalizing the agreement for the field, it is not a done deal yet.

Marguerite has done a fantastic job in talking to people and getting all the facts and figures together. Having been president of RAMAC back in the 80's, Marguerite goes a long way in knowing what needs to be done.

Brian Boden is new to the club and asked if he could help. Brian has experience working with his own town's committees, so he has first hand knowledge of how things work at this level. The two of them have worked very hard to put everything together and are getting along so well I hate to ask anybody else to join them.

So email your questions and concerns to them for evaluation and they will get back to you. Thank you both.

-BRAD PRYOR
RAMAC PRESIDENT

View from the gun camera

At the third and final combat this year I had an unusual request of my fellow combateers. I have been putting a micro video camera on the wing of my Ultra Stick and finally got it perfected. I put the camera and its associated padding on the wing of one of my combat sticks. Then it was time to ask permission. Bob Reed the contest CD, said it was fine with him. GREAT!

Then during the pilots meeting I asked all the pilots if they would mind if I had this



The Red Bull Edge 540 goes knife-edge over the Hudson at Liberty State Park Qualifying Round June 19th 2010

great big thing on my wing. I told them I would forgo any points due to getting the ribbon caught on the camera. EVERYONE said no need for that--just do it.

Well, the results were very good. I had about 15 minutes of onboard video and William Davis took video from the ground, including some 'color' footage. I thought William did a great job on the ground video. It's not easy following a combat plane with a video camera. After some heavy duty editing I managed to get a 16 minute video. William Davis gave me the passwords for his "official unofficial RAMAC video" site.

Here is the link:

<http://www.veoh.com/browse/videos/category/sportswatch/v202642267yksnBR2>

If you can't get the link to work, go to VEOH.com and search for RAMAC pick the 'combat 3 2010' video sit back and enjoy

-Bob Karasiewicz

Red Bull Air Race

For years now I have been watching the Red Bull Air races on TV. The skill of the pilots always leave me shaking my head in disbelief.

What is a Red Bull air race? The race is sponsored by Red Bull the energy drink

folks. The race literally moves around the world from country to country including Spain, Saudi Arabia, Germany, Canada, Australia, Hungary, USA... you get the picture. The pilots are awarded points for their placing and they are totalled at the end of the year. The team with the most points wins the year.

The pilots fly modified aerobatic planes typically the Edge 540 or MXS-R with about 340HP under the cowl in a timed event. The pilots fly one at a time through the course around and between pylons and they must do so at the correct altitude, and degree either horizontal (0-degrees) or knife-edge (90-degrees) or they incur a time penalty. Time penalties are also assessed for entering the course too fast or pulling more than 12G's. Can you believe that? 12G's! For the first time, the race was being held at Liberty State Park.

The race was held over the weekend June 19th and 20th. On Saturday they had qualifying with the actual race being held on Sunday. There were ticket options of bleacher seating or general admission. With general admission you stand in front of the bleachers and behind the water line. General admission was \$30 a day, bleacher seating \$50 a day, and "Race Club hospitality seating" at \$540 for both days. We got the bleacher seating that ended up being \$56 with the fees and taxes.

Red bull did a great job of letting us know when we bought the tickets and with multiple emails that there wasn't much of

<u>DATE</u>	<u>DAY</u>	<u>EVENT</u>
All Year		The Great American Crepe Paper Tow Contest CD, Bob Karasiewicz
Sept. 14th	Tuesday	Club Meeting Eisenhower School, Roxbury NJ
Sept. 28th	Tuesday	Club Meeting Eisenhower School, Roxbury NJ
Oct. 3rd	Sunday	CUB Day Pocono Field Bob Clark CD
Oct. 12th	Tuesday	Club Meeting Eisenhower School, Roxbury NJ August
Oct. 26th	Tuesday	Club Meeting Eisenhower School, Roxbury NJ
Nov. 9th	Tuesday	Club Meeting Eisenhower School, Roxbury NJ
Nov. 23rd	Tuesday	Club Meeting Eisenhower School, Roxbury NJ

any parking at Liberty State Park for the event. The parking that was available was only for the Race Club tickets that were \$540. Red Bull gave us the option of going to Battery Park to take the ferry as well as getting the ferry from other locations, or taking the Hudson-Bergen light rail. Tickets for the ferry could be purchased when buying the race tickets online but again they were pricy at \$15 per person. Taking the light rail was free by showing your ticket for the event.

We woke up on qualifying day of June 19th with wonderful warm sunshine and blue skies that we were blessed with for the entire day. My brother and my two boys left mid-morning to get the free light rail rather than paying the \$15 per person ferry. We found that the light rail stops at the Newport mall near Jersey City with a huge parking garage. When we got to the parking garage we ran into a slight problem. My pickup truck was too tall for the garage. Picture this; me hanging out of my truck window looking at my roof hitting the PVC pipe hanging down with big letters "minimum height" across it. Meanwhile, two lanes of traffic across both lanes are behind

me with two cars on my bumper. There was no way I could back up. In we went, with me hanging out the driver window and my brother out the passenger window holding up the PCV pipe from my roof. It ended up the garage ceiling height was fine, it was the signs they had hanging down from it that were the problem. We were able to park on the ground floor and avoided the low-hanging signs. Parking was \$10 and quite a bit less than the \$60 it would have cost is to take the ferry. The light rail was great although it was a good half a mile or better walk from the rail station at Liberty State Park to the event.

Walking into the event we passed the AMA trailer that was setup. There was quite the line of people waiting to get into the trailer. We walked to the bleachers and the entryway to our seats was from underneath them. As we emerged into the light we were finally able to see the course. I was in awe. Three things immediately struck me. One, "wow does this look nice with the New York skyline in the background." Two "wow, are we close to the track or what?" Three, are those pylons really that close to the water?" These pilots are nuts,

truly nuts. These pylons are only 60 feet above the water. Take a look outside at some of the taller trees. They are quite a bit over 60 feet. 60-foot pylon, 24 foot wingspan, you do the math.

Sitting on the bleachers Ellis island was immediately on the right of us with the Statue of Liberty quite a bit off further to the left. On each side in front of the bleachers on the right and left side were two huge jumbo-trons. Even in the bright sun light we could see the video really well and the sound was excellent. While we waited there was quite a bit to see with the pre-show.

Way above were sky writers in airplanes that were flying in an enormous circle behind, to the sides, and in front of us. There were 5 planes flying in a vertical line that would type out the words in smoke like a dot matrix printer. It was impressive. There were also skydivers that jumped out of the red Bull helicopter with 'wing-suits' leaving a trail of smoke behind them as they fell or "flew" safely to earth. The most spectacular pre-show act was the Red Bull helicopter. The blue helicopter sporting the Red Bull colors and logo went speeding by with "smoke on". The helicopter started pulling up and I was astonished of how quickly it gained altitude. My jaw really hit the ground when he kept pulling and actually pulled the nose over and looped the helicopter. Yes he did a loop. Not once but several times. The aerobatics this pilot did was just jaw dropping amazing. We were glad we spent the extra money for the bleachers since we had a seat rather than standing and the pre-show and race went on for several hours.

As part of the pre-show the rules and penalties are explained to the crowd by showing graphics and actual planes on the jumbo-tron. The rules are quite easy to understand. One of the more exciting penalties for the spectators, not so much for the pilot, is hitting a pylon. I don't know about you, but hitting a pylon less than 60 feet above the water going over 200MPH doesn't sound fun to me. However the next part of the pre-show explained how this is quite safe.

The pylons are white with horizontal bands around the very top and about the middle. The canopy of the plane must be between the bands as they go through or around the pylons. The pylons are made out of fabric and are inflated with giant fans. The pylons were attached to barges that looked like big trampolines. The fabric is designed to have good vertical strength but poor horizontal strength.

**CUB DAY HAS
MOVED!**

**Cub day is now
Sunday October 3rd**

Pocono Field



One of the two massive Jumbo-Trons at the Red Bull Air Race



The VW sponsored MXS-R flies through the course with "Smoke On"

This allows the pylon to withstand being inflated but it is able to tear away if hit by a wing, fin, or propeller.

As part of the pre-show, a fan was turned off letting one of the pylons deflate. Right in front of us by the water line was a small boat. This boat has a trained crew and spare pylon sections. The boat sped to the barge and the repair crew jumped out and ran to the deflated pylon. The pylons are in sections held together with zippers. The crew unzips the bad sections and zippers in the new sections. The whole thing took less than minutes to repair and have the pylon re-inflated. Yes, a plane did hit a pylon during qualifying and it tore away as designed with no damage to the plane. Just like the pre-show, the crew sped out, replaced the bad section, re-inflated the pylon all under 5 minutes.

As the time ticked down to the start of the race we were able to see two planes in a holding pattern off in the distance to the right of the statue of liberty. It is interesting to watch these guys in the holding pattern do point rolls and fly inverted. The planes took off and landed from the Linden airport. When the clock hit zero, the race started, on-time. You can hear the flight director giving permission for the pilot to enter the course and the command "smoke on."

We watched the first plane turn past the

Statue of Liberty in a left hand turn and fly up the Hudson River toward the course. The plane dove down at nearly a 45 degree angle with the smoke trail seemingly pushing it forward crossing the start line at over 230 MPH. The plane made a left hand turn now flying towards us hitting the first part of the course is the chicane. The chicane is a row of pylons the pilot goes around like a slalom skier. Words or watching the race on TV cannot describe how fast these planes go and how quickly they maneuver from horizontal to knife-edge flight. Well under 1 second. At the end of the chicane the plane made a hard left

hand knife-edge turn passing the length of the bleachers showing us the belly of the plane with the engine roaring and smoke coming out from underneath it. The plane was so close to the water if I stood underneath it and threw a ball I could easily hit it and I throw like a girl. The plane then made a number of knife-edge and horizontal passes through the pylons with some tight knife-edge 180-degree turns flirting with the G-stall point of the plane just for fun. The entire course is flown in about 2 minutes 20 seconds, less for the good pilots.

During the flights you can watch on the jumbo-trons the flight from the cameras on the ground, in the helicopter filming the race, the tail of the plane, or the cockpit of the actual flight going on in front of you. When an infraction happens and a penalty is assessed, the crowd is notified immediately and a "wonk-wonk-wonk" horn sounds. Seconds after the pilot leaves the course the flight director tells the pilot (and the crowd) his time, the number of penalties, which pylons the penalty occurred, what he did wrong (i.e. incorrect knife edge), and the number of penalty seconds. When watching this on TV I always thought there was postproduction done to add the different views, the penalties, and the "wonk-wonk-wonk" sounds. All wrong. It's done all in near real-time. In fact we watched the actual race as it was going on Sunday on FOX sports NY and it looked just like what we saw on the Jumbo-tron. We even liked the Corsair they had flying above the course when the race was over. By the way, a corsair doesn't roll as fast as an Edge 540.

Red Bull had the entire event running as a well-oiled machine. Saying I was impressed with how professional and well run the event was run is understatement. With some sporting events you can see more at home on TV. This is not the case with the Red Bull air race. The old cliché "you had to be there" rings true hard and heavy with the Red Bull air race. The speed, the action, the sound, the closeness to the course, the jumbo-trons, and the excitement made this by far the best sporting event I have ever attended.

As mentioned earlier, the Red Bull air race travels from country to country but it also travels from city to city. Hopefully the Red Bull air race will be back someday to Liberty State Park and if it does I will be there. The tickets indeed are a bit pricey but well worth the cost. With the exception of actually getting to the race being a bit difficult, the entire day was filled with fun that will be remembered for years to come.

-DAN VANNIEUWLAND
NEWSLETTER EDITOR

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www.ramac.org

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