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Minutes of the West Jersey R/C Club March 8, 2011

The meeting was called to order by the president at 8:05 pm with 35 members and prospective members in attendance. The minutes of the February meeting were read and accepted by all present. Bob Lanard gave the treasurer's report on the activity in the club's checking account as well as the ending balance. All present accepted the report as given. The balance was also given for the raffle fund. Bill Froeder took a roll of prospective members with Tony Wilson attending his third meeting. He was accepted into the club with a round of applause. Dan Lovelace sat in on his first meeting along with Fred Steiner and Rich Oakes. Bill Froeder gave the membership status and reminded everyone that dues and AMA memberships are now due. The AMA Charter has been filed with the clubs current members. Dave Morgan reported that the tractors will be ready for the upcoming season. There was also some mild damage to the runway but it is still usable.

Old Business

The president reminded everyone that the club flea market has been postponed to May 24th. If you are interested in a table please contact Steve Althouse. There are volunteers who have accepted to do the audit on the club checking accounts. Bi-plane Sunday is set for March 20th starting at 10:00 am. A motion was made and passed to write a check to get the material needed to make 5 more starting benches. Bob Lanard is still taking fuel orders

for S&W fuel until the end of April with a two gallon minimum and cash with your order.

New Business

The president said that Multi-engine Sunday is scheduled for April 17th starting at 10:00 am. The president encouraged everyone to try to make it to the Lebanon Flea Market on March 12th. It was brought to the attention that when at the field the last one out needs to check and make sure that everything has been put away the container closed and locked.

With no further business Bob Lanard drew the 50/50 with Tony Tangradi winning \$27.00. The first place raffle went to Chris Green choosing a Tribute 36 plane, second place was Mike McMichen choosing an OS25 to add to his collection. Mike McMichen also won third place and gave his ticket to Brian Beer who took a 4" aluminum spinner home. The next Bull meeting is March 22nd and the next Regular meeting is April 12th.

The meeting was adjourned at 8:30 pm.

Respectfully Submitted
Neil Stokes WJRC Secretary

Some Dues Still Unpaid:

The following is from Bill Froeder. Any questions or comments please contact him. Currently there are 14 members who have not paid their dues for 2011 and two of them their AMA has expired. On April 5th final reminder notices were sent out to these members. These members need to pay their dues by the April 12th meeting **or they will be placed on a suspended**

list and their flying privileges will be revoked.

Once they are paid they will be removed from that list and their flying privileges restored.

Field Benches:

Many thanks to Neil Stokes and Bill Faust for making and delivering 5 new, great looking field benches to our flying field recently.

Bruce Sheppard, who had previously made about 11 of our benches, recently took a damaged one home to repair it.

Benches had also been provided by:

Bill Froeder, Dave Morgan and Don Romano.

Remember to thank each for their work.

Flying Field Work:

Dave Morgan and Don Romano have already been at work on the field. These guys put in a whole lot of hours and a whole lot of effort through the year on our field, and ditto on the maintenance and repair of equipment. Yup, that's in the summer's heat too! It's their work that keeps all of us happy in our hobby.

Remember to thank them often for their efforts.

If my fading memory is correct, we didn't have a Field Party last year, so, we're overdue. If you don't already know, a Field Party is where everyone who is safely physically able, chips-in an hour or two or whatever time they can afford, helping to get the field in a condition where it can be "reasonably" handled through the rest of the year. Everyone is just asked to bring a rake and/or a shovel (if you have them) and maybe work gloves for yourself. Snacks will be there. So please keep an ear tuned to the very real possibility of the scheduling of one on some Saturday morning. This is a very serious endeavor by our club.

Biplane Sunday, 3/20/11 (I like Bipes):

Hopefully, a big weather break is about here. I'd like to think that Biplane Sunday has kicked off the beginning of a long, busy flying season. It was a beautiful day and there was a great turnout. Fortunately, while I was there, no big mishaps occurred. I interpret that as meaning the flyers did commendable flying and that they had accomplished all their appropriate plane inspections. This early in the season,

that's not always the case. A real good showing!

Gasoline Engine Maintenance:

Gasoline engines are getting more popular in the club. Gregg Clement, Mike McMichen and Tony Severino have time under their belts in this area; and, below Gregg shares some of their hard-learned lessons.

Gasoline causes tygon tubing to get stiff after awhile; and, it is recommended to replace it once a year. If you leave it submerged in gasoline, it stays soft I heard. But, I don't want to have tanks full of gas in the house. Joan would be upset. I recently redid my Yak tank and noticed some things. You can look at your vent and carb lines, if they are rock hard, then the line inside the tank is hard too. If you don't change them, you'll probably be ok most times; but, with the loss of some of its flex, the line in the tank could draw air while flying inverted.

Use barbs, or use soldered wire to make your own barbs on your metal fuel tubes. Use stainless steel wire to tie down all ends inside the tank; **do not use small zip ties inside the tank.** I have been using a piece of brass tubing between the clunk and the stopper to keep it from jamming up into the front of the tank during hard landings. You may use zip ties outside the tank, and I do most times.

Tygon is stiff. Use large size 1/8 ID tubing - fits most of the better Tee's and engines. Because it's stiff, use your heat gun on high for just a few seconds on the ends. It will make it easier to go on, and will not harm it....unless you do it for a few minutes:) If you don't heat it, you will have loads of fun getting it on.

Soft mount your ignitions. It helps dampen the vibrations. What I found works best is, if you have a flat surface, put a wad of foam between the ignition and it, and zip tie it snug, not tight, with tubing over the zip tie to stop the case from rubbing. I had to do something different with the Stearman where I used stiff foam glued and mounted with Velcro against the engine mount.
GNG

Make that Annual Inspection:

Dale Purkey sent an email to all members on 2/22/2011. Hopefully it's enough to encourage

each of us to accomplish a careful inspection of our planes to help avoid that "sinking" feeling during the first few flights of this new season.

Some Aircraft History:

The [Taylor E-2 Cub](#) first appeared in 1930, built by [Taylor Aircraft](#) in Bradford, PA. It was sponsored by William T. Piper, a Bradford industrialist who had invested in the company. The E-2 was meant to be an affordable aircraft that would encourage interest in aviation. Later that year, the company went bankrupt, with Piper buying the assets but keeping founder C. Gilbert Taylor on as president. In 1936, an earlier model Cub was altered by employee Walter Jamouneau to become the J-2 while Taylor was on sick leave. When he saw the redesign, Taylor was so incensed that he fired Jamouneau. But Piper hired him back and bought Taylor's share in the company.

After a fire in 1938, the Piper factory was moved to Lock Haven, PA; and, the J-2 was replaced by the J-3 which featured further changes and sold for just over \$1,000. A number of different engines were used, resulting in differing model designations for each type.

In 1939, the US, realizing it might soon be drawn into World War II, began the Civilian Pilot Training Program (CPTP) where the J-3 achieved legendary status. It became the primary trainer aircraft of the CPTP — 75 percent of all new pilots in the CPTP (from a total of 435,165 graduates) were trained in Cubs. By war's end, 80 percent of all US military pilots received their initial flight training in Piper Cubs. Wartime demands increased the rate to one Piper J-3 Cub being built every 20 minutes.

A variety of models, as well as similar, tandem-cockpit aircraft from [Aeronca](#) and [Taylorcraft](#), were collectively nicknamed "Grasshoppers" and used extensively in World War II for reconnaissance, transporting supplies and medical evacuation. L-4s were also sometimes equipped with lashed-on infantry bazookas for ground attack. Photos of that bazooka setup are here:

<http://www.warbirdinformationexchange.org/phpBB3/viewtopic.php?t=20400>

Modernized and up-engined versions of the Cub are produced today by [Cub Crafters](#) and by [American Legend Aircraft](#).

For more info, the above was excerpted from: http://en.wikipedia.org/wiki/Piper_J-3

Remember, if you have any big or small tips that may be helpful to other members, please let me know.

Happy Flying,
JJ

from Rodney:

I came from a real tough neighborhood. I put my hand in some wet cement and felt another hand.

I drink too much. The last time I gave a urine sample it had an olive in it.



