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Secretary Neil Stokes
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Web site - www.wjrc.org



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Boodys Mill Road GPS: 39.77425 -75.204722

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Minutes of the West Jersey R/C Club June 14, 2011

The meeting was called to order by the president at 8:05 pm with 28 members and prospective members in attendance. The minutes of the May meeting were read and accepted by all present. Bob Lanard gave the treasurer's report on the checking account with all transactions and the ending balance. Mr. Lanard also reported the balance in the raffle fund. With some of the money he purchased a new plane for future raffles. All present accepted the treasurer's report as given. Bill Froeder took a roll of prospective members with Bob Chew, Chris Darabant and Burt Espanol all attending their second meeting, while Mazen Kachlan sat in on his first meeting. Mr. Froeder reported that the club is now at 102 active members. The runway was sprayed with weed killer and cleaned up. The field is in much better shape. The grass is being cut on a weekly basis thanks to some of the members.

Old Business

Neil will contact Glen with Mantua Twp to see if they can do anything with Boody Mill Road and see how we can help. A motion was made and passed to give Neil \$250.00 for any field supplies and parts needed for the mowers. Neil also thanked Tony Severino for donating a blower and weed wacker to the club for use at the field. Gregg Clement suggested a work party be scheduled for Saturday the 25th at 9:00 am to fill in some ruts and general clean up, all there agreed. Steve was going to figure a way to put a schedule on the club website for people to sign up to cut the field or any maintenance needed. The president reported that the club flea market had a good turn out. Cub Sunday was not a great turn out due to bad weather. Small Plane Sunday is set for June 19th. The Rick McIlvaine Warbird Sunday is July 17th weather permitting. This event is for warbirds

only and is open to other clubs. The president emailed out the safety rules for everyone to review. It was brought up that they need to be revised and add in some safety rules for helicopters. Bill Froeder will get with the safety members and make the necessary changes.

New Business

The president reminded everyone that Cat Sunday is August 14th and Gas Engine Sunday is August 21st. Rich Onorato wanted to say thank you to Bob Lanard for putting together a fuel purchase for the club.

With no further business Bob Lanard ran the 50/50 raffle with \$32.00 going to Mazen Kachlan. The next Bull meeting is June 28th and the next Regular meeting is July 12th.

The meeting was adjourned at 8:42 pm.
Respectfully Submitted,

Neil Stokes WJRC Secretary

FIELD MAINTENANCE:

We owe appreciation and thanks to the below individuals for spending their time and efforts in maintaining the condition of our flying field.

June 13: **Dennis Buttocola & Rich Onorato**
mowed the field

June 18: **Dennis Buttocola:**
mowed the field

June 27: **Neil Stokes:**
dragged & rolled the field

June 30: **Karl Kozuh & Tony Severino:**
mowed the field

Please consider helping to accomplish field maintenance, equipment maintenance or to act as safety while someone is mowing alone. Call any of our club officers.

REMINDERS:

Post a blog or send out an email to all if you mow, roll or drag the field.

If you're the last one to leave the field, check to make sure the shed and the gate are locked.

For the newsletter: send me any flying experiences you've had or ones you've witnessed, or, for that matter, about anything you want. Ed.

FIELD WORK PARTY:

A field work party was accomplished Saturday morning 6/25/11 from 9 to 11 AM. Soil was brought to various areas of the runway to fill the ruts and the entire runway was thereafter rolled and mowed. One of the mowers was repaired and the shed was emptied of various unneeded items to give more room for the mowers. All of the planned work for the Field Party was accomplished by the 12 below members who came.

Those Who Made the Field Work Party

Neil Stokes
Fred Steiner
Tony Severino
Mark Schools
Rich Onorato
Bob Leonetti
Paul Gross
Bill Froeder
Bill Faust
Derek Earnhart
JJ DeLucia
Gregg Clement

Flying:

6/15/11 Wednesday:

I have a little interest in aerobatics so this really caught my eye. Paul Gross accomplished one and one-half beautifully executed, uninterrupted rolling circles. The longest and best display I've yet seen of that difficult aerobatic; done with a model of an Army Air Corps PT-19. (I still haven't gotten my brain together enough to even attempt that aerobatic.)

6/18/11 Saturday:

Some great weather, so a lot of flying went on; below is the small part of it I remember:

Marty Brodack flew a new (for him) 90-size Stick, after getting some engine help from a few other members.

Gregg Clement gave both his giant Edge and giant Pitts Python workouts.

Bob DeMola had his Frenzy frenetically flying the skies, as well as his Sundowner and at least one other.

Karl Kozuh maidenized his "Thing" as he calls the 'generic' 60-size plane he built from plans and gave a camo underwing paint job, and, his 60 Ultrasport.

Barry Prather had a giant, new (for him) A-10 with twin glow 60s which he planned on taxi checking.

Mark Schools had a Kawasaki Ki-61 Hien (a Tony). (It taught me a little more about WWII warbirds.)

John Schumacher had his Sig Sundancer dancing the skies but omitted any break dancing.

Tony Severino flew his giant P-47 and giant Taylorcraft but not at the same time.

Joe Mauriello smoothly maidenized Tony's Shoestring.

I flew my 46 Yak for another day without damage.

With all that flying, I'm happy to say I witnessed no crashes. But, there was a very unique incident. Tom Voorhis, flying a glow-powered Slowpoke (which flew pretty fast - Fastpoke?), did the most unusual landing I've seen yet. This happened while flying over the dirt part of the runway. The plane suddenly did a 1/2 outside loop followed by the engine quitting and then by a beautifully executed inverted 3-point landing: on its vertical fin, a wing tip and engine head. Because it was so amazing, a follow-up plane check was done to determine if the plane was set-up legally. The check showed two discrepancies: the battery pack was at only 2.8 volts and, the plane had an outrageously dirty carburetor. These were viewed as possible illegal performance enhancers. So, Tom was denied full credit for that amazing one-of-a-kind landing. (See "modified carb" in below documentation photo.)

6/26/11, Sunday: Unbelievable Mid Air

If you know Andre Askew and Barry Prather you know they're friends and are highly competitive with one another. Nothing the other says or does gets by without, to describe it politely, a critique. Well, today they came to the field loaded for bear with each bringing a Patriot with a Thunder Tiger 46 and tuned

exhaust. In short order they had their planes in the sky blasting by each other from different directions when it happened. A mid air with both planes and associated debris going down in widely separated areas somewhere far from the field. Initial guesses were somewhere in the farm field beyond the wooded area. Almost undaunted, Barry and Andre trekked into the wooded area; no one else was optimistic. Maybe two hours later Tony Massimi comes driving back to the pit area with passengers Andre, Barry and, unbelievably.....both planes. In the woods Barry met up with an emu; Andre brought some ticks back to the field for show and tell. Although most of the planes' structure was found, it's not likely they'll fly again. But, our competitive duo got their engines and all their electronics back. Nice going guys! You came out of what seemed to be a "worst case scenario" looking pretty good.

Aviation History Tidbit: Army Air Forces

The Air Corps became the branch for Army aviation in 1926. A few years later, in 1935, General Headquarters (GHQ) Air Force was created for operational aviation units. This arrangement existed in the period leading up to the United States entry into WW II. There were two aviation organizations: the Air Corps managed materiel and training and GHQ Air Force had operational units.

The Army Air Forces (AAF) came into being on June 20, 1941, six months before Pearl Harbor. Once the war started the AAF expanded rapidly. It initially had two subordinate organizations: the Air Corps for training and materiel and, Air Force Combat Command (replacing GHQ Air Force) for operational forces. As the wartime build-up proceeded, more commands were added -- Flying Training Command, Technical Training Command, Ferrying Command, the numbered air forces and so on.

As the war continued, the AAF replaced the Air Corps as the Army aviation arm. All World War II Army aviation training and combat units were in the AAF - about 2.4 million men and women served in it. Around 600,000 of these were members of other branches, such as Engineers, Ordnance and Quartermaster. (The official history published after the war is entitled The Army Air Forces in World War II.)

Above extracted from:

http://www.aafha.org/aaf_or_aircorps.html

I've never ordered from the below site, but it has some good looking AAF and other memorabilia: http://shop.aviationmilitary.com/WWII-US-Army-Air-Corps-Fighters-and-Trainers_c9.htm

TIPS..... maybe:

Lipo Battery Safety Container:

The below website shows an easy way of making a container to safely carry and/or charge lipos. It uses a military ammo box, a sheetrock lining and a plastic bag filled with sand to smother a lipo fire. At the end of the article is a video link demonstrating how the container safely contains and puts out a fire.

<http://www.mrcss.org/articles/9-howto/134-making-a-lipo-battery-bunker>

Easy Mistakes to make with Small Hardware:

Many of today's ARFs come with 2 mm (.079") hardware. Don't mix these with the wrong size hardware or things could let go during flight. Some close sizes of concern:

2 mm (.079")	#2 size (.085")	1/16" (.062")
1.9 mm (.075")	#1 size (.071"),	

Fuel Usage for Various Size Engines:

<http://www.osengines.com/faq/faq-q900.html>

Happy Flying,
JJ

A closed mouth gathers no feet.

It's tough to make something foolproof; fools are so ingenious.



