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Date June 8, 2011

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AMA Charter # 729

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Minutes of the West Jersey R/C Club May 10, 2011

The meeting was called to order by the president at 8:08 pm with 25 members and prospective members in attendance. The minutes were read and accepted by all present. Bob Lanard gave the treasurer's report of the club's checking account and after all transactions he gave the ending balance. Mr. Lanard also reported the balance in the raffle fund. The president reported that an audit was done on the club's checking account. Everything was found to be in order. All present accepted the reports as given. The field is in ok shape. The runway needs to be sprayed to get rid of weeds and grass that has taken over. It was mentioned that if anyone cuts the grass to post it on the blog. Bill Froeder took a roll of prospective members with Dan Lovelace, Chris Darabant and Burt Espanol all attending their second meeting, while Dan Bates sat in on his first meeting. Mr. Froeder reported that the club now has 99 active members.

Old Business

The president said that there are still a few tables available for the club's flea market which will take place on May 24th starting at 7:00 pm. Tonight is your last chance to get in on the S&W fuel purchase from Bob Lanard, the order is being placed on May 11th. The president said that there was a great turn out at Ducted Fan Sunday with about 25 planes. Helicopter Sunday is set for May 15th with helicopters getting the field the last 30 minutes of the hour. May 22nd is scheduled for Cub Sunday and June 5th is Multi Engine Sunday.

New Business

June 19th is Small Plane Sunday. July 17th is War Bird Sunday with war birds only on that day. Catholic

Diocese of Camden was asking if members from our club could perform an indoor demonstration. Steve will send out an email for volunteers. Bob Demola got the sweatshirts for Kim & Ramona as an appreciation for all of their hard work and help. Shirts are still available but you have to contact the company directly. It was brought up to put a \$5.00 late fee on any dues not paid on time. Bill Froeder said that the FAA has approved the bill on model airplanes but the senate has not. The club wanted to thank JJ on a great job with the news letter. Joe Mauriello expressed his concern that the club should review the safety rules. He said that we should review at the meetings and also put in the news letter, due to the size of the club and new members coming in.

With no further business Bob Lanard ran the 50/50 with Neil Stokes winning \$18.00. The first and second place raffle went to Joe DiMeo taking home an electric war bird plane and a parts box. Third place raffle was won by Bob Lanard choosing a Fox .25 size engine and fourth place raffle was won by Chris Green with his choice being a book. The president wanted to remind everyone the Flea Market is May 24th and the next meeting is June 14th.

The meeting was adjourned at 8:45 pm.

Respectfully submitted,
Neil Stokes WJRC Secretary

continued

Thanks to Two Great Workers:

For quite a time Don Romano was taking care of the club's flying field alone. For one person, that's an unbelievable effort. Dave Morgan eventually joined up with him. But, even with two, over a period of time that becomes quite a piece of work. Recently, Don and Dave have both developed complications which, to their disappointment, prevent them from taking care of the field. They put in a very great deal of thought, time and effort in keeping the field in great shape for the rest of us. The club owes Don and Dave much appreciation for their efforts.

Thanks a lot guys.

PLEASE READ:

Our Flying Field:

Presently, there are only a few members who pitch-in their efforts as they're able to tend to the field. Additional help is needed with the field, including maintaining and repairing equipment. Other than buying parts and expendables, our dues are not put towards maintaining our field. Also, those doing this work receive no compensation for it; they pay their full dues.

The field work needs to be done or there is no "flying" club. If we had to pay to get it done, it'd be over \$250 for each cutting, not including the extra trimming, spraying, dragging, rolling, etc. If it should come to this, it'll have a big impact on our dues.

We have about 100 people in our club now; so there's no good reason to be overworking a small number of our most conscientious members as we are now. If we had a reasonable number of members stepping up to do this work, it could then be cycled so no one would be doing the work very often. And, no one would ever have to absorb the risk of doing it alone.

The risk that goes with working alone at the field should never happen. Someone can 'stand-by' at the field with a cell phone while someone else is doing the mowing. It could save a life.

If you can do some field work, you can call and say, "I'll have time on ??? day or ??? days this week or ??? days next month"; or, call on an as-your-available basis. Or this call could be for the above mentioned 'stand-by'.

If you can help, even on a once in a while basis, contact any of our Club officers and explain your desired arrangements. This way the field work, for which each of us is responsible, can be thoughtfully scheduled throughout the growing season.

Saturday, 5/21/11 Field Damage Repaired:

A vandal driving a truck or car had put long deep ruts in various areas of our flying field in late April making field use very hazardous for our planes. The field was placed back in great shape thanks to: Gregg Clement and Mark Schools who spent quite a bit of time and effort on two days filling dirt into the ruts, and Paul Gross who rolled the field and cut the grass. I should mention that Bob Aleardi and Neil Stokes have done a number of grass cuttings and other field work. These kinds of efforts are what allow the rest of us to have a flying experience.

(NOTE: Three of the above individuals have fulltime jobs, the other two are around 70 and one of them is extremely allergic to poison ivy.)

Thank You for donating your time and efforts in taking care of our flying field over the past month:

Bob Aleardi	Mark Schools
Gregg Clement	Neil Stokes
Paul Gross	

A special thanks to Neil Stokes.

I was at the field on Monday, June 6th and was astounded at its appearance. The work was accomplished by Neil Stokes on Friday, June 4th by himself. Neil sprayed the weeds, trimmed the safety hedges, dragged, rolled and cut the grass. He even moved all the benches so as to cut the grass under them. The dirt part of the runway looked manicured. This was an absolutely unbelievable effort.

Since field maintenance is one of the most important aspects of our flying club; I'll mention who did what to it in each newsletter.

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Thursday, 5/12/11 A Personal Embarrassment:

Too many members saw it, so I have to include this in the newsletter.

Rich Onorato was flying his 30 yr old BlueAngel powered with a 30 yr old OS 40. Earlier in the day he had made a picture perfect 2-wheel landing of it due to a retract hang-up. Rich took care of the retracts; and, on this later flight everything was going great. But then I decided to fly my new T-28 ultra-micro foamy (15" wingspan). It was one of those poor quality decisions we make when we're overly tired. I started flying it, sort of, because other than making continuous loops, I really had about zero control of it.

My fruitless attempts couldn't keep it from meandering about the field, even including some flight-line "encounters". That's plural for encounters because it unfortunately developed an affinity for Rich. Like a big nasty bug, it came too close for comfort three times. Rich, although knowing it was nearby, never flinched nor batted an eye at the unseen pest. Finally, mercifully, the little tormenter crashed about 10 feet from him. Rich, with his eyes still on his aircraft, quietly mentioned something about changing his shorts.

Following this fiasco, and apprehensive of the impending onslaught of verbalisms, I got out of Dodge. Sorry about all the disquietude Rich. True to form, you did some really "out of sight" flying!

TIPS.....well, maybe:**Futaba 7C 72MHz Transmitter Problem:**

Marty Brodack had a plane destroyed after it went out of control immediately after takeoff. After investigating the problem, Gregg Clement identified it as due to a known transmitter problem. That is: when the timer is changed for a model already in its memory, the right aileron travel gets automatically reset to zero. Gregg said that this had also occurred with another transmitter in the club. This problem occurs only with an early production batch of the Futaba 7C - 72 MHz transmitter. (This problem does not occur in 2.4 GHz models.) Futaba will replace the CPU in the problem transmitters at no cost.

<http://www.futaba-rc.com/faq/faq-7c-q784.html>

Bugs and Bites 101:

Before going to the flying field in the summer, throw a pair of long pants into the vehicle just in case a walk through dense shrubs is needed to find a plane. It may save you some bites, ticks, etc.

Bugs and Bites 102:

If you buy an insect repellent, check the small print to be sure it has at least 23% Deet content or it may not work well against ticks.

Bugs and Bites 103:

Watch out for wasps under the field benches. While doing a super job on the field June 4th, Neil Stokes found these unfriendlies. (Wasp spray in the field box maybe?)

The below is reprinted as a reminder.
Submitted by Karl Kozuh, Oct 2010

Lyme Disease Incident at the Field:

After I tried pruning some trees with my 60 Ultrasport, I had to retrieve the wreckage. Was only in the woods a few minutes crashing through the brush, but it was long enough. About two weeks later there was a huge welt on my shoulder, with accompanying spreading redness. After a few days, I went to the ER, where it was thought I had picked up an unknown infection. Given some heavy duty antibiotics, and a negative Lyme's test we thought that was the end of it. A week later it was still spreading and I was referred to an infectious disease specialist. Long story short...Lyme's. We got the right treatment and it has now totally cleared with the correct meds. Check yourself thoroughly after going into the brush, that disease is apparently very common in this area.
Karl with a "K"

Happy Flying,
JJ

From Steven Wright:

I wonder how much deeper the ocean would be if sponges didn't live in it.



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