

**President** Steve Althouse  
**Vice President** Bill Froeder  
**Secretary** Neil Stokes  
**Treasurer** Bob Lanard

Web site - [www.wjrc.org](http://www.wjrc.org)



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**Editor JJ DeLucia**  
[editor@WJRC.org](mailto:editor@WJRC.org)  
856-845-5469

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**Boodys Mill Road GPS: 39.77425 -75.204722**

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## **Minutes of the West Jersey R/C Club October 11, 2011**

The meeting was called to order by the president at 8:00 pm with 39 members and a prospective member in attendance. The minutes of the September meeting were read and accepted by all present. Bob Lanard gave the treasurer's report for September's checking account activity, after all transactions he gave the balance in the account. Mr. Lanard also gave the balance in the Vanguard fund as of September 30th as well as the raffle fund balance. All members present accepted the treasurer's report as given. Bill Froeder took a roll of prospective members with Mazen Kachlan attending his third meeting. He was accepted in as a voting member with a round of applause, while Tim Lamey sat in on his first meeting. Mr. Froeder said that the club is now at 104 members. Bob Aleardi has accepted the direction of the field maintenance to schedule the cutting of grass and all mower repairs. (He will post update blogs on Tuesday and Friday.) The field is in ok shape with many repairs done from recent damage. The field suffered some heavy damage due to vehicles running all over it and two work parties were done to help correct it. After one of the work parties there was a group of kids caught running on the field again and the police were called and a report filed. Steve received a call from the persons involved with the field damage wanting to talk to him, they wanted to apologize to the club for their actions. Three of the individuals involved showed up to the meeting and apologized to the club for damage done. The Craftsman mower has had the starter replaced. Bob said to check the blog on the website to get an update on field maintenance. Thank you to all who have helped on field repair and cutting. Neil will check with John Landolfi on getting some work done on the runway.

### **Old Business**

The president reported that the club picnic had a good turn out with plenty of food. The weather was a little windy and some members did get to fly. A special thank you goes out to Kim and Ramona for all of their hard work putting the food together and serving it. The president reminded everyone that Ducted Fan Sunday is set for October 16th. Marty Brodack said while he was at the field he had one of his planes checked for noise level and found out it was above the AMA suggested level of 98 dB at 9 feet. He said that we may want to ensure we are not making too much noise for surrounding homes. Steve got confirmation from some members that they would be willing to donate planes for the display at the Philadelphia Airport. Steve will contact them to set up.

### **New Business**

Fast Plane Sunday is scheduled for November 13th weather permitting. The Christmas party is set for December 13th and the regular meeting will follow. Bruce Sheppard has taken on the challenge of food for the party. Starting with the November meeting the club will be accepting dues for next year, to pay your dues you must have a valid AMA card. If club dues are not paid at the February meeting there will be a \$20.00 late fee attached. The question was asked how do we know who has not paid and how do we enforce it at the field. Steve Althouse has contacted AMA regarding our options for finding a new flying site and has started getting some info on how and locations. Bill Froeder will head up a committee to start researching area locations as well. He will need some volunteers to assist so please contact him if you would like to help.

Nominees for club officers are,  
Secretary: Neil Stokes  
Treasurer: Bob Lanard  
Vice President: Bill Froeder  
President: Steve Althouse

(continued)

(Minutes continued)

Bob Lanard said that the February meeting will be the last one for him doing the raffle. He would like someone else to step up and take it over. Please contact him for details.

With no further business Bob Lanard ran the 50/50 with Geoffrey Metzger winning \$25.00. The first place raffle went to Marty Brodack taking home an O/S65 engine. Second and third place went to Tim Lamey winning a fuel tank and a covering iron. Fourth place went to Rich Oakes adding a trim sealing tool to his collection. The Bull meeting is on October 25th and the next regular meeting is November 8th.

The meeting was adjourned at 9:24 pm.

Respectively Submitted,  
Neil Stokes

### Field Maintenance & Repair:

"Thank You" to the below individuals for their efforts in keeping our flying field groomed for operation.

Sept 30: The field was again found badly vandalized.

Oct 1: Gregg Clement, Tony Severino and Mark Schools worked at repairing some of the vandalism.

Oct 4: Neil Stokes worked at repairing some of the vandalism on the dirt section of the runway.

Oct 5: Tony Severino, Joe Mauriello and Gregg & Joan Clement worked at repairing divots and ruts.

Oct 6: Tony Severino dragged the runway several times for the continuing repair.

Oct 6, Work Party for repairing vandalism:

<i>Neil Stokes</i>	<i>Phil Tomeo</i>	<i>Gregg Clement</i>
<i>Ray Buseman</i>	<i>Bob Aleardi</i>	<i>Tom Voorhis</i>
<i>Karl Kozuh</i>	<i>Bruce Sheppard</i>	<i>Paul Gross</i>
Steve Althouse	Bill Froeder	Andre Askew
Bob Passarella	Marty Brodack	Mazen Kachlan
Joe Mauriell	Derik Gadson	Geoffrey Metzger
Fred Steiner		

(continued)

Oct 8, Work Party for repairing vandalism:

<i>Neil Stokes</i>	<i>Phil Tomeo</i>	<i>Gregg Clement</i>
<i>Ray Buseman</i>	<i>Bob Aleardi</i>	<i>Tom Voorhis</i>
<i>Karl Kozuh</i>	<i>Bruce Sheppard</i>	<i>Paul Gross</i>
Larry Chase	Manny Martin	Rich Onorato
Bob Demola	Mike McMichen	JJ DeLucia
John Schumacher		

This completed the repair of the vandalism

Oct 11: Bob Aleardi installed a new starter in the Craftsman tractor, placing it back in service.

Bruce Sheppard and Bob Aleardi cut the grass of the runway & flight line.

Oct 18: Karl Kozuh cut the grass.  
Bob Aleardi rolled and dragged the runway.

Oct 22: Bob Aleardi dragged and rolled the runway for Ducted Fan Sunday.

Oct 28: Bob Aleardi cut the grass, accomplished some routine maintenance on the tractors and repaired the Scott tractor tension spring.

### Info on Our Vandalism Repairs:

Repair of our badly vandalized field actually started on October 1st, the day after its discovery. A total of 29 members worked over a period of 8 days to repair the damage; this included the 26 members attending our two work parties.

Nine members made it to BOTH Work Parties. These are the italicized names listed in the first 3 rows of each Work Party under 'Field Maintenance'.

Gregg Clement made BOTH work parties plus made repairs on 2 other days; one day, Joan, his wife also helped.

Tony Severino made repairs on 3 days.

Neil Stokes, as he had done previously, again used his pickup truck for carrying dirt. He did this for BOTH Work Parties plus he made repairs on another day.

Phil Tomeo brought his tractor for BOTH Work Parties and thereby provided a huge help over our what we could have done with our single working tractor. (One of our tractors was out of action during these vandalism repairs.)

(Let me know if anyone involved in the field repair work was missed or was improperly noted. Editor.)

**Reminder:** If you're not going to fly a plane, remember to park in the visitor's parking area. This is especially important on our busier days when all the field benches are needed.

## A Few Flying Recaps:

Friday, Oct 7:

Rich Onorato maidenized his 81" T.F. Cessna 182. This beauty was from a kit; and, Rich also put in the complete cockpit - down to the seat belts & the map pockets and maps. Power comes from an O.S. .60 2-stroke which was obviously more than adequate from the way the Cessna easily lifted off without flaps. It flew faster than scale and performed rolls and other aero's very nicely.

Paul Gross flew his 71" Seagull SparrowHawk (which he had decaled with "Barrington Bullet") for its 3rd flight. Paul put a 1.60 twin cylinder 4-stroke in it and, to go along with the twin cylinders, installed redundant electricals including: twin Rx battery packs, twin power switches and twin receivers.

Sunday, Oct 9:

Don Romano maidenized his 65" Sig Mid-Star 40 powered with a .61 4-stroke. Don built it as a tail-dragger and said the kit went together real fast. The maiden went fine.

Joe Mauriello accomplished the maiden of Chris Green's big DC-3 with its two O.S. .75 2-strokes. The two engines sounded great; and, the plane was plenty fast. Gregg emailed his video of this flight to all.

Tuesday, Oct 18: Mazen Kachlan maidenized his 55" foam electric T-28 Trojan from NitroPlanes that came outfitted with retracts, flaps, powered cowl vents and lights. Mazen has only been flying a few months and it had only been small electrics 'til now. This was his first large plane and he flew and landed it without problem. Congrats!

## Engine Troubleshooting:

This newsletter includes a 5th page which has a set of engine troubleshooting diagrams. (Don't be too proud to look; the fewer steps needed to solve an engine problem, the quicker you're in the air and the less chance a prop has to bite.)

Compliments of Manny Martin.

## Model Building Site:

An interesting site for those into model building.

Compliments of Karl Kozuh:

<http://www.airfieldmodels.com/index.html>

## Aircraft History Tidbit:

For you RV lovers (i.e. RV-3, RV-4, RV-8, etc.) here's some history and related info.

Compliments of Marty Brodack:

<http://www.flyingmag.com/aircraft/pistons/vans-aircraft-and-those-amazing-rvs?page=0,4>

## Easy Beveling of Nylon Bolts:

You can bevel the first few threads of a 1/4" nylon bolt by using one of the little, old fashioned type hand-held pencil sharpeners. (Mine gets lots of use. Ed.)

Happy Flying,  
JJ

For the optimist, this hobby shows no quarter.





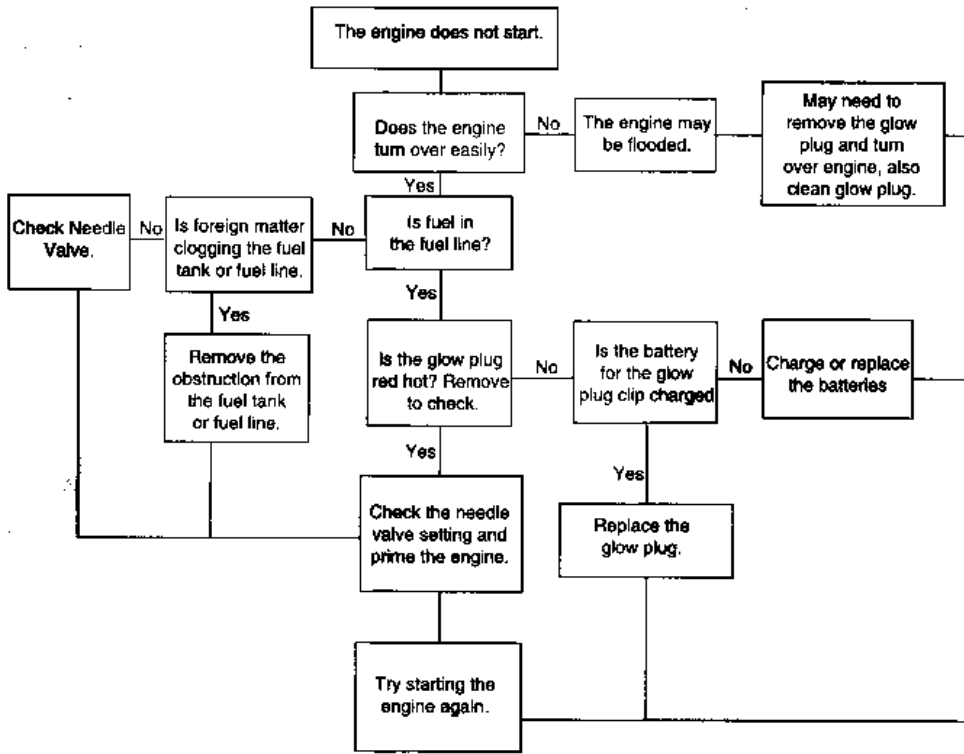


Bill Froeder's 65" T.F. P-51 with 1.20

# Engine Troubleshooting Diagrams from SuperTigre Instruction Manual

Engine problems are the "times that try men's souls" because we're at the field to fly, not to troubleshoot engine problems. When engine problems occur, most all of us know what to do but we don't always do it in the proper sequence. These diagrams can act as a guide or at least a sanity check as we're plodding through the troubleshooting. Be careful, watch those spinning props!  
(Compliments of Manny Martin.)

Engine Troubleshooting Diagram



Engine Troubleshooting Diagram

