

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

Web site - www.wjrc.org



Date September 7, 2011

Editor JJ DeLucia
jjdl@verizon.net
856-845-5469

AMA Charter # 729

Boodys Mill Road GPS: 39.77425 -75.204722

WJRC Page 1

Minutes of the West Jersey R/C Club August 9, 2011

Due to the insufficient number of members we did not meet quorum to have an official meeting. The unofficial start was at 8:15 pm. There were no minutes read from the previous meeting or treasurer's report given. The president talked about some of the events scheduled, Cat Sunday 8/14, Gas Engine Sunday 8/21, Bull Meeting 8/23, Multi Engine Sunday 9/11, next regular meeting 9/13, "Ray McCloy Memorial Picnic" 9/18 and Helicopter Sunday on 9/25. The president said to make plans to come out to the picnic and bring your family and planes. Food will be available and bring a dish if you can. The field is in good shape thanks to some of the members stepping up and cutting the grass on a weekly basis. Neil mentioned that he read an article regarding home owners insurance covering the loss of planes and equipment. Make sure to check your policy and verify that you have the proper coverage for your equipment. The meeting ended at 8:25pm.

Respectfully Submitted,

Neil Stokes WJRC Secretary

Field Maintenance:

Without a properly maintained flying field, there is no flying club. We owe thanks to the below individuals for spending their time and efforts in maintaining the condition of our field over the past month.

Jul 25: Neil Stokes spot-treated for weeds.

Aug 5:

Karl Kozuh cut the field and serviced a mower.
Mark Schools dragged the field.

Aug 10: Neil Stokes cut the flying field; and, spent time weeding on two other days.

Aug 11: Mark Schools cut the parking area, trimmed the hedgerows and dragged the runway.

Aug 13: Repaired vandalized areas of field:

Gregg Clement Don Romano
Mark Schools Neil Stokes.

Aug 18: Work Party to repair badly vandalized areas:

Mark Schools Bill Froeder Gregg Clement
Steve Althouse Neil Stokes Ray Buseman
Karl Kozuk Bruce Sheppard Don Romano
Tony Severino Rich Onorato JJ DeLucia

Special thanks for extra efforts in the above work to:

Mark Schools who spent several hours over 2 days.
Gregg Clement and Bill Froeder for 3 extra hours each.

Aug 24: Neil Stokes replaced all blades on the Scotts mower and one blade spindle assembly; then reassembled the mower.

Aug 24: Neil Stokes cut the field and dragged the runway.

Aug 30: Tony Severino and Don Romano cut the field.

Severe Vandalism of the Field:

Although vandalism also happened earlier in the year, in mid August our flying field was severely vandalized. The police are onboard with us; and, our club has started on the first plan of, if necessary, several plans of gradually increased complexity for ending the problem. To help, try to stay very aware of unfamiliar vehicles in the field area; make note of their descriptions and plates, maybe take a cell phone picture. Be discrete with any words or actions and don't approach them. Email any info to Steve Althouse.

Regarding the Field Repair Party of 8/18/11:

Only 12 members made it to help with this very large vandalism repair; consequently, it was significantly longer and tougher than usual for those who came. C'mon guys, our club can do better than that.

A Field Party is regarded as a serious endeavor by our club; it isn't just arbitrarily scheduled. Keep in mind that at a field party you do only the work you want, and you work only as long as you want. Every little bit helps and each member who shows-up provides a morale boost for all there. A field party is normally a 2-hour undertaking if you decide to stay the entire time.

A Courtesy at the Field:

This is by no means a club rule, but when someone is in the process of maidenizing a plane/heli, if it's practical, try to give them the field, if only for the early part of their endeavor so they can clearly hear and concentrate on their model. Of course this isn't always possible since the field may just be too busy for everyone to wait for the maiden, or, someone's visit to the field may be very time limited. Use your judgment.

Some Flying Recaps:

Friday 8/5/11:

Andre Askew attempted to maiden his beautifully done F-15 which he had built from plans; he hadn't yet applied its final paint or decals. The jet made a good takeoff run and liftoff; but, it was climbing too steeply. Andre gave a little down elevator, but the jet nose dived into the runway and unfortunately was totaled.

Barry Prather was flying his F-4 Phantom with Andre assisting when, due to its camo color scheme, he briefly lost it against the background. Barry, catching sight of it again in its final seconds, had Andre retract the gear and was able to belly it into the farm field. Fortunately, the jet only received a very repairable fuselage crack.

Thursday, 8/11/11: Tony Massimi had a plane go into the wooded area South of the runway. Gregg Clement used one of his planes to make a camera run over the area, but, didn't spot Tony's plane on the tree tops. Keep an eye out.

Friday, 8/12/11:

Dennis Buttocola maidenized his new .46 powered RV-8 without problem. During assembly Dennis had made several significant mods to the plane based on his and Mark Schools' experiences with this model. (If you're going to get one, talk to Dennis or Mark.)

Tony Severino and Joe Mauriello maidenized without problem Tony's new biplane, a Curtiss P-6E Hawk. The 76" wingspan, 13 lb plane is powered with a Zenoah 20.

Just as he throttled back on final approach Paul Gross's 1.40 powered SpaceWalker developed an engine problem that caused the plane to suddenly drop. The plane got wedged very high in a tree just South of the field. Nature's elements finally brought down its remains a week later; the plane wasn't repairable.

Saturday, 8/13/11: Freak Prop-strike Incident:

(Just to make it clear, the prop did not strike a freak.) During a windy landing, a plane's APC prop struck the ground and broke, sending about half the prop approximately 20 yards to a tent in the Pits where it ricocheted twice then struck a club member. The member wasn't injured but was smartly struck in the shoulder area. Another reminder on props a-spinin.

Tuesday, 8/23/11: This evening, Mark Schools put the 155th flight on his OS .55 powered RV-8. Due to previous problems, he had to make some important mods to the plane to better its reliability. Mark has kept track of flights the easy way, by writing them on the plane with a black marker; I'm sure you've seen it.

Wednesday, 8/31/11: Dave Morgan (Big Cub), with a little assistance from Bill Froeder and Don Romano, maidenized his nicely detailed 1/3 scale, Balsa USA, Super Cub. The plane has a 144" wingspan (yes that's 12 ft.), Zenoah G-62 and Hi-Tec 645 metal gear servos (133 oz-in). After a few taxi runs, Dave sent the big ship skyward in a smooth takeoff for the first of two picture perfect flights. Dave's no small fry, but with him under its wing, the photo below gives an idea of just how big this plane is.

Friday, 9/2/11: Stearman Pummeled by Dirt Devil:

Rich Onorato had just touched down his 68" 1.20 powered Stearman. It was rolling along quite smartly when it suddenly spun and overturned. Rich wondered, "What the heck did I do?". But several members immediately identified the culprit as a dirt devil going right down the runway opposite to the plane's direction. The plane's lower wing block was broken loose during the scuffle, putting it down for the count.

Thanks to: Tom Goraj for submitting the below email on a lesson learned while troubleshooting a problem with his Aeroworks 30cc Edge.

JJ, you asked for us to share experiences so I thought I would share this one. Lately It seems like I only get an hour or two a week to fly and It's usually on Friday night.

Last Friday I went out and as usual, the DLE 30 started right up. Soon after getting into the air it sputtered and stalled. I assumed I might have fouled the plug because while setting up, I accidentally ran smoke fluid into the muffler without the engine running. I changed the plug and tried again.....same thing. When it landed I saw that a chunk was missing from my prop. Hmmm, not sure how that happened but maybe that was the cause of the poor running engine? I Replaced the prop but that didn't fix it either. The plane flew for a few seconds then stalled. At this point my wife asked "why don't you look under the cover at the gas tank, maybe it's not getting any gas." Why would I do something logical like that! It flew fine the last time I had it out. I'm going to try it again, maybe I got smoke fluid in the crank and it just needs to be burned off. Looking back I realize this is dumbest damn thing I ever heard of considering NO SMOKE WAS COMING OUT OF IT!!!!!! So I start it up, taxi out and take off. Or at least I try to take off. The plane got high enough into the air so that when it stalled, it just fell like a stone without any hope of gliding. That it did, ripping the landing gear off and destroying the firewall.

So while I was taking the thing apart to take home, I noticed the klunk was wedged into the corner of the fuel tank in a spot where even at a slight angle it would draw only air, thus causing my sputtering and stalling. I'm kicking myself for not looking deeper, for just assuming something. All I can say is it's a lesson learned.

See you out at the field !
Tom Goraj

Footnote On Above Fuel Line Problem:

Because I make a lot of shall I say 'heavy duty landings', I make the in-tank fuel line of most of my planes as shown in an included photo. I've had good luck with it preventing the fuel line from doing what happened in Tom's plane. The large tubing, which is plastic, works ok because I use only glow fuel. Also, you'll want to securely anchor the large tubing to the clunk. I'm open for comments on this. Editor.

Health Related: Chigger Bites

At least one member recently received a large number of chigger bites around the lower legs after spending a small amount of time in the wooded area. These almost microscopic insects like damp, shaded areas and typically bite at temperatures between 60 and 100 F. DEET or mosquito repellent works against them. Below is a site with plenty of helpful info on the problem: http://www.medicinenet.com/chiggers_bites/article.htm

A Member's Comment:

(Let me know if you'd like your comment included here. If you so choose, it can be shown as anonymous, as the below is. Editor)

Comment from: 'That New Guy':

If frequent or infrequent field damage continues, maybe we should think about having a landscaper on-call. We'd pay a yearly flat fee and then just call when needed for an immediate response. If you've rarely, or never picked-up a rake or a shovel at a field party, don't complain about the costs of keeping the field in good shape.

Happy Flying,
JJ

The experience was worth a million dollars but I wouldn't give a dime to repeat it.

Dammit Jeb, I told you stay away from the wheel barry, you don't know nuttin 'bout machinery.

He who hesitates is lost, but..... the second mouse gets the cheese.



