

**President** Steve Althouse  
**Vice President** Joe Mauriello  
**Secretary** Neil Stokes  
**Treasurer** Bob Lanard

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



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## Minutes of the West Jersey R/C Club July 10, 2012

The meeting was called to order at 8:08 pm by club president Steve Althouse with 21 members and prospective members in attendance. The minutes of the June meeting were read by the secretary and accepted by all present. Bob Lanard gave all transactions on the checking account with an ending balance as of June 30th. Mr. Lanard also gave the activity on the Vanguard fund and the ending balance as of June 30th. All members present accepted the treasurer's report as given. Vice president Joe Mauriello took a role of prospective members with Sheldon Parker attending his third meeting making him an official voting member, he was welcomed with a round of applause. Dan O'Hare and Matt Engelhart both sat in on their first meeting. Mr. Mauriello reported that the club is now at 93 members. Bob Aleardi gave the field report and said that the grass is burnt and does not need to be cut as often. Mr. Aleardi said he is still dragging and rolling the runway and will spray the runway to get rid of any weeds. Bob said he took the plow off the Craftsman mower due to needing work and the Scotts mower needs to have the belt for the blades replaced. Bob also wanted to thank all of those who have helped out with the work need at the field.

### Old Business

The president reminded everyone that the "Rick McIlvaine Warbird Sunday" is on July 15th (postponed to Aug 5; Ed.) starting at 11:00 am. This event is open to all warbirds and other clubs as well with food available for sale. The president said that the display for the Philadelphia Airport will have about 14 different aircraft from club members. JJ DeLucia put together a CD of many pictures for them to use while Paul Gross and Tom Voorhis along with their wives wrote a real nice article about the club to go along with the display. Steve said that once the display is done they will have pictures taken which should be passed along to the club. Steve said

that when the display is done and pictures are taken he would contact AMA to get club recognition. Cat Sunday is August 12th and Gas Engine Sunday is scheduled for August 19th.

### New Business

The "Ray McCloy Memorial Picnic" is September 16th with plenty of food and drinks available along with flying and camaraderie. There was an email sent that a landscaping company would offer to cut the grass once a week for \$100 or two times a week for \$75.00 each, the club voted not to pursue this due to cost. Bob Lanard asked that due to low turn out do we want to have a meeting in August, majority present agreed to have the meeting.

With no further business Bob Lanard ran the 50/50 with Neil Stokes winning \$9.00. The Bull Meeting is July 24th and the next Regular Meeting is August 14th.

The meeting was adjourned at 8:28 pm.

Respectfully Submitted,

Neil Stokes WJRC Secretary



**Field Maintenance:**

Continued improvement is the name of the game thanks to the efforts of Bob Aleardi. His application of weed and grass killer and frequently dragging the dirt part of the runway has it about as smooth as a you know what. Although the grass has had a number done on it by the extreme heat, it's posing no problem for our planes. Bottom line, the field's in great shape!

**A Little of July's Flying Field Action:**

Tuesday, 7/10/12:

There were two planes that especially caught my eye today. Rich Onorato had a sleek pattern type called a "Dash 5". I believe it was put out by Yoshioka. With retracts and powered by a .61 2-stroke, it was really fast! When it came by with its gear up, you'd agree "sleek" was the word for it. (Got word that Rich recently sold it.)



Paul Gross had a great looking, great flying Spitfire. He trimmed it in yellow to see it better; and, as always, his super low passes were awesome with it.



Wednesday, 7/25/12:

Bumped into Bill Faust for the first time in awhile. He was flying a nicely done 46 size he had scratch built. It's styled after a Stick Ultimate; although, Bill calls it his

"Billy Club" (Get it? Club - Stick). After putting a lot of time internet searching, he put together his own set of specs and throws which were all working just fine as I watched. I was surprised when Bill said this was only his second plane following his trainer; his flying was impressive.



**Rick McIlvaine Warbird Sunday (8/05/12):**

We once again owe a very big "Thank You" to **Kim Morgan** and her mom, **Ramona** for the great amount of work they did. Additionally, it was no small task putting up with that kind of heat all day.



"Thank You" also to the others who helped make the event as enjoyable as possible: Paul Gross, Neil Stokes, Bob Lanard & Andre Askew. (My apologies to anyone who was missed. Editor)

Our warbird event had to be postponed a couple of times due to the weather; but, it finally happened. There were a fair number of flyers and planes; but, there were a whole lot more spectators, including the family of Rick McIlvaine, as well as others from outside our club.

Although weather predictions had been acceptable, it turned out to be unusually windy for a hot August day. The more brave flyers took their planes up; but, the winds presented a significant challenge. As the afternoon wore on, the wind along with the high heat and humidity shortened the stay for just about all.

### AMA Magazine Gives Heads Up on TFRs:

The August issue noted that with this being an election year, there'll be an increase in the number of Temporary Flight Restrictions (TFRs). As November draws closer you may want to check your email for any TFRs before loading up your vehicle for the field.

Same AMA issue: Regarding the 34' sailplane photo at the bottom of page 145. That's one tough hand-launch.

### Helpful Hint ..... Maybe:

Some months back, an article herein suggested inserting a #2 cap screw (i.e. Allen head) in a needle valve to allow for carb adjustments in fully cowled planes. But, I found a #6 cap screw worked best because this larger size gives the wrench a more secure fit, especially with a running engine. The OS 110 in my Aeroworks Edge had presented a problem with the end of its needle valve coming just even with the surface of the cowl. So there was no access to the needle valve or its set screw. The cap screw setup did the trick; it also allowed for easy removal & install of the cowl.

### Help Protect Our Groundwater:

Take old rechargeable batteries to a collection facility. (Township trash centers and stores that sell them usually accept them.)

Take old medications to a pharmacy.

### Same As Always:

Send me anything you think is newsletter material, whether its regarding: general flying experiences, experience with a specific plane, helpful tips, general ARF or kit info, etc.

Happy Flying,  
JJ

If I were two-faced, would I be wearing this one?.....Abraham Lincoln

I met a guy who's addicted to brake fluid; he says he can stop any time he wants.

