

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

Web site - www.wjrc.org



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Minutes of the West Jersey R/C Club November 13, 2012

The meeting was called to order at 8:00 pm by club President Steve Althouse with 35 members in attendance. The minutes of the October meeting were read by club Secretary and accepted by all present. The club Treasurer was not present so the President gave all the transactions on the checking account with an ending balance as of October 31st. All present accepted the report as given. Vice-President Joe Mauriello said that he took an application from Mitchell Wisneski who wanted to join the club but is unable to make the meetings at night. Mr. Mauriello stated that the club is at 94 members. Dennis Buttocola has volunteered for the Field Directors position to take over the maintenance at the field on grass and equipment. If you would like to help out please contact him for further details. Joe Mauriello presented the club with some information on mowers. The club voted and passes the purchase of a new mower.

Old Business

Club President Steve Althouse said that Fall Ducted Fan Sunday/Fast Plane Sunday had a good turn out with plenty of planes and great weather.

New Business

The Club Christmas Party will be on December 11th at 7:00 pm with the regular meeting following the party at 8:00 pm. Bruce Sheppard has taken on the task of preparing the food for this event. Dave Morgan has brought up the idea of having a commercial contractor come in to spray the dirt runway to get rid of the weeds and grass. Dennis Buttocola will check into it to see if this is cost effective. Paul Gross felt that the club should take another look at having new members attend three meetings before they are accepted. Concerns were expressed that

you need to meet and get to know the new member before turning them loose at the field. Club President Steve Althouse said that the first fly will be on January 1st at 10:00 am. Bob Bradshaw will oversee this event and coordinate the frequencies for those who wish to fly. Nominees for club officers were picked and the new officers for 2013 are,

Secretary: Neil Stokes
Treasurer: Brian Beer
Vice-President: Bob Demola
President: Joe Mauriello

The Treasurer was not present so no raffles were drawn. The next Bull Meeting is November 27th and the next Regular Meeting/Christmas Party is December 11th. The meeting was adjourned at 8:48 pm.

Respectfully Submitted,
Neil Stokes WJRC Secretary

Payment of Dues:

If you plan to pay your 2013 WJRC club dues (\$60.00) at the next meeting (Tuesday 12/11), please bring proof of your 2013 AMA coverage. This is required to be shown before you can renew your 2013 membership.

Neil Stokes will be accepting membership dues in my absence at that meeting.

Thank you,
Joe Mauriello

The Christmas party begins at 7PM on Tuesday 12/11/2012

Shoe Goo for a Leaking Fuel Container:

Here's my own experience: The leak was at the bottom of the fuel jug. With the container upside-down, I cleaned the leaking area, applied Shoe Goo then let it cure overnight. Next day I righted the container and left it in an undisturbed area. Sitting in that location, it didn't leak for two weeks; by then I had an empty jug for transferring the fuel to. Don't know if this "fix" would've held-up through normal use. Let me know of other fixes. (Ed.)

Helpful Weather Link for Flying:

Here's a link to the Accuweather Visible Satellite webpage. It shows, in fast motion, the changes in cloud cover over PA and NJ for the previous hour. It can give you an idea of whether the cloud cover will improve or worsen as the day progresses.

<http://www.accuweather.com/en/us/pennsylvania/satellite-vis?play=true>

Some Flying Recaps:

11/11/12 Fast Plane / Ducted Fan Sunday:

Ducted Fan Day had been postponed, due to the weather, so many times that it finally ended up along with Fast Plane Day. But, there were no problems flying on a day like this - a cloudless sky, light wind and a temperature in the 60's; it brought lots of flyers out. Something was always airborne and often there were 4 planes aloft.

Andre Askew, as well as the rest of those present, had hoped to see his bright red Terminator jet with its 30-pound thrust gas turbine on its maiden voyage. Because Andre doesn't yet have a turbine waiver, the maiden was to happen with the help of Paul Gross and a buddy box. Well, guess what? No buddy box. So, no flying the turbine today. Next time for sure.

Thursday, 11/15/12:

With a high temperature forecasted for the upper 40's, it was a chilly flying day. There were 3 flyers: Bob Leonetti, Sheldon Parker and myself. We each got in a few flights. On a previous day, the OS 60 in Bob's Top Flite Contender 60 (a kit he built) had occasionally been fed air bubbles, causing several dead sticks. Not something we ever want; especially with a brand new plane. Bob then did quite a bit of fuel system troubleshooting. But, the occasional bubbles were still showing up today, causing another dead stick. After more troubleshooting at the field, he left with the idea of doing some ground tests utilizing a separate fuel tank, lines and needle valve. Bob had done a beautiful building job on the plane; and, he said that after covering, it took almost 70 feet of pin striping to complete it. (photo next page)

Fast Plane / Ducted Fan Sunday photos



Andre Askew with his turbine-powered Terminator (red).



Bob Leonetti with his Contender 60



Fast Plane / Ducted Fan Sunday photos



Saturday, 11/17/12:

There were about 8 flyers here through the day, along with a solid blue sky and a moderate crosswind.

Paul Gross maidenized his Four Runner. He built the plane from plans during the 2 month period he was getting cataract surgery and waiting for his vision to normalize. Paul put an older Saito 90 twin cylinder in it. When new, the 90 had lackluster performance; so, shortly after he got it, Paul replaced its cams with ones he'd modified from a Saito 100 twin cylinder. He also modified the 90's valve guides to accommodate the much higher lift cams. Power output was significantly increased. The nicely done, teal green and silver Four Runner with Army Air Corps markings and the 90 twin was almost as fast as my little Escapade. For a plane its size, that's movin'!

Paul's Four Runner with modified Saito 90 twin



Barry Prather's He-162



Saturday, 11/17/12: (continued)

After flying his 90", 120-powered L-4 (Cub), Mark Schools decided to take a little breather and fly his 30" Gemini biplane (foamy). Surprise....two minutes into the flight, the upper wing abruptly tore off. Seemingly unflustered, Mark landed the new born monoplane without further incident. Then, he immediately had it takeoff again because it could. It was a sight!

Friday 11/23/12: Day after Thanksgiving:

A big turnout of flyers. Don't take my word for it; look at the photo just opposite.

Joe Mauriello successfully maiden'd his big new Yak 55. Gregg Clement sent out separate videos of it, Paul Gross' FourRunner and Andre Askew's F-15.

Well, not only is it still flying, but the RV-8 owned and operated by Mark Schools made it through its 300th flight today. Note the "300" on the wing tip. Mark demonstrated one sign of the plane's weariness - the wings flex noticeable if you use them to lift the plane. Mark says, "It's very close to retirement." As he has annotated on the airframe, it's been repaired with everything on-hand, from lots of Gorilla Glue to popsicle sticks to.....?

Bull Meeting, 11/27/12:

About 12 or so members made it for coffee, donuts and lots of aircraft talk; and, there were a couple of helis flying around to boot.

Karl Kozuh brought a unique 68" twin engine. Below is the info he sent per my request.

It's partially from a Super Sportster 60 from back in the 90's. Came as a kit (that's a big box with lotsa balsa wood, which assembles into an airframe, for you newbies:). It was my third SS 60 single engine (An ASP .75) which flew great for a couple of years until the wing blocks let go and it went into javelin mode. Took a day to find the undamaged wing (in a tree at Sharpies), while the fuselage was rekitted from the canopy forward. Ran across an article (RCM Plan Service # 930) for a twin Sportster 40 conversion, using two .25's. Got a calculator and scaled it up for a 60. Wing span grew 4" to 68" (parts from crashed Sportster #2) and fin/rudder enlarged 20%. A few other changes but that's about it. Karl with a K

WJRC CHRISTMAS PARTY.....

.....will be Tuesday, Dec 11 @ 7 PM. Regular meeting immediately afterwards at around 8 PM.

2013 First Fly Race:

Of course it's on Jan 1st, that's a Tuesday. This race only lasts about one thrilling minute; but, it's loads of fun to watch. There's usually a good turnout of members and lots of laughs. If you can make it, you'll enjoy it.

Happy Flying,
JJ

From Steven Wright:
What's another word for "thesaurus"?
If you tell a joke in the forest, but nobody laughs, was it really a joke?

The day after Thanksgiving: (a busy place)



Mark Schools' RV-8 just after completing its 300th flight.



Karl Kozuh's Super Sportster 60 twin conversion

