

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

Web site - www.wjrc.org



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Minutes of the West Jersey R/C Club November 12, 2013

The meeting was called to order at 8:06 pm by Club President Joe Mauriello with 35 members and prospective members present. The President wanted to thank all of those who came out early to renew their yearly dues. The minutes from the October meeting were read by the Secretary and accepted by all present. Club Treasurer Brian Beer reviewed all of the activity on the checking account and gave an ending balance as of October 31st. Brian Beer said he should have the report for the operating expenses completed and will go over it at the December meeting. Vice-President Bob Demola reviewed the club's membership with John Holcraft attending his third meeting and becoming a full voting member, John was welcomed with a round of applause. Chris Maruzzi, Ryan Schurman, Tom Schurman and Jeff Frazier all attended their first meeting. Bob Demola said the club is now at 105 members. The President wanted to remind everyone that you need to have a current AMA and renew your membership by March or there will be a \$20.00 late fee attached to your dues. The President & Vice-President said that they are looking into the option of a decal for the back of your AMA card for club renewals. Dennis Buttocola said he will salt the runway again to help control the weeds. The runway had suffered some damage which Mark Schools and Dennis Buttocola both worked very hard to get it fixed. The President wanted to remind everyone that there is no taxiing in the pits, please carry or walk your aircraft to the flight line. Should you have a member from another club as a guest please let one of the officers know. Rich Onorato said it is your responsibility to make sure that the guest knows the rules of the club. The Emergency Sheets that JJ DeLucia made up have been attached to the pin pole and are in the blue plastic container.

President Joe Mauriello **is asking for instructors, if you can help out please see him.** New members please set up a day and time with an instructor before coming out to the field so that it is not a wasted trip.

Old Business

Fast Plane Sunday has been moved to November 17th. The President said he wanted to change the event schedule around for the 2014 year. He will discuss this in the early part of next year as well as the Fun Fly event. The club Christmas Party is December 10th starting at 7:00 pm with the Regular Meeting following the party.

New Business

Bob Bradshaw wanted to let everyone know that the First Fly is on Wednesday January 1st at 10:00 am. Bob will send out rules and available channels for those wanting to participate. Leon Dobkowski said he went to the Jersey Coast Sport Fliers annual auction to check things out and said they had a lot of planes and equipment, he said keep this in mind for next year. The President reviewed nominees for club officers with the following up for election, Secretary: Neil Stokes, Treasurer: Brian Beer, Vice-President: Bob Demola and President: Joe Mauriello. With no further nominees for club officers the club voted to have those already in positions continue for the 2014 year. With no further business Brian Beer ran the 50/50 with Paul Gross winning \$20.00. The next Bull Meeting is November 26th and the next Regular Meeting is December 10th following the Christmas Party.

The meeting was adjourned at 8:40 pm

Respectfully Submitted,

Neil Stokes WJRC Secretary

Runway Damaged by Vandals:

Vandals damaged both ends of the runway by doing 'donuts' with a vehicle on it. This probably occurred on Friday evening (Nov 8). Neil Stokes dragged and rolled the runway to improve its condition.

WJRC Needs More Instructors:

To elaborate on what Joe Mauriello said at the meeting: Its often difficult for new members to find an instructor at the field. This isn't good. When starting out in this difficult hobby, ready access to flying guidance is crucial for a smooth, steady improvement to get to solo in a reasonable time. As an established club, flying instruction is something we must provide. The more instructors we have, the more flying can be done by all involved. Instructing is important club work; and, helping someone along in this fashion is rewarding - ask any of our instructors. Please consider it; and, if you feel you can contribute, submit your name to any club officer.

Some Flying Recaps:

Saturday, Nov 9: Windy and 51deg for the high; but, several members made it. Tom Goraj flew his 100cc Extra and Don Romano flew his 88" Tiger Moth biplane. Considering the winds, to me, these represented some pretty courageous flying. Brian Beer flew his Ultimate biplane - again, a plane not for the faint of heart on a day like this. Sheldon Parker had his Escapade and other planes airborne. Mark Schools flew his RV-4. I flew my Chipmunk; two good flights and I was satisfied its engine was back to working OK. This plane almost lands itself.

Monday, Nov 11: Veterans Day A westerly crosswind and partly cloudy sky; there were just 3 flyers. Marty Brodack flew his newly acquired 62", 46-powered Slo Poke (photo right) and a 70", 75-powered, custom Stick-type. Rich Oakes flew a beautiful, 40-powered, custom Ultra Sport he built (photo right) and which he'd just taken out of a 31 year retirement! I flew my windy day plane, a 63", 61-powered SuperKaos. Actually, the crosswind treated us pretty well today; we had a nice afternoon of it.

Sunday, Nov 17: Fast Plane Sunday Not a real big turnout with the cloudy weather. Ed Mortimer had a nice looking P-47 Thunderbolt in "civilian colors" (photo next page). Jay Honigman had a Flying Tiger P-40. Paul Gross had a YS-45 equipped F-20 (photo last page). We also had some Cubs at the field today - of course these were fast Cubs. I couldn't make it, so I called Paul Gross for an accurate update. Paul said that, hands down, he ran away with the "Fast Plane Award". I trust his word implicitly when it comes to these things because Paul is always very objective.

Training Day..... or Boxing Buddies

Paul Gross instructing Bill Pinto

Tom Voorhis instructing Rick Lawn



Marty Brodack's Slo Poke: (photo from Sheldon Parker)



Rich Oakes with his custom built Ultrasport:



Correcting Cockeyed Servo Arm Orientation:

Ever find that the fingers of a servo arm aren't perpendicular or parallel to the servo's sides when the servo is at its "0" point? Well, for standard size servos it's easily corrected.

Let's assume your servo arm has 4 fingers on it. If the finger in the location in which your interested is improperly aligned to the servo, mark that finger. Remove the servo arm, and reinstall it so there's a different finger in that original position. If it's still not in the desired orientation, repeat until you've tried all 4 fingers. One of them will come out parallel or perpendicular to the side of the servo. Doing so reduces the need for sub-trim and allows for more travel and for more balanced travel on both sides of the servo's "0" point. That finger is called the "primary finger" and is usually marked as such by the manufacturer (described further below).

Basically, the above technique works because the arm's internal spline has an odd number of teeth and the arm has a very limited number of fingers (4 in this case). The spline teeth are manufactured rotationally offset from the finger centerlines such that the spline-to-finger orientation differs for each finger by roughly a couple of degrees.

How to identify that "primary finger" on a servo arm:

- Futaba servo fingers are labeled "1" thru "4" with the primary finger being "1".
- Hitec has no identification because Hitec uses an even number of splines; so, 2 of the 4 fingers will be correctly oriented at the servo's "0" point.
- JR has a raised dot on its primary finger.

Be sure to use servo arms specified for your servo;

because, the number of splines differs between manufacturers. (Don Romano first told me about this a little while back; his info saved one of my planes from an early grave.) The wrong arm may feel securely attached (as mine did); but, a spline mismatch here will probably lead to a big problem that ends badly.

- Futaba: 25 splines
- Hitec: 24 splines
- JR and Airtronics: 23 splines

Hang onto to a few empty fuel containers. It's an easy fix for one that's leaking. One member had all 4 containers leaking in one fuel case. (Otherwise, I've found that ShooGoo works OK for these leaks.)

Andre Askew servicing his Patriot:

(photo from Sheldon Parker)



Jay Honigman's foam F-16 that he does 3D-ing with.

(photo from Bob Werner)



Ed Mortimer & his P-47 with Jay Honigman assisting:

(photo from Sheldon Parker)



A lost plane beeper can save a lot of time and \$\$\$:

Note: All of these are for 4.8 volt setups.

From Tower Hobbies: Hobbico Air Alert:

<http://www3.towerhobbies.com/cgi-bin/wti0001p?&l=LXSZ87&P=7>

From HobbyKing: two types (real cheap)

Turns-on after 60 seconds, as the above one does:

http://www.hobbyking.com/hobbyking/store/_13064_Signal_loss_Alarm_Lost_Plane_Finder.html

Turns-on from a manually actuated transmitter switch:

http://www.hobbyking.com/hobbyking/store/uh_viewItem.asp?idproduct=14521

(Please let me know if you come across other items that look good. Thanks, Ed.)

WJRC Events:

Christmas Party Tuesday, Dec 10 @ 7 PM; followed by Business Meeting @ 8 PM

Bull Meeting will be not held in December

First Fly Race: Wednesday, Jan 1 @ 10 AM

Contact Bob Bradshaw to enter.

(Remember, there's no postponing of this race. The only way doesn't come off is if Jan 1 never happens. It's too much hilarity to miss.)

Hope you have a Great Christmas and that your New Year is a happy and peaceful one.

Happy Flying,
JJ

Paul Gross, Bruce Shepard & Dave Tracey checking out Paul's F-20: (photo from Sheldon Parker)



Don Romano with his 30cc, 88" Tiger Moth:



Warm weather shot:

Joe Mauriello & Tony Severino addressing a P-47's with Chris Demola looking on and Bob Demola just ignoring it all.

