

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

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



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WJRC Page 1

## Minutes of the West Jersey R/C Club June 11, 2013

The minutes were typed from notes taken by Treasurer Brian Beer. The meeting was called to order by club President Joe Mauriello with 25 members and prospective members in attendance. The minutes of the May meeting were read by Brian Beer and accepted by all present. Club Treasurer Brian Beer gave the report on the checking account with an ending balance as of May 31<sup>st</sup>. All present accepted the treasurer's report as given. Vice-President Bob Demola went over prospective members with Richard Lawn and David Tracy attending their third meeting and becoming full voting members, while John Konzik sat in on his second meeting. Mr. Demola reported that the club now has a membership of 97 people. Dennis Buttocola said the new mower is working out great and is a joy to ride. Mr. Buttocola reviewed the suggestion of making a taxi way from the pit area to the runway, he felt that a taxi way was not a practical idea because it may create too much of a bump between the grass and dirt. Some safety guidelines were brought up regarding no taxing in the pit area, please carry or wheel the plane to the runway. After landing do not taxi back into the pit area carry or wheel the plane back.

### Old Business

Bob Lanard delivered the S&W fuel orders to the field on Saturday June 1<sup>st</sup>. The club Flea Market went well with proceeds of \$230.00 going to the club.

### New Business

Chris Green has volunteered to oversee the Fun Fly event. He has come up with 6 good ideas but wants to narrow it down to 3 events and still do it safely. If you have comments, ideas or would like to help please contact Chris Green. Warbird Sunday is set for July 14<sup>th</sup> and

there will not be any food served at the event this year. It was voted on and passed to have a spotter with the pilot at the Warbirds event this year for the safety of pilots and aircraft. Paul Gross expressed his thanks to Bob Lanard for all his efforts in getting the fuel orders together. Brian Beer ran the 50/50 raffle with David Tracy winning \$22.00.

With no further business the meeting was adjourned  
Respectfully Submitted,

Neil Stokes WJRC Secretary

### Something to Consider at the Field:

If you think you're the first to the field following bad weather, and you have a smart phone, consider sending an email regarding conditions to the other members.

### Address for Emailing All WJRC Membership:

Some of our newer members may not know that, if you want to send an email to all WJRC members, use: [wjrc.members@lists.axiomagic.com](mailto:wjrc.members@lists.axiomagic.com)

**Remember: Sunday July 14 WJRC Warbirds**



**A WORD TO THE WISE - TICK PROBLEMS:**

(Email from Marty Brodack reminds us to stay aware.)

Hi JJ,

Do you know what is worse than leaving an airplane in a tree after working very hard with your friends to get it down? Not getting it down AND getting a tick on the neck. I just got back from the doctor who got it out. The tick was unbelievably small and it had burrowed all the way under the skin. Everybody should be careful going into the woods.

Regards, Marty

(Editor: General recommendations are to use an insect repellent containing at least 23% Deet for tick protection. Have it ready in case you need to enter the brush; it's cheaper than a doctor's visit.)

Adult Deer tick:



Photo from Sheldon Parker:  
Bob Kotter and Don Romano getting it ready:



**Another Website with Weather Forecast Info:**

I get a little fanatical when it comes to checking weather forecasts. Here's a little more fanaticism. The regular National Weather Service (NWS) website has a link to a much more detailed written description of the day's forecast. The nice thing is that it often includes a prediction for the likelihood and the speed of wind gusts - something few of us treasure during landings. (Along that same line, our May Newsletter included a link to the Accuweather website which also includes a wind gust prediction.)

The NWS webpage with the above detailed description can be found by going to the regular NWS site (1st webpage link below); then, look about half way down its right side, to just below "Forecast Details", and select the "Forecast Discussion" link. On the page it sends you to, the "Discussion" for the day's weather usually starts with the 2nd big paragraph which usually starts with the words "near term". (The 2nd link below will give you a quick look at that page.) Don't get put off by the jargon; if they're predicting gusts, you'll spot it.

Here's the regular National Weather Service page for our flying field area:

<http://forecast.weather.gov/MapClick.php?lat=39.81486542536203&lon=-75.234375&site=phi&unit=0&lg=en&FcstType=text>

Clicking the described "Forecast Discussion" link on the above page, will bring you to this page:

[http://forecast.weather.gov/product.php?site=NWS&issue\\_dby=PHI&product=AFD&format=CI&version=1&glossary=1&highlight=off](http://forecast.weather.gov/product.php?site=NWS&issue_dby=PHI&product=AFD&format=CI&version=1&glossary=1&highlight=off)

**Plane Info for Some Newer Flyers:**

Sheldon Parker has advanced his flying abilities considerably, and that's with much less than a year under his belt. Although it's pretty agile, he gotten to like the 40-size Great Planes Escapade which is fast becoming his favorite.

<http://www.greatplanes.com/airplanes/gpma1200.html>



**Field Recaps:**

Monday, Jun 17: (email from Sheldon Parker)

Nobody but me at the field today from 10:30-12:45 this morning. Perfect sky and almost no wind. I did the Escapade maiden without incident and 3 more flights after that. The needle valve on the OS 46 seems to be leaking so I will be working on that soon. The engine stalled on the last flight about 100 yards from the field and 150 ft high. That resulted in the smoothest landing of the day right down the middle of the runway. But I quit after that. No need to press my luck. That plane is an absolute blast to fly. I was landing a little hot and caused bouncy landings. The dead stick landing was a lesson in just how slow it can fly and how a gentle landing is possible. Live and learn.

I visited an RC club in Ocean View, NJ (near Sea Isle) last Saturday. It's a much smaller field than ours, but the guys were very friendly and I saw a few cool planes. One guy had a hotliner with a 7 ft wingspan. Looks like a glider and must travel near 100 mph. It's got a lot of carbon fiber content. Not cheap, though. I think the airframe was \$400-500.

Sheldon

Editor: Shamefully, I didn't know what Sheldon meant by a 'hotliner'; I looked it up. Hotliner: Sailplane with at least ailerons and elevator having a potent electric motor capable of high speeds. As per RC Wiki:

<http://radiocontrol.wikia.com/wiki/Hotliner>

Thursday, Jun 20: A nice sky, nearly no wind, 80 degrees and low humidity. About 8 or so fliers present, some of whom were: Barry Prather, Tony Massimi and Bob Passarella. After helping another member, Tom Voorhis gave me a hand with a very balky engine on my Chipmunk. Bob brought a Bobcat and Paul Gross gave him a hand with it. But, stubborn mechanical problems kept it on the ground. Paul then took Bill Pinto's EasySport up and trimmed it out; then he gave Bill a flying lesson. Paul then attempted to maiden a plane to which Tony had done significant repairs; but, immediately after lifting off it went down into the runway and was out of action for the day. Paul then re-maidened my newly repaired and much strengthened el cheapo 38" foamy Extra. I was really sure of success because I knew I'd finally addressed all its weaknesses. Paul had it takeoff, then he trimmed it out and handed me the transmitter. That 1st flight went great; however, as I carefully landed it on its second flight ..... it fell apart - except for the strengthened parts. Yeah, I was really sure of success. Then Paul gave Marty Brodack a hand trying to retrieve Marty's plane from a tree; but, no luck. This was not an unusual day at the field for Paul. By the way, he did get just enough time for two flights on his own planes.

Saturday, June 29: About a half dozen flyers present on this humid 84 degree day. But the light winds made it tolerable and made for pretty nice flying.

Club President Joe Mauriello was at the field with a plane he said a lot of good things about including that it fly's great. It was his balsa/ply 53" ElectroStik (below). Joe said it has a 2-piece wing and carbon wing tube allowing quick field assembly; and, it came with pre-installed control surfaces and horns. Joe bought the Rx-R version that also included the motor, ESC and servos: <http://www.electrifly.com/largeelectrics/gpma7500.html>



Paul Gross maidenized his profile Hobby King carbon-reinforced foam 35" Sbach 342 (below). For \$56 plus shipping (USA warehouse), it came with motor, prop, control rods and horns. (HK gives special combo prices for associated parts if ordered with it.) Paul was very happy with the plane's performance.

[http://www.hobbyking.com/hobbyking/store/\\_40774\\_Sbach\\_342\\_EPP\\_3D\\_Airplane\\_with\\_Brushless\\_Motor\\_and\\_Propeller\\_900mm\\_ARF\\_USA\\_warehouse\\_.html](http://www.hobbyking.com/hobbyking/store/_40774_Sbach_342_EPP_3D_Airplane_with_Brushless_Motor_and_Propeller_900mm_ARF_USA_warehouse_.html)



**Cheaper Aluminum Spinner Setup:**

A lower cost way of setting up a safely attached Aluminum spinner on a glow engine finally hit me. It's about 1/3 the cost of a TruTurn setup, but certainly not of TruTurn quality. Hobby King aluminum spinners are pretty reasonably priced; but, I don't like the hardware supplied if I want to use them on glow engines. Here's the cost comparison:

TruTurn cost: 2-1/2" spinner (\$27), TruTurn adapter (\$8.59) Total: \$35.59

Cheaper Alternative cost: Hobby King 2-1/2 " aluminum spinner (\$6.76), Great Planes Adapter Kit (\$4.49), Allen bolt #10-32 about 1-1/4" to 1-1/2" - depending on spinner size (\$1) Total: \$12.25

- Two small mods are needed to the Cheaper setup:
- Reduce the bolt head O.D. enough so it fits into the spinner recess.
  - Open the spinner hole to 3/16" so the shaft of the #10 bolt fits though.

That's it. (If anyone has an even cheaper/ better way to go, please let me know and I'll print it.)

**Lipo Battery Safety Container:**

(Reprint from July 2011 Newsletter.)

The below link is to a website that shows how to assemble a container to safely store, carry and charge lipo's. It uses a military ammo box, a sheetrock lining and a plastic bag filled with sand to smother any possible lipo fire. At the end of the article is a video link demonstrating how the container safely contains and puts out a fire.

<http://www.mrcss.org/articles/9-howto/134-making-a-lipo-battery-bunker>

**Military Aircraft History Tidbit:**

Here's the aimpoint guide & bullet trajectory diagram used by P-47 ground crews for aiming its guns.

[http://upload.wikimedia.org/wikipedia/commons/9/95/P-47\\_gun\\_harmonization\\_1945\\_page\\_35.jpg](http://upload.wikimedia.org/wikipedia/commons/9/95/P-47_gun_harmonization_1945_page_35.jpg)

The above is from this P-47 page:  
[http://en.wikipedia.org/wiki/Republic\\_P-47\\_Thunderbolt](http://en.wikipedia.org/wiki/Republic_P-47_Thunderbolt)

**Reminders:**

- Business Meeting: July 9 @ 8 PM**
- Bull Meeting: July 23 @ 8 PM coffee, donuts, lotsa bull.**
- Warbirds: July 14 - Don't forget to bring your own water & food; there won't be a club cookout.**

Happy Flying,  
 JJ

My biggest worry is that, when I'm gone, my wife will sell all my planes for what I said I paid for them.  
 Bill Froeder

Paul Gross' F8F Bearcat with 240 twin:



'Thank You' to Paul Gross for all the field help he provides.



Photo by Sheldon Parker, caption by Editor:  
 .....and then there's the incorrigibles among us:

