

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



Date April 2, 2014

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AMA Charter # 729
Web site - www.wjrc.org

Boody Mill Road GPS: 39.77425 -75.204722

Minutes of the West Jersey R/C Club March 11, 2014

The meeting was called to order by club President Joe Mauriello at 8:08 pm with 33 members and prospective members present. The minutes of the February meeting were read and a change was made to the minutes that the late fee would be attached to any dues paid after the March meeting, not until the end of March. Treasurer Brian Beer reviewed the club's checking account and gave the ending balance as of February 28th. Vice-President Bob Demola evaluated the membership with Thomas Schurman and Chris Maruzzi attending their third meeting and being welcomed into the club while Brian Williams sat in on his first meeting. Rich Onorato asked if all new members get a set of the field rules (answer: yes) they are included with the membership application as well as on the club website. JJ DeLucia gave the field report with everything starting to dry out a little. The runway is still soft but overall good. He said the road in is very rough in spots so be careful. Safety Officer Rich Onorato said he is still looking over the decal for the field before it will be displayed. As a reminder, Jay Honigman and Bob Werner are Field Marshals, and the club is looking for more volunteers. The President said that safety is everyone's responsibility.

Old Business

Bi-plane Sunday is March 16th with weather permitting, Joe Mauriello said he would send out an email if it were to change. The President said the events schedule for 2014 has been moved around a little and is on the club's website.

New Business

Multi-Engine Sunday is scheduled for April 13th and Spring Ducted Fan Sunday is on May 11th; both events are weather permitting. ``Bob Lanard has determined that there was not a sufficient response to get a fuel order together for the supplier to deliver. Joe Mauriello said he is checking into other options and will let the club know at a later date. Some of the members that attended the Lebanon Flea Market said that there was a good turn-out with some great deals. With no further business Brian Beer ran the 50/50 raffle with Bob Leonetti taking home an extra \$27.00. The next Bull Meeting is March 25th and the next Regular Meeting is April 8th.

The meeting was adjourned at 8:30 pm.

Respectfully Submitted,

Neil Stokes



Flying Field Condition: It weathered the winter very well - no doubt helped by the work of Field Maintenance Director, Dennis Buttocola and a few other members nurturing it through the warmer weather.

Some Flying Recaps: (Well, here's one at least.)
March 16, Bipe Sunday: It seemed a lot colder than was even predicted; but, WJRC has some hardy flyers. The photos (compliments of Sheldon Parker) tell the temperature story. Bipe Sunday is sometimes seen as the unofficial start of the flying season. If that's the case, we had a tough start.

What Are You Working On?

You may want to consider sending an email to all members as to what plane(s) you're working on. It may prompt a member to info you with something pertinent; or, it may be just what's needed to poke another member into action. (Last month's newsletter has the address and info for emailing all members.)

Bull Meetings:

With the weather improving, here's a reminder about the Bull meetings. These meetings are THE place to get your questions answered - usually by more than one of our more skilled members and that's no bull. It's also THE place to learn from the questions of others. Bull meetings are held the 4th Tuesday of the month AND there's always coffee and donuts brought in by Paul Gross and Tom Voorhis. "Come on down."

Remember too, that if you have a question or a show-and-tell for a Bull meeting, it doesn't have to be about something big, as Paul Gross displays below.



Indoor Flying:

Some of us occasionally do indoor flying. This occurs at irregular intervals depending on the availability of the site. Most recently, it's been at the Moorestown H.S. gym. Email me if any questions. (Editor)

Bipe Sunday photos from Sheldon Parker
 Club Secretary, Neil Stokes prepping his Super Skybolt:



Tom Nicholas checking his 51cc Pitts Special:



Jay Honigman dismantling his Reactor bipe with yours truly yappin' away:



Make that Annual Aircraft Inspection:

Early in the flying season, with our flying skills probably still a little rusty from the winter layover, landing a plane that's suddenly developed a problem in the air can be worse than difficult. We can help ourselves avoid that kind of problem with a careful going-over of our aircraft: screws tight, control surfaces secure, batteries and electronics in good shape, everything well anchored, etc.

You may remember Dale Purkey had sent an email to all members back in early 2011 regarding the importance of an annual aircraft inspection. His email is here again (below) because it's not only a good seasonal wake-up call but also a great read. Enjoy.

Email sent by Dale Purkey in 2011:

Hello fellow flyers, I had a couple of oops moments at the field last week, one pilot oops and one maintenance. I thought I would share them, and possibly save someone else from losing a plane.

My engine was running very rough and seemed to be shaking back and forth more than I had ever noticed it before. So I shut it off and looked closely at it, intending to adjust it. One of the engine mount screws had backed clear out of the firewall until it hit the engine, two others were several turns loose. Woops! I took the engine off and tightened them up then went over the entire plane with screw drivers and allens tightening every fastener. It came to me that I used to do "my annual" on my planes the first flight of the year, checking the servo clips, screws, etc. Looking for holes or loose covering, holes in fuel lines, loose fuel stopper, cycling the battery several times and writing the mAh and date on the battery. Just making sure the plane was in top flying condition. I am going to start doing it again, We probably all should.

The other oops was a bad judgment call on the pilot, (me) I was doing touch and go's to get my landings right, and snagged a hole, and tore my main gear right off. With the plane still in flight!! As it flew by, I thought, "well might as well get a good flight in, it's the last one today. so I looped and rolled, and played around for the rest of the flight then, killed the engine and glided it in to a nice grassy spot. When I picked it up I noticed the battery hanging out of the hole where the gear had been. Just hanging by the wire lead. WWOOWOPS!!! again. It could have easily unplugged and fell off, letting the plane die an out of control death!!

I got away with a couple easily preventable mistakes that should have claimed my plane. I hope none of you follow in those footsteps!! Hope you got a good chuckle out of reading it and lets all do our Annual insp, before that next flight.

Good Flying Guys, Dale (The licensed airline mechanic who should know better.)

Photos from Sheldon Parker
Still Bipe Sunday but colder:
Ed Mortimer (yea, it's Ed) with his sharp looking P-47:



Jay and his .61-powered Seagull Razzle with assistance from Ed: (feel the warmth)



Jay briefly took control of Tom's Pitts and did a "walking-pace" flyby for a good photo:



Why We're Careful With Our Flying:

Here's another one from the past I think provides a worthwhile reminder.

The below chart numbers show why, besides being extremely careful, having the AMA insurance policy intact is extremely important. Notice that even a 6 lb plane can have 10 times a fast ball's energy - and close to twice that of a .357 magnum bullet.

<u>Item</u>	<u>Kinetic Energy</u>
95 MPH fast ball	97 ft-lbf
357magnum bullet	546
6 lb RC plane @ 70 MPH	976
6 lb RC plane @ 90 MPH	1,633
20 lb RC plane @ 70 MPH	3,293

Kinetic Energy is based on an object's mass and speed.

WITH THE ABOVE IN MIND:

Before walking out onto the runway, be absolutely certain that everyone has HEARD you're about to do it.

When you're on the runway, stay very aware of any planes in the air and if there's more than 2 try having a spotter watching for you. (An emergency landing of a dead-stick is a silent event.)

WJRC Planned Events

Business Meeting: Tuesday, April 8 @ 8 PM

Multi-Engine Day: Sunday, April 13

Bull Meeting: Tuesday, April 22 @ 8 PM

WJRC Flea Market Tuesday, May 27



Happy Flying,
JJ

PHOTOS FROM THE PAST FEW YEARS
Bill Froeder with his F-15, March 2012:



Barry Prather with his chrome P-51, July 2011:



Bob Bradshaw with his F-15, Oct 2012:

