
Date June 4, 2014

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



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Flying Field: Boody's Mill Road GPS: 39.77425 -75.204722

Minutes of the West Jersey R/C Club May 13, 2014

The meeting was called to order at 8:08 pm by club President Joe Mauriello with 30 members and prospective members in attendance. The minutes of the April meeting were read by the Secretary and accepted by all present. Treasurer Brian Beer gave the activity on the checking account with an ending balance as of April 31st. Vice-President Bob Demola reviewed the membership with Jeff Fraizer, Brian Williams, Jay Barker and John Horton all attending their second meeting while Dave Labelle and Scott Cole both sat in on their first meeting. Bob Demola reported that the club is at 97 members. Dennis Buttocola said the field is in good shape, the grass is being cut, and the runway has been dragged and rolled. Dennis said the mowers are running good and working fine. Dennis said he noticed a pin missing from the Craftsman mower from the grass deflector. If you find it before another mower does, let him know. Neil Stokes spoke to Mantua Twp. regarding Boody's Mill Road and the condition it is in, they have plans on grading and putting millings down but they are waiting for Gloucester County to provide the material from other jobs. As a reminder Rich Onorato is the Safety Officer with Jay Honigman and Bob Werner as Field Marshals. President Joe Mauriello went over some safety rules which we all must follow. Flying over the flight line IS NOT PERMITTED, the inside edge of the runway is as close as any plane (or any aircraft) flight is permitted to the pit area. He asked that everyone review the rules (<http://www.wjrc.org/ClubSafetyRules.pdf>) and ensure you adhere to them for ALL aircraft regardless of size or type. He wants everyone to have fun at the field but wanted to stress safety as number one importance. Joe also wanted to remind everyone that you must walk or carry your aircraft to and from the flight line, taxiing to the safety benches is not permitted for safety reasons. If you have a dead stick or need to go on the runway for any reason, verbally let all know your intentions and be careful. Jearl Waddell asked about the possibility of

putting up nets across the flight line by the pits. Paul Gross apologized to the club for flying over the flight line. New members and club-referred guests must have a current AMA and approval from one of the club officers before they can fly. The President said that all possible members and guests must demonstrate three take-offs and three landings before they are released to fly. Smokers, if you must smoke at the field please take your butts and throw them away, not on the ground; if you bring it in, please take it out, don't leave trash at the field. The President said that he received an email from Mantua Twp. Code Enforcement stating that they have had complaints about the noise from aircraft at the field. The President wanted to remind everyone that we need to follow the hours of operation. He also wanted to remind all that no engines should be run before the stipulated times, including break-ins on the ground. Also, when in the air try to stay away from the houses to the far left of the flight line.

Old Business

The Spring Ducted Fan Sunday is May 18th weather permitting. The Club Flea Market has been postponed and a later date will be announced.

New Business

War Bird Sunday is scheduled for June 8th and this event is for War Birds only. We need to confirm with Chris Green that he is ready for the Fun Fly on July 13th. JJ DeLucia said he will provide some information on S&W fuel company in the next newsletter. We need to have someone put together the order and coordinate a pick up from S&W. President Joe Mauriello said he has worked out a deal with Morgan Fuels where we can purchase fuel directly from them; if someone wants to put together a fuel order for Morgan Fuels, please see Joe and he will have the info needed. JJ DeLucia said that we still need new instructors or assistant instructors for the new members coming in, if you want to help out please contact one of the officers. JJ DeLucia asked if

(Minutes continued on next page.)

Flying Field Condition and Maintenance:

The field is in good shape thanks to the work of Dennis Buttocola our Field Maintenance Director. Other members have also volunteered their help; although I don't have all their names, here are a few: Neil Stokes and Mark Schools; also, Tom Voorhis and Paul Gross installed a replacement pin for the lost one of the Craftsman mower. Please remember we owe all of them our thanks.

S&W Glow Fuel Info:

Club President Joe Mauriello spent quite a bit of time establishing a connection with Morgan Fuels, the manufacturer of Cool Power glow fuel, so the club can make large fuel purchases from them. Cool Power costs more than S&W (now S&W-SPLube) but it has an excellent reputation. If you're still interested in purchasing S&W fuel you'll need to make your own arrangements or join with other members who are interested in making a purchase. Below is a link to S&W prices along with info on their location if you plan on driving there. S&W is about 95 miles from the WJRC flying field. They have a limited staff; so, be sure to **call them before going to make sure someone will be there.**

S&W-SPLube complete price list:

<http://www.splube.com/otherapplications.html>

S&W-SPLube Company phone: 610-252-2024
634 Bangor Rd
Nazareth, Pa. 18040 (NOTE: Some GPS units label this area as "Easton".)

S&W is on Bangor Rd (Rt 191) near its intersection with Gall Rd. It's next to the PA State Police (State Police address is 654 Bangor Rd.).

The below link is to a Google Earth satellite image showing the area around the S&W location. They are located immediately South of the State Police building (large brown roof in the upper part of the image). S&W is located in the two, side-by-side white-roofed buildings to the right of, and set back from, Bangor Rd (Rt 191). If you zoom-in on the image, you can make out the S&W fuel tanks surrounded by a low containment wall. S&W has a limited staff; so, **Call Before Going to S&W To Make Sure Someone Will Be There.**

Google Earth satellite image of the S&W area:

<https://www.google.com/maps?t=h&ll=40.7726174,-75.2703112&spn=0.0017447,0.0030717&q=Bangor+Rd&output=classic>

Paul Gross found a small hobby shop (below link) in north Jersey that sells S&W fuel at a good price. They're a small shop; so, if you plan on going there, **call them first to verify they have sufficient amounts of the fuel you want on hand.**

<http://www.bphobbies.com/view.asp?id=H3474955>

(Minutes continued)

standing by someone flying and giving advice and support was acceptable, that was given an okay. With no further business Brian Beer ran the 50/50 with John Holcraft winning \$20.00.

The next Bull Meeting is May 27th and the next Regular Meeting is June 10th.

The meeting was adjourned at 9:09 pm

Respectfully Submitted,

Neil Stokes WJRC Secretary

The Ed Mortimer / Henry Ford production line. (Yea, it's Ed.)



Gregg Clement with his giant scale FW-190:



Some Flying Recaps:

Monday, April 28: Rick Lawn began his RC flight training last year but hasn't been able to get to the field much. Several times when he did get there, there were no instructors. Well, Rick brought his newly acquired 59" electric Apprentice S15e with "SAFE technology" by E-flite. It uses an electronic stabilizer to assist in flying. He got the RTF version (link below) and seems pleased with it. Because Rick still hasn't soloed, Tom Voorhis, who is a club instructor (and who you remember was also our newsletter editor for many years) stood right beside him on the flight line. However, unassisted, Rick had the plane takeoff, fly around and land without difficulty. Although flying this type plane doesn't count towards a solo, it was nevertheless a good demo of a flyer getting stick-time and confidence while posing little threat to a plane's health - maybe a different way of learning to fly.

<http://www.horizonhobby.com/products/apprentice-s-15e-rtf-with-safe-trade-technology-EFL3100>
Below is a 48" version by HobbyZone using the same "SAFE technology" as Rick's E-flite plane:
<http://www.horizonhobby.com/products/apprentice-s-15e-rtf-with-safe-trade-technology-EFL3100#t2>

Mark Schools recently converted his 70" RV-4 from a Saito .90 to a 3-bladed, 110-equivalent electric with two 5300 mAh, 5-S Lipos in series. He got to the field late in the day to do his second test flight with this setup; I'm glad I was still there. Mark had the plane lift off the runway in about 25 feet, then immediately go vertical. I was one of the previous owners of that RV-4, and those were a couple of VERY impressive moves! Nice setup there Mark.

Saturday, May 3: No two ways about it, Rich Onorato gets the jelly bean for flying what has to be the oldest plane here today - a 40" orange biplane that he'd built 30-years ago and hadn't flown in probably 20 years. It flew fine. (Was there ever a doubt?)

Manny Martin made a rare personal appearance at the field. Even so, he seemed to have no problem showing the red-tail Mustang he'd brought who was boss. Manny said he was hoping to rack up more "frequent flyer miles" at the field this year. (Sounds like a good thing.)

Don Romano maidenized his kit built 82", Sig 4-Star 120 with a Super Tiger 2300. Don said it flew and landed just the way he wanted slowwwwwly.

Tuesday, May 7: It was cloudy all day but still about a half-dozen flyers had an enjoyable time of it. Among them was Dave Morgan flying a Sig 4-Star 40. Dave hadn't flown in about a year but clearly showed he had no problem staying in the groove. Hope Dave can get here more often.

Manny Martin with his red-tail P-51 all ready to go:



A new old plane of Paul Gross:
(photo from Sheldon Parker)



Rich Onorato's 1.20-powered, 80" T-34:
(photo from Sheldon Parker)



Sunday, May 18, Spring Ducted Fan: Not much in the way of ducted fans, but, there were a number of bipes.

Barry Prather's F-86 making a pass:



Air Boss Successfully "Maidened":

Last month an Air Boss (A device to aid in retrieving a plane stuck in a tree.) and its related items were placed in our flying field storage container. Well, it didn't take long for it to be put to work. And, it works fine - in the right hands. It seems that a flyer had gotten their 36" foamy stuck about 50 ft up in a tree. In the interest of maintaining that flyer's dignity, he will forever remain unnamed, but his initials are Tom Voorhis. However, Tom did redeem himself through his handling of the Air Boss with a level of professionalism I could not believe. On his first Air Boss shot, he placed the fishing line (sent aloft by a compressed air charge) over the same branch as the plane and about 2 ft to the trunk-side of it. Now for what needed to be done, that's dead-on! Then, after reeling-in the fishing line so as to pull the rope into position, four of us grabbed hold and did some tree shaking, and down came the plane. And lo, the plane comes down not only in one piece, but ready to fly !! It was as though Tom was born to fly RC planes into trees then retrieve them with the Air Boss! (And I mean that as a compliment.) For their apt assistance, credit for the retrieval also goes to Paul Gross, Rich Onorato and yours truly. Rich and Paul get additional credit for their, at least moderate, control of chuckling over the mishap of the unnamed flyer. From my observations, Tom Voorhis has a new name "Air Boss' Boss".

WJRC June Events

- War Birds** **Sunday, June 8**
- Business Meeting** **Tuesday, June 10 @ 8 PM**
- Bull Meeting** **Tuesday, June 24 @ 8PM**

(More photos next page.)

Below: WJRC newsletter photographer Sheldon Parker prepping the ASP .28 of his 99" Butterfly; today's wind made flying the plane a bit of a challenge.



Below: Tom Goraj was breaking-in a new DLE 120cc on his 106" Edge: (photo from Sheldon Parker)



Marty Brodack's 66" Stick: (photo from Sheldon Parker)



(More photos next page.)

Photos from SHELDON PARKER (and the Editor)

Here's Rick Lawn when he was just beginning his training last year. Notice the expression of grim determination - or is he thinking "What planet are these people from?"



Bob Kotter setting-up a Beast of a biplane:



Field Maintenance Director, Dennis Buttocola with his 69", .55-powered Great Planes Cirrus SR22T:



Barry Prather casually tweaking his F-16:



Dave Tracey's Century Hawk Pro at parade rest:

