

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



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AMA Charter # 729

Web site - www.wjrc.org

Flying Field: Boody Mill Road GPS: 39.77425 -75.204722

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

The meeting was called to order at 8:05pm by Club President Joe Mauriello with 21 members and prospective members present. The minutes of the January meeting were read by the Secretary and accepted by all. Club Treasurer Brian Beer gave all the deposits and debits on the checking account for the month of January and also gave the balance as of the 31st. Club Vice-President Bob Demola reviewed the membership with Thomas Schurman and Chris Maruzzi both attending their second meeting. Due to not having the December meeting the President has extended the membership renewal to the end of March before any late fees would be attached. If you have paid your dues and have not received a sticker for the back of your AMA card please see Bob Demola. The sticker on the back of the AMA card is validation that your dues have been paid. Dennis Buttocolla said the field has been wet and muddy with not much going on. As a reminder Rich Onorato is the Safety Officer for the club, field Marshals are Jay Honigman and Bob Werner. The President would like to get more Field Marshals, if you are interested in helping out please contact him for more information. President Joe Mauriello received the 2014 club charter packet as well as some decals to be placed at the field.

Old Business

The President sent an updated events schedule to Steve Althouse to put on the club website. The President also said the club is still in need of more instructors to help with the new members joining.

New Business

Bi-Plane Sunday is set for March 16th and Multi-Engine Sunday is April 13th both weather permitting. The President wanted to let everyone know that when you send an email out to the club please do not attach any other email addresses to what you are sending because every address has to be approved before it is released. We will get in touch with Bob Lanard to see if he is going to do another fuel order. Paul Gross had the drawing for the 2013 model of the year with Chris and Greg Green winning with their UMX Glider, they received a \$25.00 prize for their entry. The Club Flea Market is scheduled for May 27th. With no further business Brian Beer ran the 50/50 with Joe Dimeo winning \$15.00. The next Bull Meeting is February 25th and the next Regular Meeting is March 11th. The meeting was adjourned at 8:30 pm.

Respectfully Submitted,

Neil Stokes WJRC Secretary



CLUB DUES REMINDER:

Dues must be paid up by the end of March to avoid the \$20 late fee. Proof of up-to-date AMA membership must be shown at that time.

WJRC Still Needs Additional Instructors:

As mentioned at the meeting, please consider contributing some of your time and knowledge in helping the newer club members in learning the 'ropes'. If interested, give your name to one of the club officers for consideration.

Address & Instructions for Emailing All WJRC Members:

Please read this section if you want to send an email to all WJRC members. Use this email address: wjrc.members@lists.axiomagic.com Follow the below guidelines provided by Bill Froeder.

If you use the above email address you must not have any other addresses in the address list of that specific email - whether it is TO: CC: or BCC: because it will cause the email to be rejected and subject to the approval process just like a new member.

If you're a new member, the first time you use the above address you may get an automatic email back to you saying your email will be sent out after your email address has been approved. This is normal, as your email address will be verified so only club members can successfully use the address.

A Few Flying Recaps:

Don't hold your breath; I got diddly-squat. I like cold weather and snow (no allergies) but, from early November to present, I've only gotten to the field twice. But, I guess that's been pretty much everyone's schedule. It makes for doing this section of the newsletter a challenge.

Friday, Feb 14: I imagined myself and others flying at the field. No dead-sticks, every landing was perfect. Ed.

Aircraft Tidbits:

If you're a big fan of the Douglas DC-3:
<http://www.douglasdc3.com/>

Early in 2013, the A-29 Super Tucano was selected by the Air Force over the AT-6 Texan II as the light air support plane to be used in Afghanistan. The general thinking in its selection was that the A-29 is a well proven plane while the AT-6 is a prototype. There's controversy surrounding it because the A-29 is a foreign design/build. Although, an assembly plant for the A-29 is supposed to be built in the U.S. More info:

<http://www.theblaze.com/stories/2012/01/03/check-out-the-super-tucano-counterinsurgency-fighter-plane-in-action/>

<http://www.builtforthemission.com/>

The 55" foam FMS T-28 of Mark Schools:



Jay Honigman's Pitts Special's nice rudder/tail wheel control rod set up including a servo saver:



Sheldon Parker sent this photo on Feb 15 when he took his all wheel drive through the snow and MUD in making a field check. (Hope he wasn't expecting a crowd.)



Plane Designs for Windier Days:

Spring is coming..... seriously, it really is. But spring flying days are often a bit windier than those later in the year. Coupling that with 3 or 4 months of cobwebs on our flying-skills and it can be, shall I say, a bit dicey for a plane's health. I've never been much good handling wind; so, I thought this might be useful. It's info I condensed from an article on aspects of plane designs that can be of some help on windier days.

- Size:** This means weight too, the more the better.
- Dihedral:** The less, the better for crosswinds.
- Wing Loading:** The higher it is, the less affect wind gusts will have.
- Aspect Ratio:** Lower aspect ratio (stubbier wings with respect to fuse) will be less bothered by gusts.
- Power:** Ample power if you should suddenly need to hit the throttle can be a great help.
- Lateral Control:** Ailerons are a big help in crosswind landings and takeoffs.
- Landing Gear:** Tricycle landing gear makes it easier to land and takeoff in a crosswind. Also, having a wider spread on the main gear is a help landing.
- Maneuverability:** This one isn't an easy mark to hit; the plane should be stable but responsive.
- Wing Mounting:** Generally, a low-wing plane handles crosswinds better. (Also, a low wing can allow the main gear to be wider spread for help landing.)
- Gyro/Stabilizer:** Of course you could go this route and install one of the several types of that are on the market. The few club members I've spoken with who've already tried these seemed, for the most part, satisfied with them. I can't vouch for its capabilities but, just for curiosity's sake, the below link is to one example of how low priced some are - this one is just \$20:

<http://www.nitroplanes.com/73p-3axisgyro-fixedwing-plane.html?gclid=CNOV3KaNzLwCFcXm7AodNBMACg>

WJRC Planned Events:

- Business Meeting: Tuesday, March 11 @ 8 pm
- Biplane Sunday: Sunday, March 16
- Bull Meeting: Tuesday, March 25 @ 8 pm

Other Events of Interest:

- Lebanon RC Flea Market: Mar 8 <http://www.cpa.us/>
(Note: S&W Fuel will be at the above for purchase.)
- Hamburg RC Swap Meet: Mar 22 <http://www.tcws.org/>

Happy Flying,
JJ

from Yogi Berra:
Nobody goes there anymore, it's too crowded.
A nickel ain't worth a dime anymore.

Andre Askew with his P-51 during warmer days. Remember when?



Rich Onorato's 72" Waco with its OS 120 4-S:



Big Boy (4-8-8-4): 6,200 HP, 1.2 million pounds fully loaded - but it can't fly. But it's still impressive:
<https://www.youtube.com/watch?v=akvLweWOd0g>
<http://www.nps.gov/stea/planyourvisit/bigboy4012.htm>

