

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



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## Minutes of the West Jersey R/C Club October 14, 2014

The meeting was called to order at 8:08 pm by club President Joe Mauriello with 34 members and prospective members in attendance. The minutes from the September meeting were read by the Secretary and accepted by all present. Club Treasurer Brian Beer went over all the transactions for the month of September and gave the ending balance as of the 30<sup>th</sup>. Brian also gave the ending balance in the Vanguard Fund as of September 30<sup>th</sup>. Vice-President Bob Demola reviewed the membership with John Lysaght attending his third meeting and being welcomed into the club with a round of applause, while Phil Travaline sat in on his first meeting. Bob said the club is at 99 members with 4 prospective members. Club dues of \$60.00 will start being collected at the November meeting and you must have a current 2015 AMA membership. Dues will be collected at the November through February meetings. Dennis Buttocola said he is still cutting the field every couple of weeks. He said that he has leveled out the end of the runway by the trees and also did some work on the hump at the entrance to Landolfi's field coming in. The belt was replaced on the Bobcat and all is good with the mowers. Field Marshal Rich Onorato and President Joe Maruiello said safety at the field has been good and they wanted to thank everyone for their efforts. New members coming should set-up a day and time to meet with an instructor before going out to the field. Joe Mauriello went over again what is needed to be an instructor, you don't need to be a 3D pilot just someone with common sense and know what the new pilot is capable of. The instructors list will be updated and sent out again.

### Old Business

Fall Ducted Fan Sunday had a good turn out with a lot of flying. The club picnic had a great turn out with plenty of planes flying, great weather and good food. Bill Froeder wanted to thank all who participated at the club picnic. It was also brought up that we need to take a look at the noise levels at the field, there are some planes that are above the limits of 98 decibels at 9 feet.

If you bring trash in, please take trash out. (Do not put trash in the "trash can" by the outdoor toilet because there is no place to empty the can's contents.)

### New Business

The holiday party will be on December 9<sup>th</sup> and the First Fly will be on January 1<sup>st</sup>. Paul Gross wanted to remind everyone that if you bring in a plane to the Bull Meeting fill out the form for the Plane of the Month award. There is a \$25.00 prize that will be given to the winner. Brian Beer ran the 50/50 with Doc Johnson taking home an extra \$36.00. The President opened up nominations for 2015 club officers and the following members are up for election:

Secretary: Neil Stokes  
Treasurer: Brian Beer  
Vice-President: Bob Demola  
President: Bob Werner

**Final nominations and voting will take place at the November 11 meeting.** The next Bull Meeting is October 28<sup>th</sup> and the next Regular Meeting is November 11<sup>th</sup>.

With no further business the meeting was adjourned at 9:04 pm.

Respectfully Submitted,

Neil Stokes WJRC Secretary

**Flying Field Condition:**

The field is in great shape.

Although the growing season is mostly past, Field Maintenance Director Dennis Buttocola still has to keep at the grass, weeds, etc. as well as the general weathering that the field gets. Mark Schools gives occasional help with it too.

**Club Membership Dues:**

Dues collection will begin at the next Business meeting (Nov 11). Proof of an up-to-date AMA membership must be shown when paying dues. Dues must be paid in full by the Feb 2015 Business meeting or a \$20 late fee will be charged.

(On a regular basis Mark Schools will be providing us a safety message. Below is the first of these.)

**WJRC PLANE SENSE / PLANE CENTS / SPELL SAFETY (U):**

As we go into the fall flying season, please be aware of loose sleeve's and clothing as cooler temperatures will prevail. Remember, when making adjustments to your engines, loose clothing can be pulled into the propeller and could result in an injury. SAFETY FIRST.

Mark

10/25/14: Club secretary Neil Stokes put his 60" Aero-works Extra with its Saito 1.25 through some pretty busy aerobatics today. (photo from Sheldon Parker)



**WJRC Flying Field Videos** are on Gregg Clement's YouTube channel "Gregg660" (no spaces) link below.

<http://www.youtube.com/user/gregg660/videos>

Gregg added 4 videos of Ducted Fan Day.

9/23/14 Bull Meeting: Club treasurer Brian Beer with his new 50cc Extra. (Hope you can make it out against the background.)



9/23/14 Bull Meeting: Bill Froeder's 72", .45-powered Sig Rascal



Rich Onorato about to pour-on-the-coal to his Sukoi: (photo from Sheldon Parker)



## A Couple of Flying Recaps:

Sunday, Oct 12: Fall Ducted Fan Day

It was a good weather day and we had a good number of flyers too. Below is just a little of the goings-on.

Paul Gross flew his turbine-powered Falcon. (Probably an excellent warm-up for his later flight just below).

I had to leave the field early so I didn't even know, until I saw Gregg Clement's video, that Andre Askew's big Terminator jet with its 30 lb thrust turbine flew later in the day. This was only the jet's 2nd flight and Andre suspected adjustments were still needed; so, he asked Paul Gross to fly it. Shortly before the flight they found one of its fuel tanks had a problem; so, it went up with just one tank filled. Knowing how fuel hungry turbines are and that the jet wasn't going to do much gliding if fuel ran out, they set their engine run timer/alarm to a nice safe 2-1/2 min. So much for the best laid plans; because, once the plane was airborne, control difficulties significantly extended the flight time. Then, further adding to the time were the difficulties in landing it. The jet seemed to fly like it had plenty of power on tap but, for the most part Paul kept the throttle at half or less. With Andre and Paul working the transmitter together, here's the way the landings went: 1st attempt with no flaps was no good; 2nd attempt with 1/2 flaps was no good; 3rd with full flaps and brakes on - it worked bringing the jet to a quick stop! To help you appreciate the tension they felt, the total airborne time instead of being the planned 2-1/2 min, was actually somewhere over 5 min. When the flight was over they saw, at most, 2 ounces left in the tank - maybe 20 sec worth of engine power. Paul said it was quite a handful to fly and especially to land, and that he needed about 45 minutes to wind-down. (Coming from him, that's saying something.) Well, I guess other than Andre and Paul, everyone at the field thoroughly enjoyed the flight. Sorry I missed the live action; but, Gregg's video of it was the next best thing to being there.

10/12/14: Club president Joe Mauriello talking with Tony Severino about Joe's 80" Stick with its twin-cylinder DLE-40. Tony is visiting from Florida. Tom Goraj is in the background.



From a reliable source, I'd gotten word Barry Prather's P-39 Airacobra had been damaged beyond repair. Yet, here it is (below) on 9/28/14 looking good and about to be remanided. Barry had it ready to fly again a few days following the mishap. The jet next to it is Andre Askew's brand new electric Mirage looking great. Andre said the cost of all the wood and the glue was under \$100 for the 85" long delta wing.



9/28/14: No, the below photo isn't a trick shot. Club president Joe Mauriello and Lucky Macy both had their 85" P-47's here. Of course it was a great show both on the runway and in the air.



Ducted Fan Day: Barry Prather getting his A-7 ready. Owen Douglass is in the background.



10/20/14: Bob Kotter maidenized his Top Flite 88" Corsair with a DLE-55 rear exhaust, swinging a 22x8, 3-blade. It weighs in at 24 lbs 5 oz and has Robart retracts. Mark Schools was there but didn't have his camera with him; but then he remembered **his cell phone had a camera** - which he used to document Bob's big event. (photo below)

(CELL PHONE photo from Mark Schools)



**For All of Us Art-Conscious People:**

There's an exhibit at the Pennsylvania Academy of the Arts in Philly called "The Grumman Greenhouse". It's an actual Grumman S-2 Tracker (69 ft wingspan) that was disassembled then reconfigured to resemble a "crashed" plane. It's in the courtyard separating the museum and the art school. Inside the plane is a greenhouse. A couple of links to it:

<http://www.roadsideamerica.com/story/33508>

<http://www.s2ftracker.com/TrackerHistory.htm>

"Thank You" to Rick Lawn for sending me some of the above info. (Rick added that the exhibit resembles a plane he "once had".)

**First Fly Race Info:**

Bob Bradshaw will again coordinate frequencies and oversee the race. Entrants must contact Bob prior to the race for frequency approval. As always, the race will be on Jan 1 at 10 AM sharp. Although the race only takes about a minute, it usually draws quite a crowd. Whether you're there as a racer or just to watch, a fun time of it is almost guaranteed !

**Reminder to Share Your RC Info with the Club:**

If you have an RC experience, a photo or just general RC info that you'd like to share, please send it to me. (If necessary, I can do additional looking up of info to add to whatever you send. Thanks, Editor.)

Happy Flying,  
JJ

**Ducted Fan Day in the Pits:**



Paul Gross making final adjustments to his turbine-powered Falcon. (Turbines seem like more crazy hard work than fun. Editor) (photo from Sheldon Parker)



Sans decor: Greg Green's 36" wingspan E-flite Habu. (photo from Sheldon Parker)

