

**President**      **Bob Werner**  
**Vice President** **Bob Demola**  
**Secretary**     **Neil Stokes**  
**Treasurer**     **Brian Beer**



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**AMA Charter #** 729

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**Boodys Mill Road    GPS: 39.77425 -75.204722**

## **Minutes of the West Jersey R/C Club March 10, 2015**

The meeting was called to order by President Bob Werner at 8:07 pm with 30 members and a prospective member in attendance. The minutes from the February meeting were read by the Secretary and accepted by all present. Treasurer Brian Beer reviewed the club's checking account activity and gave the ending balance as of February 28<sup>th</sup>. Vice-President Bob Demola went over the club's membership with Bill Meyer attending his third meeting and being welcomed into the club. Bob also said the club is now at 84 paid members. Dennis Buttocola said the field is a mud hole and will need some time to dry out before he can start any repairs. Safety Officer Rich Onorato said he has not been to the field due to weather so no reports can be given at this time. The President wanted to thank Neil Stokes for making the arrangements for flowers for Mrs. Gail Landolfi and for Mrs. Ramona Morton's funeral services. Bob Werner also wanted to give thanks to Lois Mock at AMA Headquarters for her help in getting our 2015 club charter processed.

### **Old Business**

For official voting at the April meeting President Bob Werner will have the rule addition in writing for the wearing of ID badges while at the field. Bob Werner said that he has the ID badges labeled and ready to be given out after the meeting.

### **New Business**

The President said that we need a volunteer to run the Fun Fly in July; Tom Gabriel stepped up and is taking on the activities for this event. The President reminded everyone that the Lebanon Flea Market is on March 14<sup>th</sup> and Tri-County Wing Snappers Flea Market is March 28<sup>th</sup> in Hamburg, Pa. The next club event is March 22<sup>nd</sup> being Windy Plane Sunday and April 12<sup>th</sup> is Gas Engine Sunday. Brian Beer ran the 50/50 raffle with Tom Gabriel winning \$20. Brian also ran a raffle on some items donated by Ray Snock's family with a starter and heat gun going to Jearl Waddell. The winner of an engine and props was Bob Kotter who in turn gave them to Bob Passarella. Phil Travaline said that if anyone needs help removing aircraft from the trees he has a pole that can be used. The next Bull Meeting is March 24<sup>th</sup> and the next Regular Meeting is April 14<sup>th</sup>. With no further business the meeting was adjourned at 8:30 pm.

Respectively Submitted,

Neil Stokes WJRC Secretary



### An Easy Cost Saving Tip:

This was sent by Bill Froeder:

Many times the cap on the metal tubes of glue, such as Shoe Goo, Silicone, RTV or just about any type with a screw cap are hard to get off after using it the previous time because some of the material has dried in the top of the cap. This often results in either the cap being glued on or there is a lot of dried up material in the neck of the tube, or both.

To prevent this from happening, before replacing the cap after you are done using the glue, lightly coat the threads on the metal tube with some Vaseline before putting the cap back on. After applying the Vaseline, put the cap on and wipe off any excess Vaseline. Not only will the cap be not glued to the tube the next time you need it but it will also keep any remaining glue in the top of the tube from drying out. Before using the glue the next time, just wipe the Vaseline off the threads with a paper towel or napkin. This will prevent any Vaseline from getting on the surfaces you want to glue.

"Thank You" to Bill Froeder for the easy cost saver to help keep our glues at the ready.

### A Couple of Flying Field Recaps:

Monday, Mar 16: As soon as I got here it was obvious that Dennis Buttocola had really worked over the runway greatly reducing the tire grooves in the dirt part that were done by a vandal.

THANK YOU VERY MUCH Dennis!

With a predicted high of 60 degrees and decent wind conditions, I thought there'd be a lot of flyers here today. Not so. Just me flying.

Bob Kotter brought his spanking new 86" Top Flite Zero (photos right) not to fly, but to break-in its engine, a DLE-55 rear exhaust. Bob said this Top Flite ARF assembled the best of any he's gotten. With the Zero securely lashed to a field bench, the DLE's first start was more difficult than other DLEs that Bob had. But Bob, and Mark Schools, who assisted through it all, got it going. Surprisingly, it wasn't but a few minutes into the break-in ops when Bob had all the stationary ops he could take. He unhitched the plane and began taxiing it up and down the runway for a lot more enjoyable type of break-in. As he was doing so, I can't print what he said but Bob made it clear that he really wanted to get the plane airborne. That'll be another day.

### Sunday, Mar 29: Spring Windy Plane Day

About 8 or so flyers and several onlookers were here, for as cold as it felt, that was surprising. I guess, as a club, we're chomping at the bit waiting for the big weather break so we can rack up frequent flyer miles.

**WJRC Flying Field Videos** are on Gregg Clement's YouTube channel "Gregg660" (no spaces) link below:  
<http://www.youtube.com/user/gregg660/videos>

Bob Kotter's 85" Zero (photo from Mark Schools)



Another view of Bob's Zero: (photo from Mark Schools)



### Spring Windy Plane Day:

Take my word for it, this is Club Secretary Neil Stokes with his Super SkyBolt. In the background is Bob Kotter, Jay Honigman and John Schumacher. During the brief moments when there was no wind, the air felt good; but, it got finger-numbing as soon as the wind went to work.

(photo from Sheldon Parker)



**Tuesday, Feb 24: Bull Meeting**

We had 3 interesting planes brought to the Bull meeting. (photos this page)

Paul Gross brought 2 new planes; both were ARFs from CMP. One was a 52" Zero with an OS 70. The other was a 52" Spitfire with a Saito 82. Paul glued vortex generators on the Spitfire's wings with hopes of reducing the Spitfire's well known tendency to tip stall at lower speeds. (Paul will let us know if they help.) He also installed nylon quick release tabs on the cowl to allow fast engine access.

Jay Honigman brought a 75" Great Planes Extra 300S ARF with a Saito 1.50 4-s. He dressed up the instrument panel with a nice looking set of gages. For a bit more realism, on the left side of the panel he included a scaled down pilot's guide sheet showing aerobatic maneuvers. He'd also applied some WJRC stickers in the cockpit. (What could be more appropriate?) I noticed the substantial throws he'd set; Jay said he plans on doing some 3D with the plane.

Jay Honigman with his 75" Extra 300S:



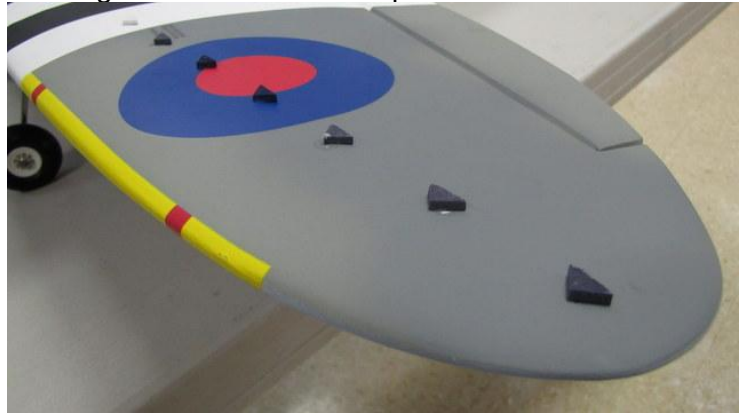
Cockpit of Jay's Extra:



Paul Gross with his 52" Spitfire and 52" Zero:



Vortex generators on Paul's Spitfire:



Nylon quick release tabs on Paul's Spitfire:



Panel close-up of Jay's Extra showing aerobatic sheet:



**Tuesday, Mar 24: Bull Meeting**

(Apologies for missing my first Bull meeting in the 6-1/2 yrs I've been with the club. Fortunately, Bill Froeder was there and took the photos with his phone. Editor)

Club Treasurer Brian Beer brought a plan built 90", PIK-15 Hinu (photos right). Brian emailed me the below info regarding it:

The plans were drawn by Dick Sarpolis from Flying Models magazine back in the 80's. It was designed after a Finnish (i.e. Finland ) glider tug.

I built the plane from the plans. The wing, stab, elevator, fin & rudder are foam cores sheeted with balsa. The rest of the plane is balsa and ply. The wing-span is 90", fuse is 60". It weighs about 17 lbs. The engine is a Zenoah G-45 with a spring starter.

The covering is white Monokote ironed on; and, the trim colors are also monokote however they are applied using the NO-HEAT Solvent by Sonic-Tronics, inc (link below). No heat ironing is necessary and the solvent works well.

I applied the solvent with a small paint brush under the trim and laid the piece down and squeegeed the bubbles out then blotted with a paper towel. The cowl and wheel pants are painted with Lustre-Kote by Topflight to match the monokote colors. They are fiberglass.

Brian

"Thank You" to Brian for that very complete write up.

Here's a link to the NO-HEAT Trim Solvent Brian used:  
<http://www.sonictronics.com/xcart/product.php?productid=16323&cat=0&page=1>

If you're just plane curious, here's a couple of links to info on the full scale PIK-15 Hinu:  
<http://en.wikipedia.org/wiki/PIK-15>  
[https://www.google.com/search?q=PIK-15+airplane&biw=1124&bih=805&source=lms&tbn=isc&sa=X&ei=p-wVVcOMEsOZSnGqYAL&ved=0CAcQ\\_AUoATgK](https://www.google.com/search?q=PIK-15+airplane&biw=1124&bih=805&source=lms&tbn=isc&sa=X&ei=p-wVVcOMEsOZSnGqYAL&ved=0CAcQ_AUoATgK)

**WJRC Upcoming Events:**

- Gas Engine Day: Sunday, April 12
- Business meeting: Tuesday April 14 @ 8 PM**
- Bull meeting: Tuesday April 28 @ 8 PM
- Spring Ducted Fan: Sunday, May 10

Happy Flying,  
 JJ

Brian Beer with his PIK-15 (photo from Bill Froeder)



Brian applied the monokote checkering with NO-HEAT Trim Solvent. (photo from Bill Froeder)



Another Windy Plane Day shot: Gregg Clement's Lance Air with a great looking sky behind it. (photo from Sheldon Parker)

