

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



Date **March 4, 2015**

Editor **JJ DeLucia**
editor@WJRC.org

AMA Charter # 729

Web site - www.wjrc.org

Boody Mill Road GPS: 39.77425 -75.204722

Minutes of the West Jersey R/C Club February 9, 2015

The meeting was called to order by club President Bob Werner at 8:07 pm with 31 members and prospective members in attendance. The minutes from the January meeting were read by the Secretary and accepted by all present. Club Treasurer Brian Beer gave all the transactions on the checking account with an ending balance as of January 31st. Vice-President Bob Demola reviewed the membership with Tom Gabriel attending his third meeting and being welcomed into the club with a round of applause. Gunner Saf attended his second meeting while Mike Longo sat in on his first meeting. Bob said the club is now at 83 members with 2 prospective members. All dues after the February meeting will have a \$20.00 late fee attached. The field has suffered some damage from a vehicle and also a dirt bike which will need to be repaired when things dry out a little.

Old Business

President Bob Werner reviewed the event schedule for 2015 with the first event March 22nd being Windy Plane Sunday. Bob also put a guest policy in the February 4th newsletter and briefly reviewed it. He asked if there were any questions and if everyone understood the policy, all at the meeting agreed. Bob Werner said that the ID badges will be in and given out at the March meeting. If you wish to have a different name on your badge other than what is on the roster please contact him before the March meeting.

New Business

There was a motion made and passed to have the rules rewritten to include the wearing of ID badges at the field. This will help to identify members, AMA status and if dues are current. The President also reminded everyone that the WRAM Show is February 20th through 22nd. Member Ray Snock passed away and his family made a donation of some of his planes and equipment to the club. Paul Gross stood up and said a few kind words about his memories of Ray. Brian Beer ran the 50/50 with Bob Kotter winning \$24.00. The club also did a raffle on one of Ray's planes with Richard Lawn becoming the new owner and Cliff Clark the winner of an engine. The next Bull Meeting is February 24th and the next Regular Meeting is March 10th. With no further business the meeting was adjourned at 8:38 pm.

Respectively Submitted,

Neil Stokes WJRC Secretary



The President's Corner

I know that it is hard to believe considering the cold temps that we have been experiencing lately, but Spring is just around the corner. As we come into March our first Sunday flying event is almost upon us. Sunday March 22nd, is our Windy Plane Sunday flying event, open to all club members who have what it takes to brave the March winds. This event kicks off our flying season, and it is with this thought in mind that I turn to a subject that we all ought to take a bit more seriously, namely the use of checklists in our hobby.

A full scale pilot uses checklists for everything from the pre flight walk-around inspection, to airplane configuration and engine start. There is even another checklist to do before the airplane moves onto the runway, and that involves an engine run-up and magneto check, and then a final control check before flight. Most of us R/C pilots are somewhat lax in performing many of these checks that might just save an airplane and ruin what might otherwise be a perfect day.

The check lists should start at home, and might go something like this:

Loading checklist : (the car/truck/trailer):

1. Airplane – Fuse. Wings, wing tube, wing bolts – check
2. Transmitter for the airplane (s) you're going to fly today, (including antenna) – check
3. Field box – including battery, starter, and glow igniter –check
4. Fuel- Gas at the proper mix ratio or glow fuel – check
5. ID badge, and a copy of the emergency info sheet – check
6. Hat – check
7. Did you remember to charge all the batteries the night before? Maybe we need to bring the field charger! - check
8. Refreshments – check (optional)
9. Chair – check (optional)

(continued)

Field Assembly checklist:

1. Battery- Voltage – check
2. Assemble the wings on to the airplane, and secure them, Connect the Ailerons, flaps, retracts – check
3. Turn on radio – control check (everything connected and moving in the correct direction?) - check
4. Radio range check – (a must for a maiden or the first flight of the season, and should also be done at random intervals, and after a crash.....err..... incident!)
5. Fuel – fill the tank – check
6. Pre-start: Is the airplane properly secured for starting? - check
7. Ignition off! Prime the engine- use choke if necessary. –check
8. Clear Prop! Turn ignition or glow igniter on, and start engine.-check

Preflight checklist:

1. Airplane secured - perform engine run-up- engine Ok –check
2. Engine to idle –check
3. Perform last preflight control check –check
4. Walk / carry airplane to runway threshold. -check
5. Check runway clear to taxi – announce intent to take off -check
6. Taxi into take off position and **Go!**

The point is that if you create and use checklists just like full scale pilots do, it is unlikely that you will forget something, and after a while it will become a habit; you will just do it automatically. I haven't left anything at home since I started using a loading checklist similar to the one above. It can really ruin your whole day if you get to the field only to find that you left something important at home!

Remember: Take Offs are Optional, LANDINGS are Mandatory!

HAPPY FLYING!

Bob Werner

WJRC President

Flying Field Condition:

As of this writing: weather conditions have prevented complete repair of the vandalized dirt section of the runway as well as any winter weathering. (Any member using the field, please let the general membership or me know if the above conditions change. Thanks, Editor.)

Safety Message:

As we look forward to warmer weather and clocks springing ahead, we cannot overlook the importance of preflight safety checks after winter layup. Check you batteries, connectors, control rods and the internal condition of the fuselage. Look for glue joints that might have dried out and are in need of repair. Check all surfaces and hinge joints, clevis, control horns and fuel tubing that is cracked or dried out. Check these few things at home before going to the field and risking an unsafe and disappointing day at the field. Lastly, as we welcome WJRC's new club members, please help them with any questions they may have with our field flight line and safety policies.

Mark

Lipo Safety Article:

The February AMA Model Aviation magazine page 89 has an article on battery fires and the safe handling of Lipos.

Reminder to Share Your RC Info:

If you'd like to share any of your RC experiences, helpful hints, "how to's", general info, photos, great buys, etc. please let me know and I'll put it in our newsletter. Thanks. (Editor)

Tom Voorhis, our previous newsletter editor of many years, had this little cutie moving about smartly back in warmer (make that much warmer) weather:
photo from Sheldon Parker)



WJRC Flying Field Videos are on Gregg Clement's YouTube channel "Gregg660" (no spaces) here's the link:

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

Don Romano and Bob Kotter with Bob's smaller P-51. (Yes, I got that right, it's the smaller one.)



Gregg Clement pulling out the stops of his 104", all composite 120cc twin-cylinder Extra 330:



Dave Morgan's 140" G-62 powered Super Cub. (Dave's planning on doing another 1/3 scale.)



Below is part of an interesting email sent to me by Jack Hofbauer. (Editor)

....I didn't get to the field today (Feb. 8th) until about 3:30 in the afternoon when only a few guys were still there. I wanted to test fly my Kaos (photo right) that I had built and flew back at the old Sharpes Field in 1975. I have been flying this airplane for all of these past years and it was always my "go to" airplane. I flew it a lot with ski's and was able to safely land it one day after a slight mid-air collision with Leon's airplane - we were doing touch and go's side by side on the black top runway back at Sharpes during the early 1980's. It also survived a bent elevator pushrod during extreme flight, causing neutral position on the stick to be a down elevator condition and the airplane had to be flown and landed inverted. Well, after all of this and years of flying it, I sold it about 3 years ago after which I was very sorry I did that. Things worked out though, as about a month ago I was searching Craig's list and saw it advertised for sale up in North-east Philly, and yes she's back home. Now is that lucky! Someone had mentioned pictures of winter projects and I guess this was mine. I am also putting together a .40 size Kaos from Tower Hobbies, these are really great flying airplanes. By the way, today's test flight went well, great to have her home, just like the old days.

Jack Hofbauer

Some additional info from Jack:
 If you want to find RC planes on Craigslist:
 first, select the state;
 then select the category called "Toys & Games";
 then, in the search window, type "rc planes".
<https://www.craigslist.org/about/sites>

WJRC MARCH EVENTS:

- Tuesday, Mar 10: Business Meeting @ 8 PM**
- Sunday, Mar 22: Windy Plane Day**
- Tuesday, Mar 24: Bull Meeting @ 8 PM**

Other March Events:

- Sunday, Mar 8: Daylight Savings Time Starts
- Saturday, Mar 14: Lebanon Swap Meet <http://cpaa.us/>

Happy Flying,
 JJ

Hungry? Here's some corn:

We got word that the guy who fell into an upholstery machine is now fully recovered.

A short time ago, a guy had his whole left side cut off. He's all right now.

Jack Hofbauer's new, old 60 Kaos after it "flew a great circle route". (see Jack's email left) (photo from Jack)



Andre Askew's Patriot: (photo from Bob Werner)



Jay Honigman's electric P-40 Warhawk (photo from Sheldon Parker)



R/C Flying Checklist

Loading checklist : (the car/truck/trailer):

1. Airplane –Fuse. Wings, wing tube, wing bolts – check
2. Transmitter for the airplane (s) you're going to fly today, (including antenna) – check
3. Field box – including battery, starter, and glow igniter –check
4. Fuel- Gas at the proper mix ratio or glow fuel – check
5. Id badge, and a copy of the emergency info sheet – check
6. Hat – check
7. Did you remember to charge all the batteries the night before? Maybe we need to bring the field charger!- check
8. Refreshments – check (optional)
9. Chair – check (optional)

Field Assembly checklist:

1. Battery- Voltage – check
2. Assemble the wings on to the airplane, and secure them, Connect the Ailerons, flaps, retracts – check
3. Turn on radio – control check (everything connected and moving in the correct direction?) -check
4. Radio range check – (a must for a maiden or the first flight of the season, and should also be done at random intervals, and after a crash...err... incident!)
5. Fuel – fill the tank – check
6. Pre-start: Is the airplane properly secured for starting? - check
7. Ignition off! Prime the engine- use choke if necessary. –check
8. Clear Prop! Turn ignition or glow igniter on, and start engine.-check

Preflight checklist:

1. Airplane secured - perform engine run-up- engine Ok –check
2. Engine to idle –check
3. Perform last preflight control check –check
4. Walk / carry airplane to runway threshold. -check
5. Check runway clear to taxi – announce intent to take off -check
6. Taxi into take off position and **Go!**