

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



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**AMA Charter # 729**

**Web site - [www.wjrc.org](http://www.wjrc.org)**

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

## **Minutes of the West Jersey R/C Club April 14, 2015**

The meeting was called to order by President Bob Werner at 8:06 pm with 21 members in attendance. The minutes from the March meeting were read by the Secretary and accepted by all present. Treasurer Brian Beer gave the activity on the club's checking account with an ending balance as of March 31<sup>st</sup>. Brian also gave the statement on the Vanguard Fund as of March 31<sup>st</sup>. Secretary Neil Stokes reviewed the club's membership with no new members attending this meeting. As of this meeting the club is at 88 members. Dennis Buttocola said that the field is ok and he will start to do some work on the runway. A big THANK YOU to Joe Mauriello and Laurel Equipment for picking up the Bobcat and doing a much needed service on the mower replacing the battery, blades and oil. Neil Stokes took the front tires off the Craftsman mower and had tubes put in them.

### **Old Business**

President Bob Werner said that the club charter has arrived and we are up to date. The President said that instead of adding Rule 13 under General Rules he wanted to make an amendment to Rule 1b. The President read the amendment change to the rules regarding the wearing of ID badges while at the field. There was a vote on the new ruling and it passed by 2/3's of the members present to make the change official. The amendment to Rule 1b now reads: "ID badges (AMA card with WJRC sticker) are to be worn by a flyer, and should be conspicuously displayed on one's person." The President said that he made some corrections to the event calendar, due to a couple of the dates not being correct.

### **New Business**

The President said that he was going to review the instructors list and will make up a check list for the new flyer to carry; that way any instructor can review the progress and see what the next step is for the new flyer. Dave Tracey asked about signing off on a new pilot: "If they train on electric can they fly anything else?" It was determined that the new flyer should be checked if switching to glow or gas. Some members had concerns about the edges of the dirt runway: Can it be built up or can we get a roller to smooth down so there is not a lip at the grass line?" Bill Froeder said he would check on a roller to do the job. The condition of Boodys Mill Road was addressed and Frank Winkler said that he would contact Mantua Twp to see if they could help out with some of the pot holes. As a reminder, if you take trash in please take trash out, if you smoke do not throw your butts on the ground, take them with you when you leave. The next Bull Meeting is April 28<sup>th</sup> and the next Regular Meeting is May 12<sup>th</sup>. Spring Ducted Fan Sunday is May 10<sup>th</sup> and Multi-Engine Sunday is May 24<sup>th</sup>. Brian Beer ran the 50/50 with Julian Albanese winning \$20. With no further business the meeting was adjourned at 8:54 pm.

Respectfully Submitted,

Neil Stokes WJRC Secretary



## The President's Corner

April 25, 2015

The weather is finally starting to warm up, and we're now beginning to get in some quality flying time. In this month's column, I'd like to remind everyone to think *Safety* at all times while at the field. If you see someone doing something unsafe, *Please* speak to them about it, or at least bring it to the attention of a safety officer. Safe flying is no accident; we have to work at it. We have had very few serious incidents at our field, and I'd like to keep it that way. It may be beneficial to read the club's rules and regulations section to refresh your memory. (If you can't find your copy, they are posted on our web site: [www.wjrc.org](http://www.wjrc.org). One of the biggest infractions seen last year was taxiing out from the pit area to the runway. The rules state (rule 7), that you have to either carry your plane to the runway or walk it out while holding on to it. No Taxiing in the pit area! We have a compressed flight line/pit area at our field, which gives very little time to react in the event an airplane "gets away", so it is very important to maintain positive physical control of your plane while in this area. We have gotten much better at this, but I thought that a fresh reminder was in order as we start the current flying season.

New item: I've recently discovered a new item from a local company that I'd like to pass on. It's a "Dry" fueling system from Jersey Modeler, <http://www.jerseymodeler.com>, it captures overflow from the vent and returns it to the gas can, and it also seals the fill line when the fill probe is removed. Nice system, I'm going to order one to try it out. They also stock Viton tubing @ \$4.75/ foot.

That's all for this month, HAPPY FLYING !

Bob Werner

WJRC President



Photos from Scott Cole



**Flying Field Condition:** The field is in fine shape. "Thank You" to Dennis Buttocola for making it that way.

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**FIELD SAFETY:**

Spring has arrived and here are some Safety Tips when at the field:

- Install Wind Sock, Frequency Board and Fire Extinguisher.
- Check the area and the condition of the runway.

**PREFLIGHT:**

- Check your plane and Range Check.
- Keep fuel away from ignition sources (cigarettes, glow drivers, etc.)
- Communicate with pilots on the flightline (i.e. Your Takeoff and Landing Direction)

**DON'T FLY ALONE, SAFETY FIRST AND ENJOY THE DAY.**

Mark

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Sunday, April 12: Gas Engine Day.....and what most of us would probably consider 'opening day' for the flying season. It was a long overdue beautiful day: solid blue sky, 66 degree high, low winds. There was a good turnout of flyers but just a few gassers.

Sunday, April 25: A large turnout of flyers. With a lot of big planes here today, it almost seems like this was gas engine Sunday. (Lucky Macy emailed a link to all which showed the great photos he took of today.)

**From Gregg Clement:**

**A Pulley Backup For Twin Servo Setups:**

Below is a link to a video that I (Gregg) made of a servo tray that will be going into a **new plane** which uses a pulley system to still work the rudder if a servo should lock up. (Same servo models and setup as shown on the right including the bell crank.) In the video, you'll see that I individually disable each servo to simulate failures. Pretty cool.

<https://www.youtube.com/watch?v=-ZQQjKkOjC0>

Bought the pulley system from SWB:

<http://www.swbmf.com/2x-self-adjusting-servo-trays>

SWB's online demo of the pulley system:

<https://www.youtube.com/watch?v=3fDyULSO8KU>

Gregg

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

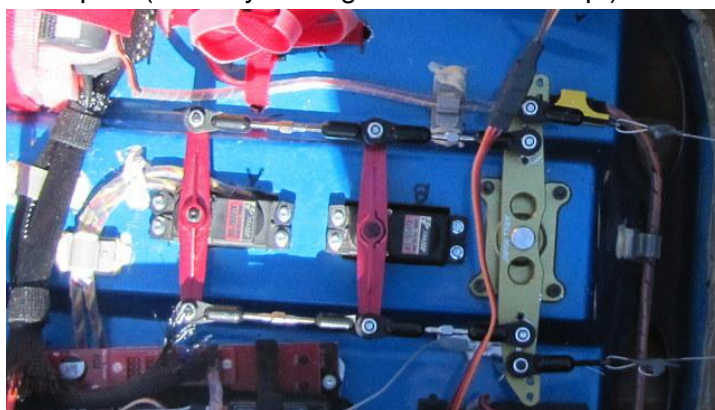
A good turnout on April 12, Gas Engine Sunday:



Sunday, April 26: Gregg Clement maidenied his 100" Stinson Reliant with its DA-60. (photo from Sheldon Parker)



Below shows the rudder servos of Gregg's 104" Extra (not his Reliant above). It has two Hitec 7950 titanium geared servos along with a bellcrank (for wider spacing of the control wires). The two servos provide a total of 806 oz-in of torque. (Watch your fingers near that setup!)





**From Bill Froeder:**

Below is a helpful procedure that Bill Froeder found in a Model Airplane News magazine. He refined and reworded the article to make it easier to follow. Bill provided it especially as a help for our newer flyers.

"Thank You" to Bill Froeder.

**How to reset a transmitter's trim tabs back to center without affecting control surface trim.**

After the first test flight for a new plane or one that just had some repairs and then required its control surfaces be re-trimmed in the air, you should try and reset the transmitter's trim tabs back to center. This way you don't need to remember what the trim setting was in case you accidentally bump or move the trim tab. This is not always an easy task. Here's a quick, easy method, and it should get you pretty darn close to having the transmitter's trim tabs centered, while still keeping the correct amount of trim that you put into the control surfaces of the plane on that flight.

Let's say for example you had to add 10 clicks of up elevator to trim your plane during the flight. Turn on the plane and the transmitter. Move the trim tab back to center or neutral counting the number of clicks that it takes you to get the trim tab centered. In this case 10 clicks. Then continue another 10 clicks so as to apply down elevator trim. So in this case you've moved the elevator trim tab 10 clicks to center and then another 10 more towards down elevator for a total of 20 clicks.

Turn off the plane and the transmitter. Then adjust the linkage on the elevator by removing the clevis from the control horn and turn the clevis in or out until the elevator is centered to the horizontal stab. Now it's just like it was the first time you set up the elevator. Reconnect the clevis to the elevator control horn.

Turn the transmitter and the plane back on and move the elevator trim tab down 10 clicks so the trim tab is now back at center or neutral. With the transmitter's elevator trim tab now back at zero or center, the elevator surface will be in the same position (10 clicks of up elevator) as it was when it was trimmed during that flight. So, if you bump or move the trim tab by mistake, just move it back to center and no harm, no foul since everything is back to where it's supposed to be. With your controls set up in this fashion, there's no need to re-trim the plane all over again on the next flight if the trim tab gets accidentally moved.

Photos from Gas Engine Sunday April 12:  
Andre Askew has a Super Tiger 75 in his Ultra Sport:



Lucky Macy brought two F3A electric pattern planes (below). The first one is a BJ Craft Monolog weighing only 11 lbs ready to fly with battery. It has a 1.9-meter (75") wingspan & 1.99-meter (78") length. Lucky said that this is as big as the pattern planes go.



This next one is Lucky's Sebart Mythos S Pro 2, also a 2-meter which he maiden today. It's even lighter than the Monolog and has a "T analyzer" (top-mounted wing) for increasing rudder effectiveness. Lucky said the plane is made with a lot of fiberglass and carbon fiber. He installed all Futaba high voltage SBUS servos and a Plattenberg Advance motor.



Lucky supplied these links for additional info:  
<http://www.f3aunlimited.com/sebart-mytho-s-pro-2m-arf>  
<http://www.f3aunlimited.com/plettenberg-advance-30-10>



### Trash at the Flying Field:

Any trash, even those small pieces blowing around at the field reflect badly on our club. Please pick up any you see and take it home for disposal.

### After Flying: Lock the Locks:

Remember, last one to leave the flying field, check that the gate, the toilet and the shed are locked and that you spin the lock tumblers so the combination doesn't show.

### My Two Bits On: FPV and Our Hobby:

Real good First Person View (FPV) equipment with lots of displayed flying parameters is more costly than most hobbyists care to spend right now. That makes a lot of us assume it'll never catch-on in a big way. But, besides the electronics shrinking in physical size, their cost will likely steadily decrease. Probably in 5 or 6 years, a complete, good quality FPV package including goggles and displaying lots of performance parameters may be had for a price that would knock our socks off right now. If that doesn't sound like the potential for a big change in our hobby, get this, although quite expensive, special FPV sets can be obtained even now that have 3D viewing.

It seems likely FPV will be the next big change in our hobby - like when it went from control line to being predominately RC. Imagine landing an RC plane or heli with a 3D FPV setup in the cockpit. Challenging? You bet. In 5 years, will just about all the newer guys in the hobby spring for that extra cost? You bet.

If I may drone on, the FAA has estimates as high as 30,000 drones (seems too low to me) being used by various governmental, commercial, educational and research endeavors by 2020. Studies are underway which will provide info needed for the mechanical design and the software for fully autonomous (i.e. self-directed) drones. These would be able to zip through offices, dodging people and each other, while others types would do likewise through streets or wooded areas. I'm sure that, along with all these expected uses, the FAA and the FCC are also ramping up for BIG usage by hobbyists - and by potential evil doers. There will likely be a number of stringent laws on the licensing and the limitations on where and what an FPV-equipped craft may do. But, I don't think that will slow its progress in our hobby. We shall see.

(Some of the above info is from Science News magazine, 2/7/15.)

Happy Flying,  
JJ

More from Sunday, April 12:

Tom Goraj flew his FPV plane wearing view screen goggles. Tom also set up a tripod-mounted FPV monitor that displayed the same view he had in his goggles. The FPV monitor drew a number of inquisitors at the field, including yours truly. The FPV monitor, like Tom's goggles had about a dozen or so parameters superimposed over the camera view.



Tom showed that the plane's electronics along with its 8,000 mAh battery can be easily accessed by just removing a single thumbscrew.



### WJRC SCHEDULED EVENTS:

- Spring Ducted Fan:** Sunday, May 10
- Business meeting:** Tuesday, May 12 @ 8 PM
- Multi-Engine:** Sunday, May 24
- Bull meeting:** Tuesday, May 26 @ 8 PM
- War Birds** Sunday, June 7