

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



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Web site - www.wjrc.org

Boodys Mill Road GPS: 39.77425 -75.204722

Minutes of the West Jersey R/C Club October 13, 2015

The meeting was called to order at 8:12 pm by President Bob Werner with 31 members and prospective members in attendance. The minutes from the September meeting were read by the Secretary and accepted by all present after a change was made to the balance read on the checking account. Treasurer Brian Beer gave the transactions on the checking account with an ending balance as of September 30th. The membership was reviewed with Mike Longo, Greg Busch & Dan O'Hare all attending their 3rd meeting and being welcomed into the club with a round of applause. Joshua Busch & John Brink both sat in on their second meeting while Bill Batchler attended his first meeting. With the new members attending their third meeting the club is at 94 members. Mark Schools gave the field report and said the field is ok but has had some minor damage repaired. Field Marshal Owen Douglass said everything has been ok, with nothing else to report. The President said he has not had any contact from the Rowan students working on their project.

Old Business

The club picnic was great with Tom Gabriel preparing the food for this event. The weather was not the best but there was still a good turn out and plenty of flying, THANK YOU Tom. Neil Stokes read the proposed changes to the club by-laws. There will also be an email sent out for all to review and it will also be in the next newsletter. The changes will be voted on at the November meeting. Nominations for club officers will take place at the October and November meetings with voting taking place at the November meeting. The condition of Booty Mill Road was brought up and we'll reach out to Mantua Twp. Garage to see if they have plans on any repairs.

New Business

Mark Schools tried to contact John Landolfi to get more information on trying to level the dirt runway with the grass; and, he has not heard back from him yet. Mark Schools said that the field takes a lot of work to maintain; the grass, runway and equipment all need constant work. As a reminder if you bring in trash, you take trash out. Mark also made a suggestion to send letters out to area town officials to see if they have any open spaces that we may be able to utilize. In return we may be able to repay back to the community in some way. President Bob Werner opened up nominations for club officers, with the following up for the challenge:

President: Bob Werner

Vice-President: Owen Douglass

Secretary: Neil Stokes

Treasurer: Brian Beer

If the by-laws update passes, there will be a nomination for Safety Officer at the November meeting. Paul Gross wanted to thank everyone for the alert of a full scale, low flying aircraft when he was flying his turbine; it could have been ugly. The President reminded everyone that the next Bull Meeting is October 27th, the Business Meeting is November 10th. The next event is Fast Plane Sunday on November 8th. With no further business Brian Beer ran the raffles with John Brink winning a gallon of fuel donated by the family of Ray Snock. The 50/50 raffle went to Marty Brodack winning \$32.00. The P-38 Lightning donated by past President Steve Althouse was won by Brian Beer. Brian reported that this raffle brought in a total of \$320.00 to the club. THANK YOU Steve.

The meeting was adjourned at 9:16 pm.

Respectfully Submitted,

Neil stokes WJRC Secretary

The President's Corner

November 2015

Wow...its NOVEMBER already! This year sure has gone by fast! It seems like I was just elected only a month or so ago; but, it's that time again. Time to elect your Club Officers for 2016; and, this year we have some changes in the wind. As you all know, we had a potential problem that had to be dealt with; and, it was found that because of some oversight, and the way our current by-laws were written, there was no timely way to handle the matter. We got lucky and the problem "sort of" resolved itself, but the potential threat to the club was real; and, it highlighted the need to finally get around to revising the by-laws, which date back to 1998. Our by-laws committee has worked hard to come up with revisions that make sense in today's environment. One of the proposed changes in the by-laws is a change in the status of the position of Safety Officer which is currently an appointed/volunteer position to that of an elected officer. This means that, like the rest of the board, all you WJRC club members get to choose who you want to enforce Club Safety. Rich Onorato has been Safety officer in the past, and he has done a good job. I will encourage Rich, and others to run if you decide to make it an elected position by ratifying the proposed by-law changes. Many of you might think that the current board will just be re-elected and that showing up to vote will be a waste of your time; but, this time there are some things that need your urgent attention, and your vote. Please read the information that was sent out on the by-laws proposal and then show up to vote. Then, vote again on the nominations for club officers for 2016. Choose to participate!

Next month will be a time for reflections, but now we need to address the last big piece of club business for the year. Up next month: The Club Christmas Party, or for those of you who feel the need to be PC, the Holiday Party! Good Food and Airplane talk for the evening. What could be better?

Bob Werner
WJRC President

RC Field Etiquette

When starting or running up an engine, be conscious of the prop blast. Always be aware of where loose items and exhaust residue is being directed. Dust, grass clippings and oil can quickly coat other individuals and/or their equipment.

Always be cautious of the prop arc and the area forward. Be sure the immediate area is clear before starting or running an engine above idle. Thrown or broken props do happen and are very dangerous. For the safety of yourself and others, alert people in your immediate area that may have their attention directed elsewhere, that you are about to start an engine.

Mark

Gregg Clement's **Videos** from the WJRC Flying Field are on his YouTube channel "Gregg660":

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

Sheldon Parker's **Photos** from the WJRC Flying Field are on his ShutterFly site: <https://wjrcphotos.shutterfly.com/>

Photos in this issue are from **Fall Ducted Fan Sunday**.

Owen Douglass' electric, 59" Sky Mule from Duraflly with its twin 1100kv motors showed it had plenty of power. Duraflly also markets these as being excellent for FPV; but, we're not going there just yet, at least not until we learn more about the new, just passed, FCC licensing requirements for FPVs.

<http://www.flyrc.com/duraflly-skymule-twin-fpv-sports-model-epo-1500mm-pnf-us-warehouse/>

(Photo from Sheldon Parker)



Sunday, 10/11/15: **Fall Ducted Fan:**

A cloudless sky and no wind brought a big turnout of flyers - all 17 benches taken. There were plenty of attention getters here besides the ducted fan planes. Ducted fans went from tiny electrics to turbines - yes, that's "turbines" plural. Paul Gross made two flights with his turbine and visiting Brian Newton made one with his. Brian also flew his 1/3 scale Sopwith Pup; there were also plenty of other big prop jobs too. Gregg Clement flew his 100", 60cc, Stinson Reliant and his giant Extra complete with smoke. Now that he's flown it several times, Manny Martin seemed to fly his 91", P-38 Lightning almost casually. Manny plans on eventually installing retracts in it.

Chris Green brought 3 EDFs; but, it was his Eurofighter Typhoon that really caught my eye. It had 360 degree thrust vectoring, a movable canard and, of course, retracts. It looked like it was going to be a task to fly; but, Chris said "no problem" including landing. (photo right)

Guess I can't talk about big planes without mentioning Barry Prather and Andre Askew who took shots at flying their giant glow-powered A-7 and giant electric Mirage respectively.

With all benches taken, there was a lot of activity in the Pits, not the least of which was Joe Mauriello breaking in a Saito 60cc, 3-cylinder radial on his new, not yet flown Top Flite 86" giant Corsair. Its sound, even just sitting at idle, drew a small crowd.

It all added up to one big RC crowd-pleasing Sunday. Hopefully you saw the 7 videos Gregg Clement put together in his documentation of the day's events. If not, you can get to them and his many other videos quickly on his YouTube Channel (web address Page 2).

Another Plane Rescued with Our Air Boss:

A reminder about a piece of very useful equipment we have in the flying field shed. It's called an "Air Boss" by its manufacturer. We use it to retrieve a plane caught high in a tree. It works using air pressure to propel a weight with a fishing line attached which you can then use to pull a rope up and over the plane. All the needed parts along with instructions are in the shed. For safety sake and for conservation of the equipment, be sure to read through and follow the instructions.

Don't Be Shy to Fly:

WJRC allows up to five (5) planes flying at one time at our field. Just be sure to follow the air traffic flow to help avoid mid air collisions and, to clearly announce takeoffs, landings and walking out onto the runway.

Paul Gross' sent his turbine up for two flights:
(Photo from Sheldon Parker)



Chris Green's Eurofighter (details left):



Manny Martin starting one of the 60 engines on his P-38
(Photo from Sheldon Parker)



If You Walk Onto the Runway:

Those on the flight line are closely watching their airborne planes, not looking at the runway. Make a loud, clear announcement before entering onto the runway. Be sure it is heard. When on the runway, be sure to continue listening for warnings and to watch and listen to the planes aloft, being especially attentive for possible dead-stick callouts.

It's best to have someone in the Pits watching out for you. This is especially the case if your hearing is less than perfect.

Interesting Experience While Travelling:

Sheldon Parker, who supplies a lot of the WJRC newsletter photos, and his wife had an interesting "air-plane history experience" which he described in an email to me ([below](#)). Sheldon used to work for Subaru, keep that, as well as Wilbur and Orville Wright in mind while reading it:

Last week we were in Dayton visiting air museums. On the last day as we were leaving I saw a Subaru with the license plate "WIL N ORV". I had to get the picture.

Then I had to get the car serial number for My Subaru buddies. Then I was spotted by the owner who ran out of the building after me. She thought I hit her car and was leaving a note. After explaining who we were and that we had read a book about the Wright brothers and were fans, she said she was Amanda Wright Lane. Her grandfather was Wilbur and Orville's brother. What a way to wind up a road trip!

It doesn't end there. We talked for about 10 minutes or so. We asked about the accuracy of the David McCullough book about her uncles; and, she confirmed it was very accurate. We talked about cars; the one in the parking lot was her first Subaru and she loved it. Then she told us that Tom Hanks had just bought the rights to create a film about the Wright brothers.

We asked her what it was like to have famous uncles. She related a funny story: When in second grade, her teacher noted the Wright brothers had been the first to fly powered aircraft. She promptly corrected her teacher saying "no, it wasn't the Wright brothers, it was my uncles Wil and Orv". We were stoked all the way home.

Sheldon

WJRC SCHEDULED EVENTS:

Fast Plane: Sunday, Nov 8
Business meeting: Tuesday, Nov 10 @ 8 pm
Bull meeting: Tuesday, Nov 24 @ 8 pm

Happy Flying,
 JJ

Barry Prather brought his F-16 down the runway for some real LOW passes:



Chris Green's electric SU-34 (35" wingspan, 57" long) from Freewing (Photo from Sheldon Parker)



Getting a large ducted fan to fly is no easy matter. Here's Manny Martin with Andre Askew's BIG Mirage which had a nose gear problem that interrupted its take-off. Andre made this great looking jet from plans.

