

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



Date February 3, 2016

Editor JJ DeLucia  
editor@WJRC.org

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 January 12, 2016

The meeting was called to order by President Bob Werner with 31 members and prospective members in attendance. The minutes from the December 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 December 31<sup>st</sup>. Brian also gave the statement on the Vanguard Fund as of December 31<sup>st</sup> with an increase since the last statement. Vice-President Bob Demola said that, as of tonight, 49 members have renewed their dues. Bob Demola also reviewed the membership with Jeff Cocchi attending his second meeting while Jason Grote sat in on his first meeting. Dennis Buttocolla said that the field is ok, it's winter, nothing happening. Safety Officer Rich Onorato said all is well with nothing to report. Bob Werner said that he has not heard anything from the Rowan students regarding their project.

### Old Business

Bob Bradshaw was the lucky winner of the First Fly with 9 planes competing for the prize and bragging rights, Congratulations Bob. It was mentioned that before the next First Fly there should be a pilots meeting before the event to quickly go over the rules. President Bob Werner opened up the floor for nominations of Vice-President, Field Safety Officer & Field Maintenance Officer. The following are up for nomination: V-P: Bob Demola and Tom Gabriel, FSO: Owen Douglass and Jay Honigman, FMO: Dennis Buttocolla. The club did a paper ballot vote with the following being voted in as officers:

Vice President: Bob Demola

Field Safety Officer: Jay Honigman

Field Maintenance Officer: Dennis Buttocolla

Bob Werner went over the trustees and their job within the club, and put it to a vote from the membership. The proposed change on the trustees was accepted and will be

added to the by-laws and, once completed, will be posted to the club's website. Bob Werner said he's in the process of getting the paperwork from the state on the incorporation of the club to have it on file. Neil Stokes got a quote from English Sewage on the service of the porta-pot for the next year and all present approved to have it paid.

### New Business

Bob Werner went over some of the proposed updates on the AMA and FAA ruling on the unmanned aircraft registration. He recommended registering before the January 19<sup>th</sup> cut-off to avoid a \$5 fee attached. If you do not register by February 19<sup>th</sup> and have an incident which needs to be investigated there could be heavy fines from the FAA. Bob Werner went over the event schedule to confirm dates and make any changes; he will send out an email for all to have. The next Bull Meeting is January 26<sup>th</sup>, the next Regular Meeting is February 9<sup>th</sup>. With no further business, Brian Beer ran the 50/50 raffle with Jearl Waddell winning \$15.00. Paul Gross won a quick field charger donated by Chris Green. The meeting was adjourned at 9:00pm.

Respectfully Submitted,

Neil Stokes WJRC Secretary



# The President's Corner

February 2016

It's February and we've finally had our first big snow storm, indicating that it's high time for our building season to get into full swing! Some of you may be working on an airplane that you picked up online, or at a club auction, or maybe at an event like the WRAMS Show or the Lebanon flea market. Many times these aircraft come with no instructions, and sometimes very little info is available online. As part of finishing your new project, you need to locate the CG or center of gravity. I'd like to bring your attention to an article in the April 2016 issue of Model Airplane News entitled: Center of Gravity Basics by Gerry Yarrish. It covers how to find the CG of the most common wing plan forms, from constant chord to swept wings. Nothing can ruin the maiden flight of your new pride and joy quicker than trying to trim out a tail heavy airplane and that could be easily avoided with a just little math! You might even want to make copies of the article and keep it around your workbench for future reference!

Can't decide what to build? Take a look at our WJRC event calendar, and think about what event(s) you might want to participate in this year. Then figure that a week before the scheduled event as the absolute deadline for getting the project finished. Finishing it earlier is better, giving yourself time for a maiden flight to work the bugs out. No matter what you decide to build have fun doing it, it's not work, it's a part of your hobby and it can be as rewarding as making that maiden flight!

Bob Werner  
WJRC President



**Checkout Bill Froeder's Airopult Report on the last page:** The Airopult is a great safety restraint in that it allows you to anchor a plane to the ground and to then release the plane by stepping on a pedal behind it.

## Three 2016 First Fly photos from Sheldon Parker

Tom Monaco, Barry Prather and his F-16 entry; in the background is Manny Martin and Andre Askew:



Mike Longo and Tom Gabriel with Mike's 58" foam entry:



Rick Lawn and Dave Tracey with Dave's entry (notice the lack of a horizontal stabilizer):



**CLUB DUES:** ←

Club dues of \$60 must be **paid in full by the last day of February** for all current members. A \$25 Late Fee will be applied towards club renewals beginning on March 1. Dues will be accepted at the February meeting.

Remember, following the full payment of club dues, proof of up to date AMA membership must be shown in order to obtain the WJRC Sticker for your AMA card. (You apply the WJRC Sticker to the blank area on the front of your AMA card; it serves as proof of paid-up 2016 WJRC dues.)

**The AMA membership card with the WJRC sticker must be worn in a prominent location when at the flying field.**

If you plan on mailing your dues, send them to the WJRC vice president:  
 Bob Demola (bdemola@gmail.com)  
 282 Bridgeton Pike  
 Mullica Hill, NJ 08062-2674

Gregg Clement's Videos from the WJRC Flying Field:  
<http://www.youtube.com/user/gregg660/videos>

Sheldon Parker's Photos from the WJRC Flying Field:  
<https://wjrcphotos.shutterfly.com/>

WJRC's new Field Safety officer, Jay Honigman guiding Ed Mortimer's Ultimate with Jeff Cocchi looking on.



Jan 26, Bull meeting: Bill Froeder and Paul Gross both brought prop-driven F-20 Tigersharks.



**Another Hearty "Congratulations" to all our 2016 First Fly contenders!**

Tom Gabriel, Mike Longo, Andre Askew, Bruce Sheppard, Dave Tracey, Bob Bradshaw, Tom Monaco, Barry Prather, Manny Martin



## Aiopult Report from Bill Froeder

The Aiopult is a plane restraint that you anchor to the ground; the plane is released by stepping on a pedal behind the plane. <http://www.aiopult.com/en/> Bill Froeder purchased an Aiopult and was kind enough to provide us with his own write-up summarizing his experiences with it and included his own photos (right column).

From Bill Froeder:

I don't like holding my arm over the prop arc to hold a plane when starting it. This is especially the case on planes with bigger props; I wanted to use the Aiopult to eliminate having to do that.

The Aiopult model I purchased was designed for small to medium planes and supposedly will hold 99% of all model airplanes safely. The key is not the size of the plane but the distance between the tail and the main gear, and the rudder size. That distance between the tail and the main gear has to be 47 inches or less, and the rudder needs to be 17 inches or less. It will handle the larger planes by buying an extra extension for it; or, you can buy the bigger Aiopult model which is designed for the really big stuff. On that bigger unit, the distance between the tail and main gear must be 70 inches or less, and the rudder must be 23 inches or less. The company successfully tested a plane on that bigger unit with a 118 inch wingspan and a 150cc twin Boxer engine. Another test was done with the big unit restraining a plane with up to 130lbs of thrust.

The plane I used for my setup was a Northeast Aerodynamics Sport-Air 45 with a 58 inch wingspan. Due to its very wide gear stance, it doesn't fit on our flight stands; so, it must be started on the ground.

### First time setting it up at the field:

Yesterday was the first time I actually used it at the field; as, I bought it before I got sick. I should have used the extra extension I have for it because the undercarriage height adjusters were at the very end of the extension. I didn't think I'd need them; which is why I left them home. Would have been easier to set up if I had them with me. It does take some time to get everything set up; but, once you do it a few times it goes a lot quicker. You can put marks on the extensions for the settings of each airplane, which would make the set up even faster.

### Second time setting it up at the field:

Today, I set up the Aiopult for the Sport-Air the way it is supposed to be done because this time I brought and used the Aiopult extensions. Definitely set up a lot easier and a lot faster than it did the first time. Also, it was a heck of a lot more secure than it was the first time too. No backward movement at all. Really felt confident that it was not going anywhere. With it this way, I'm comfortable with the arms that hold the tail, as they are really sturdy. Setting up a tail dragger is easier than setting up a plane with a nose gear which the Sport-Air has.

My plane in the photos is a Northeast Aerodynamics Sport-Air 45 with a 58 inch wingspan, 48 inch fuse, and the engine is a 2-stroke, Enya 45CX. Due to the plane's very wide gear stance, it doesn't fit on our flight stands. (photos from Bill Froeder)



"Thank You" to Bill Froeder for a great article.

## WJRC SCHEDULED EVENTS:

Tuesday, Feb 9 @ 8 pm      **Business meeting**  
 Tuesday, Feb 23 @ 8 pm      **Bull meeting**

Happy Flying,  
 JJ

For winter "work": scale accessories and detailing for planes. <http://www.iflytailies.com/>

A woman has the last word in any argument. Anything a man says after that is the beginning of a new argument.