

**President** Bob Werner  
**Vice President** Owen Douglass  
**Secretary** Neil Stokes  
**Treasurer** Brian Beer



**Date** January 6, 2016

**Editor** JJ DeLucia  
[editor@WJRC.org](mailto: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

December 8, 2015

The meeting was called to order by President Bob Werner at 8:17 pm after everyone enjoyed a great meal for our Christmas party. Thank you to Bruce Sheppard, Sandy Dubeau & Sue Knight for preparing the food and for all of their hard work for us to have our party. There were 35 members and a prospective member in attendance. The minutes from the November meeting were read by the Secretary and accepted by all present. Treasurer Brian Beer went over the checking account and gave the ending balance as of November 30<sup>th</sup>. The membership was reviewed with Jeff Cocchi attending his first meeting. The field is ok with no issues to report. Safety Officer Rich Onorato said that there was an incident at the field which has brought up some concerns on letting people know if you have an issue with a plane that may crash in the pit area. He said the pilot should make it known loud and clear if they have an out of control plane. Bob Werner said he has not heard anything from the Rowan students and their project.

### Old Business

Bob Werner went over the by-laws and the Trustee concerns. The by-law changes were passed with the Trustee section still in effect until further investigation and it will be revisited within the next 60 days. The position for Field Maintenance Officer will be tabled until the next meeting. The following were nominated for Safety Officer, Owen Douglass and Jay Honigman with Tom Gabriel nominated for Vice-President. It was mentioned that the club would like to have paper voting for club officers instead of a show of hands. The First Fly will be January 1<sup>st</sup> at 10:00 am sharp, please contact Bob Bradshaw if you would like to participate. The work on the runway will be tabled until we have a Field Maintenance Officer to oversee this project.

### New Business

President Bob Werner reviewed the AMA and FAA updates on unmanned aircraft. The President reviewed the scheduled dates for events with the members wanting to add the Fun Fly on the day of the picnic. There will be a time frame for this event and it will not be an all-day affair for people who want to fly but not in the Fun Fly. Paul Gross pulled the winner for the Aircraft of the Year with Bill Froeder winning with a Sig ARF. Paul made a suggestion to modify this to having an Aircraft of the Quarter being drawn each quarter of a year, with each having a prize. It was voted on and agreed to have it run every quarter but with the last quarter having everyone who brought a plane included, with its winner getting their membership free for the following year. (See important details on this in "Rules on New Bull Meeting Prizes", page 2) It was approved to get Mr. Landolfi a gift this year for Christmas. Neil will get a quote from English Disposal for their service on the port-a-pot for the next year. The next Business Meeting is January 12<sup>th</sup> and there will not be a Bull Meeting in December; the next Bull Meeting is January 26<sup>th</sup>. With no further business, Brian Beer ran the raffles, with John Lysaght winning \$33.00 on the 50/50; Paul Gross won the Steve Althouse donated P-47 ARF. There was a plane donated by the Ray Snock family which was won by Tom Nicholas; and, a plane donated by John Schumacher was won by Jay Honigman. The meeting was adjourned at 9:23 pm.

Respectfully Submitted,

Neil Stokes WJRC Secretary

## The President's Corner

January 3, 2016

This will be a short column this month. I hope that you all have had a wonderful holiday and a Happy New Year. As we start out the New Year we have one big item on the agenda, and that is the Special Election for the offices of Vice President, Safety Officer and Field Maintenance Officer. Currently we have the nominations of: Tom Gabriel for Vice President, and Owen Douglass and Jay Honigman for Safety Officer. Nominations will reopen at the January business meeting prior to holding the Special Election. Please make an effort to come to the meeting to vote, and participate on discussions about the FAA registration program. See you there!

If you want a taste of what's driving the haste for registration, check out a book called The ULTIMATUM by Dick Wolf, a work of fiction that could be our worst nightmare!

Bob Werner  
President WJRC

Rich Oakes' beautifully done 65" T-28 which has a .75 2-stroke. Rich built it from a Dave Platt kit. You'd never know he's had it for over 35 years. Rich said the plane was repainted by former member Tom Dyle several years ago. The meticulously done paint job adds greatly in making the plane look like the real thing.

(photos from Rich Oakes)



## Tuesday, Dec 8: WJRC Christmas Party

**Bruce Sheppard, his girlfriend Sandy and her twin sister Susan** again this year did all the work for our Christmas Dinner! It was a lot of work and they again did a great job. Their efforts, including the food selection, preparation and presentation, made it a fantastic Christmas meal get together for the club!



**"THANK YOU" to  
Sandy, Sue and Bruce**

## Rules on New Bull Meeting Prizes:

As noted in the Minutes, a big change has been made to what was previously one annual Bull meeting Aircraft of the Year prize and it takes effect in 2016. Here are the details:

A \$25 winner will be drawn for each one of the first 3 quarters of the year.

The 4th quarter will not have a \$25 drawing; instead, every member who brought a qualifying aircraft to a Bull meeting in any of the 4 quarters of that year will be entered into the year's final drawing where the winner gets free dues for the next year (no cash).

To enter a given quarter's \$25 drawing, a member must bring a qualifying aircraft to a Bull meeting in that same quarter.

For an aircraft to qualify, it must have been either designed to be flown as an RC or built or purchased to be flown as an RC. However, it need not to have ever been flown; it can even be just partially built. No repeat bringing of the same aircraft will count towards an additional \$25 drawing that year.

A member's name is only put in once for the end of the year drawing (free one year dues) no matter how many aircraft the member brought to that year's Bull meetings.

To prove you brought a qualifying aircraft to a Bull meeting, get the appropriate form from Paul Gross; fill it out and return it to Paul or a club officer. NOTE: That filled out form documents that you've brought a qualifying aircraft and it gets you into the drawing(s).

**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. Club dues will be accepted at the January meeting as usual.

Remember, 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 WJRC dues for 2016.)

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

If you plan on mailing your dues, they should be sent to the club's 2016 vice president; however that position is presently vacant. The 2016 vice president position will be voted on at the January 12 Business meeting. So, if you intend to mail your dues, please wait until after that date, at which time the name and address of the vice president will be provided.

**Friday, Jan 1, 2016: First Fly Race**

This year we had an exceptional number of contestants, nine, in this free-for-all:

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

The race had an unusually tumultuous start. (Go figure.) But, 40 seconds later, the winner was Bob Bradshaw with his 60" SeaMaster with a .60 2-stroke. That's two years in a row Bob won with this plane.

Sheldon Parker's great photos of the race:  
<https://wjrcphotos.shutterfly.com/240#240>

Gregg Clement's video of the race action:  
<https://www.youtube.com/watch?v=YNwIFf2YIIs&feature=youtu.be>

**Congratulations to Bob Bradshaw  
Winner of the WJRC 2016 First Fly Race**



photo from Sheldon Parker

Sunday, Dec 13: December Warmth

A 70 deg day and low winds brought a huge turnout of flyers (below 3 photos). Manny Martin counted 22 vehicles parked along the Pits - remember, we only have 17 benches! And, there were more vehicles in our visitor parking area! In fact, when I was driving in to the field, seeing the crowd I thought, "Hey, free food!". But no, it wasn't onions that I smelled; the crowd was due to the great weather. (Glad I ate before I left home.)

It goes without saying, there was a lot of flying, including some really great stuff. One flight that really held my attention was Joe Mauriello flying his 79" Aeroworks Extra 260 with a DA-35. We all know Joe's an exceptional flyer but, today was something else. Joe accomplished a full 360 degree Rolling Circle at an altitude of probably no more than 20 feet. (I'm not good at it but I like trying whatever aerobatics I can; but, a Rolling Circle is one I can't even begin to touch at ANY altitude.) Hey Joe, nice flying!

A short-sleeve December day gave us a BIG turnout:



Sunday, Dec 6: A Very Unique Foamy

Jay Honigman's brother-in-law, Jeff Chocchi, was here today as Jay's guest; he'll be joining WJRC next week. Jeff had with him a Freewing 56" foam P-51 (photos right column) which kept drawing a crowd. Here's why: as the electric P-51 was "started", it played a loud recording of an actual P-51 Merlin engine starting up just prior to prop rotation. Afterwards, the recorded engine sound synced with the transmitter's throttle position; it could be heard clearly throughout its flight. It all looked and sounded quite "natural". With the recommended battery, the plane comes in at around 5-1/2 lbs. As Jay took it up for its first flight, the plane showed plenty of power and sounded great. The Mustang came beautifully detailed and very well equipped. Jeff said the plane was mostly already put together. The landing gear and other systems came as basically modular components; other than that, you just install your own receiver and battery. He said he didn't even have to read the instructions, he just followed the website's assembly video. Along with the sound system, it came with working flaps, shock absorbing retracts, the tail wheel retracted and its doors closed. Another little surprise was that the inboard main gear doors closed after the gear came down; all the gear action was nicely timed. It also had wingtip lights and landing lights. Jay also pointed out that the canopy slid back; so, if you wanted, you could install a small camera. The below link gives more info.

<http://www.motionrc.com/freewing-p-51d-iron-ass-w-merlin-sound-1410mm-55-wingspan-pnp/>

If you want to see Jeff's P-51 in the air, below is a link to Gregg Clement's video of it.

[https://www.youtube.com/watch?v=-rrQhh\\_pN1I](https://www.youtube.com/watch?v=-rrQhh_pN1I)

## WJRC Scheduled Events:

**Business meeting:** Tuesday, Jan 12 @ 8 pm includes: voting for the 2016 Vice President, the Safety Officer and the Field Maintenance Officer.

**Bull meeting:** Tuesday, Jan 26 @ 8 pm

Hope 2016 is a high and mighty year for you!

Happy Flying,

JJ

Felix the polar bear says: "Ya know, Christmas time is great. There are so many wonderful things going on. My favorites are the elves; they taste like chicken."



Below shows the underbelly of Jeff's P-51 (described left column) showing the perforations in the fuse lower front for the front speaker, the landing lights, the good looking main gear's working shocks; and, notice too that the inner main gear doors are up in the closed position with the gear down.



Below shows that the landing lights can be helpful in seeing the above P-51. It also has wingtip lights, although, as you can see, they're not as bright. Lights like these could be helpful with a camo plane when leaves are in season.



Nov 24 Bull meeting: Bruce Sheppard brought his, built from plans, 80" Extra 300SP with a .90 2-s; and, his kit-built 52" Super Sportster with a .40 2-s.

