

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



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Minutes of the West Jersey R/C Club

February 9, 2016

The meeting was called to order at 8:19 pm by President Bob Werner with 17 members in attendance. The minutes from the January meeting were read by the Secretary and accepted by all present. Treasurer Brian Beer reviewed the checking account and gave the ending balance as of January 31st. Vice-President Bob Demola went over the club membership and said as of tonight's meeting the club is at 72 members including 4 junior members. Bob Demola also gave the names of the membership committee with the following making up this group, Jay Honigman, Tom Gabriel, Joe Mauriello, Bob Demola, Neil Stokes, Brian Beer and Ed Mortimer. All members present approved this committee. Safety Officer Jay Honigman said that Ed Mortimer is now a Field Marshal. The Field Maintenance Officer was not present to give the field report but all seems to be well with no changes. Bob Werner said that the club is looking for more instructors. He is looking to get more people to fill in throughout the week. Bob Werner said he is still waiting for a response from the Rowan students regarding their project.

Old Business

Bob Werner read the updated change for the Trustees which will be added to the By-Laws; this was passed and will be added to the club website. Bob said that the Event Schedule is now set and on the club website for review. The FAA registration is still going on until February 19th with a cost of \$5.00. If by some chance you have an issue and there is an investigation, the pilot could face heavy fines for not registering. Bob Werner is trying to get a copy of our corporate paperwork to have on file if we ever need it. Paul Gross said to bring your planes out to the Bull Meeting and show them off as well as to enter your name in the drawings. Some of the members

asked about the runway work needed; this needs to be coordinated with the Field Maintenance Officer to have him oversee this project.

New Business

Bob Werner said that a new member's info packet will be sent out now that the by-law changes are complete; and, they will also be available on the website. The next Bull Meeting is February 23rd and the next Regular Meeting is March 8th. With no further business, Brian Beer ran the 50/50 with Marty Brodack winning \$12.00. Jearl Waddell won a plane donated by the Ray Snock family and Richard Lawn won some assorted parts to add to his flight box. The meeting was adjourned at 8:49 pm.

Respectfully Submitted,

Neil Stokes, WJRC Secretary.



President's Corner

March 2016

In another day from now it will be March, and that means that the flying season is not far off. Every once in a while the weather will throw us a little teaser, and it's great to be able to get out and blow the dust off of our flying skills. It also helps to motivate us to get those winter builds done so we're ready for the flying season and our theme weekends. Our biggest theme weekend is the Sunday of our warbirds only event. Any warbird, from any era qualifies, so we ought to have quite a variety of birds to show off their war time plumage. There will be food available at this event, so that should guarantee a great turnout! We have many Sunday events planned and there will be one to showcase just about anything you care to build. Don't forget that if you bring your projects to one of the Bull meetings, you can Qualify for the \$\$ offered for the "Bull Prize"! Check out the event calendar for the dates of the Sunday event(s) you want to participate in, and then you'll know how much time you have to get your project done and flight tested.

I hope that everyone has a great time flying this year, and don't forget that we will have a Fun-Fly event at this year's picnic. I am also toying with the idea of trying a one design Plank or Gnat combat event. If you are interested in such an event, come to the meeting and we'll discuss it. Either type of plane is cheap and simple to construct, so you can have a blast and not worry about a big investment of time or money.

That wraps it up for this month. Be safe, have fun, and happy flying!

Bob Werner
WJRC President

2/23/16 Bull meeting: Andre Askew brought his scratch built, electric Mirage; Andre put a 90mm fan and Hobby King electric retracts in it. He's got it all ready to fly.



Gregg Clement's **Videos from the WJRC Flying Field** are on his YouTube channel "Gregg660" (link below).

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

Sheldon Parker's **Photos from the WJRC Flying Field** are on his ShutterFly site (link below).

<https://wjrcphotos.shutterfly.com/>

WJRC Scheduled Events:

Tuesday, Mar 8 @ 8pm:	Business meeting
Sunday, Mar 20:	Windy Plane Day
Tuesday, Mar 22 @ 8pm:	Bull meeting
Sunday, Apr 10:	Spring Gas Engine Day

Jack Hofbauer's kit-built, Great Planes, 57", P-51 has a Super Tigre GS .45 in it with an APC 11x6 prop.
(photo from Jack Hofbauer)



Below is the 71" SparrowHawk of Paul Gross; it's glow-powered with a 1.60 twin-cylinder. Paul said the Seagull Models ARF needed significant nose strengthening. Additionally, it took 10 - 15 flights before he finally had the right mods to its landing gear. The mods included stiffening the main gear's spring action and drilling holes through the tires - all this to keep it right side up on landing. He said it fly's great ... and fast. Paul has another SparrowHawk which he built as a tri-motor (three, OS .52's); and, he's flown it successfully.



Spoilerons from Bill Froeder

(About 3 years ago Bill Froeder told me how helpful spoilerons can be for landing. But, it wasn't until recently that I finally got the mental where-with-all to try them. My first try was with my 60" Edge because it's was a real floater on landing. They worked great!! The plane smoothly settled down onto the runway and stayed down without bouncing. Now I routinely use them. Editor.)

The original article, titled "Fun Aerobatics", was written by Ed Moorman in the June 2004 issue of "RC Report" Magazine. For greater clarity, Bill Froeder rewrote sections of that article to the way it is on this page.

Flying on very windy days, gusting winds, or even days with a cross wind can be very challenging, even for the most seasoned pilot. A plane that wants to float forever on landing can be a chore. The use of spoilers, or "spoilerons" as they are called, can make flying a plane in those conditions a lot easier to manage. Spoileron actuation makes your full length ailerons act as an extra set of elevators. The slight up movement of both ailerons (when acting as spoilerons) increases the angle of attack on the leading edge of the wing creating a higher sink rate than normal. The more the ailerons go up, the higher the rate of descent. The amount of up aileron is up to your desired type of flying, but usually 1/8th to 1/4 of an inch is more than enough. Your ailerons and elevators work as normal the whole time spoilerons are switched 'on'; so, full control is always maintained.

To set this up, you need a sport or acro type plane with dual aileron servos and a computer radio to do mixing. Just about all 6-ch radios have enough mixing capabilities for this. A dual aileron servo setup is required because you will be setting up using the "flaperons" setting on the transmitter. Set them up in **reverse** so they **go up as spoilers instead of down as flaps**. Most people, when they use dual aileron servos, use a Y-harness connected to the aileron channel. When you use flaperons, you plug the two aileron servos into two different channels. Usually they are plugged into the aileron and flap channels. With some of the higher end computer radios you can map them to any channel you like. Care must be taken to make sure each servo is plugged into the proper channel. Marking the extensions for the proper channel is highly recommended. The plane **must have full length ailerons** if your setting up for spoilerons. Planes with "Barn Door" ailerons, and wings with flaps and ailerons **will not work**.

There are four different methods in the programming procedure to set up the spoilerons. The **best one** to use is the one where you to use a mix with a switch to turn the spoilerons on and off. (In my Spoileron Setup procedure, it's #4. The procedure came as another attachment along with this newsletter.) The spoilerons will be mixed with the throttle. So, when you turn the mix on with the switch and move the throttle down below half throttle, the spoilerons (both ailerons) will slowly start to go up. The lower the throttle stick goes towards idle, the more both ailerons will go up. They will be fully deployed in the up position (1/8th to 1/4 inch) when the throttle stick is fully at idle. If for whatever reason you need to go around again on landing, or are doing touch and go's, increasing the throttle from idle will slowly start to drop the ailerons back down and they will be fully down to normal position once the throttle stick is at half throttle or higher. They will stay that way until you reduce power below half throttle again or you turn the mixing switch off. The offset position on the throttle stick that raises and lowers the spoilerons can be set to whatever position you like. When the mixing switch is in the off position the spoilerons will not deploy at all, no matter where the throttle stick is. A mixing switch is not required but is **highly recommended**; because, if a mixing switch is not used the spoilers are active all the time, depending on the position of the throttle stick.

To summarize, spoilerons work extremely well for landing planes that tend to float on landing, landing on windy days, gusty conditions, and oddly enough, in cross winds. The plane sinks faster, so you don't get as much effect from the cross wind. It seems that they let the plane cut through the wind better, minimizing any adverse effects. Using a mixing switch to mix the spoilerons to the throttle allows you to control your decent and to turn them on or off whenever you want.

NOTE:

Bill has written a Spoileron Setup procedure that applies to JR and to Spectrum transmitters. It was included as a second attachment in the same email as this newsletter.

"Thank You" to Bill Froeder for supporting our newsletter with another great article and for the Spoileron Setup procedure.

(I made a Spoileron Quick Setup sheet for a Futaba T7C transmitter. It doesn't give detailed instructions; but, if you're familiar with programming the T7C, you'll have no trouble setting up spoilerons with it. If you'd like a copy, email me. Editor.)

All photos from Sheldon Parker

Jay Honigman with his Tiger Moth:



Tony Massimi readying his F-15:



Paul Gross' own version of a 1915 Fokker E.III (Eindecker):



Fokker E.III info:

<https://www.museumofflight.org/aircraft/fokker-eiii-reproduction>

Mike Iacovone's aerobat:



Dave Tracey with his Super Skybolt:



Rich Onorato with his plan-built Marchetti SF-260 with a DLE-55. (Sheldon got this nice shot with his cell-phone's camera. Something to keep in mind.)



Happy Flying,
JJ

From Stephen Wright: When I was crossing the border into Canada, they asked if I had any firearms with me. I replied, "Well, what do you need?"