

TRI COUNTY RC CLUB

THE FLY PAPER

Charter number 434, March 1968

www.tcrnj.com

February Meeting Minutes: Reported By Gerry Roedel

For those that could not make the meeting here are a few of the things that were discussed.

- The road to the field is, as usual this time of year, muddy. It will be that way for a few weeks so use common sense. If it looks bad, cut over the grass. In previous years if the road got really bad, the ranger would tell the town and sometimes the town would do a little maintenance. It remains to be seen if this will happen this year.
- The canopies will have to be replaced. It may seem like a waste to have to replace them after a maybe 2-3 years, but there aren't really alternatives. We cannot install any permanent structures and heavier canopies get very expensive. When new ones are set up, we will try to anchor, the legs in such a way that they will not lift in heavy winds, which is what has caused damage in the past. Any suggestions are welcomed.
- Training, We plan to resume Tuesday afternoon/evening flight training on a regular basis when the warm weather arrives. The club has a trainer planes and radios. Any member wishing to learn to fly can just show up without an appointment.
- Due to unforeseen circumstances, Peter D, has resigned his positions of secretary. Eric has generously offered to fill post, but it would be appreciated if someone stepped up to take the job.
- Bruce G. has been in contact with the IRS and hopefully we should have the Tax Exemption situation resolved in possibly (hopefully) 6-8 weeks. In the meantime Bruce will act as "co-treasurer". Bill Patterson and Bruce have worked hard to settle this matter and we owe them our gratitude. By the way, Bruce celebrated his retirement on February 28th. When you see him, wish him well. He should be at the field more often once the weather warms up.
- Frank Jones has been in contact with a supplier of personalized apparel and has gotten price quotes for club baseball style caps. The one-time setup fee for the club artwork is \$45 and the price of each cap will be



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Club Meeting

Next meeting is **Thursday, March 28, 2019 8:00 p.m.**

Monroe First Aid Squad Building

47 Monmouth Rd.,
Monroe Township, NJ

Some suggestions for this years flying events include:

"2019 Summers Over , Halloween Fun Fly"

"Theme day", Last Saturday of each Month

"Night Flying", Maybe once per month on the 2nd Saturday night.

Most events will **not** close down the field to regular flying.

More details and additional events will be posted in the upcoming newsletters.

The Mercer County Radio Control Society is going to have an **electric fixed wing** fun fly on Saturday, May 18th. TCRC is invited to come and enjoy. Their field is in Assumpink Park off route 571. Their website will have directions

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2019 Membership dues

Last day for Membership dues will be March 31, or you can pay at the meeting.

The renewal cost is \$50 per member and \$25 for junior members. Membership can also be paid by PayPal. The PayPal address is TCRCNJ@gmail.com. If you are paying by this method, send the payment as though it were going to a friend or relative, so that TCRC does not pay for transfer charges.

Any member who hasn't paid by that date will have to rejoin as a new member.

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around \$12 with a minimum order of 45 caps. The members in attendance voted to proceed with the purchase.

- The FAA has issued a revised ruling. See insert below on page 2
- The "Chief of Aerial Shenanigans" will continue his series of informal "theme days" and Night Flying. For additional information contact him at mdigennaro1@gmail.com
- Emery and the members of the board are going to build a new club website.



If anyone has any suggestions as to what they would like on the website, feel free to contact any of us. Your input is valuable.

- The Club picnic is going to coincide with Mike D's beloved "Summers Over Fun fly". We are also planning to have possibly 3 other club events with food and prizes. Also we hope to have an "Annual banquet" towards the end of the year. It will probably be less formal than the previous Holiday Parties. Again input from the members concerning this is encouraged and welcome.

FAA Numbers on Aircraft:

In case you haven't been informed, the FAA has issued an "interim final ruling" concerning the placement of registration numbers on all Unmanned Aircraft. Starting 2/25/2019 the FAA Reg numbers must be placed somewhere on the outside of the aircraft.

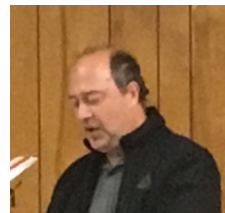
The logic behind this is that an aircraft's hatches may be booby trapped. So if you see a black Suburban at the field, make sure your numbers are in the right place. <https://www.faa.gov/news/updates/?newsId=93045>

Models of the Month: by GR

Larry K showed up with a Guillows P-40 that he modified for electric power. Just finishing a Guillows plane is an achievement and Larry's job was a beauty and his plane was voted Model of the Month. Congratulations to Larry.



Anatolyi has been practicing on his new 3D printer, He said after 6 months of playing with the software, he was able to print his own design.



The result is a totally 3D printed electric powered Piper Cub. It hasn't been covered so we were able to see the complicated framework he created. Amazing!

Bill Lesko reluctantly showed his DJI Spark Drone.



Mike D. brought a QQ Yak-54 by Flex Innovations. Powered by a 35cc DA gas engine, MKS coreless servos and pink fuzzy dice in the cockpit.



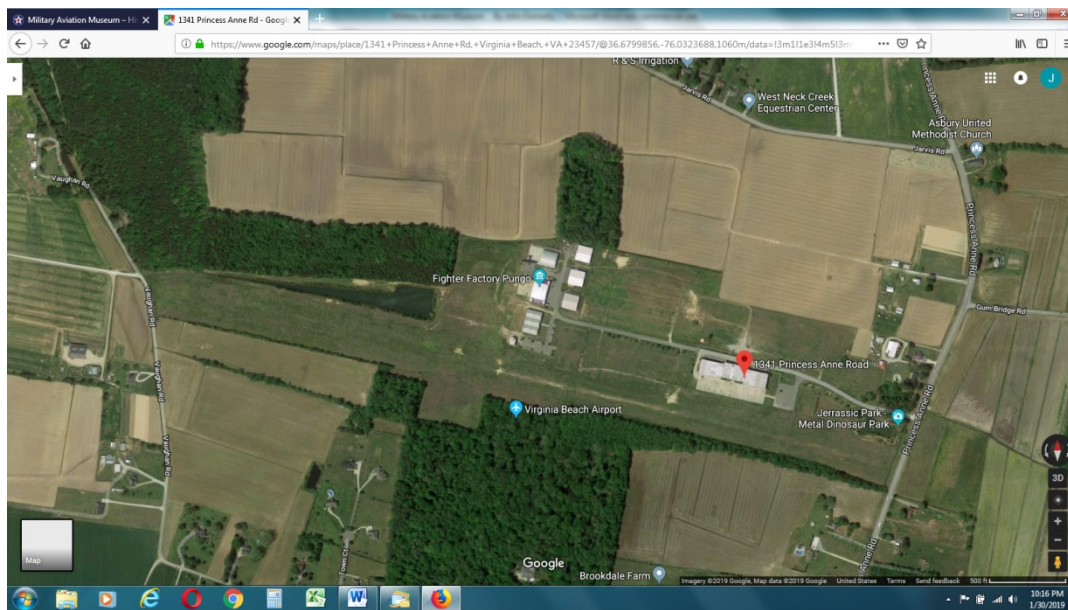
Military Aviation Museum By John Donnelly

The trip to the museum was sort of a spur-of-the-moment event. It all came about because daughter #2 decided to have Grandson #3. She wanted help from mom, so I put Marlene on a train to Fredericksburg, VA about three weeks before the due date so she could help get everything ready for #3. After #3 made his appearance I drove down with goodies and to retrieve Marlene. After a week with three grandsons, and Marlene dealing with the gang for a month, we decided we needed a mini vacation. (Is that an oxymoron? – retirees take a vacation?)

Anyway, we decided to go to Norfolk to see some sites and to say “hi” to ex-son-in-law, father of grandsons #1&2.

We visited the Mariner’s Museum and Park (www.monitorcenter.org) that has the Civil War Monitor Turret, the Virginia Air and Space (Langley NASA) Museum (www.vasc.org), and the Military Aviation Museum (MAM) in Virginia Beach (militaryaviationmuseum.org).

The MAM is a privately owned museum and restoration rompany formed and created by Gerald and Elaine Yagen, and has, at current count, 63 aircraft, of which 58 are flyable and are flown regularly. Only one aircraft is not based on the field. It is a ME-262 SCHWALBE. The plane is based at another airfield because the museum field is grass and the engines would destroy the turf.



The MAM holds flight demonstrations and air shows throughout the year. The main building holds a large selection of WWII aircraft from many countries. All the aircraft in the main building are restored to pristine condition, using as many original parts as possible.

A second building houses all the WWI aircraft. All the aircraft there are reproductions designed to be reliable and safer than the originals. As an example, a Fokker Eindecker has ailerons instead of wing warping and uses a modern Lycoming horizontal opposed engine instead of the old rotary motor.

The third building houses all of their Luftwaffe aircraft such as the JU-52, BF-109, FW-190 and a slew of non-flyable German experimental rocket and jet powered aircraft.

A fourth building is where all the maintenance and restorations are performed. This is the only building that is not accessible to the public.

Docents take you on the tour of the buildings and talk about all the planes. After the personal tour, you can walk around and view each aircraft in the main building. When I say walk around, there are no barriers around the aircraft. You can walk right up and touch any aircraft, but you are not allowed to climb into or onto any plane.



Cowl Flap mechanism on the Corsair



1950 JAGUAR XK120
The XK120 was the first Jaguar to be built in the UK. It was the first Jaguar to be built in the UK. It was the first Jaguar to be built in the UK.



DR1 Cockpit



Messerschmitt KR200

There were some ground vehicles and weapons too.



The KR200 was Messerschmitt's attempt to help get the economy up and running and also make a profit on surplus war parts. The original one used the canopy from a ME-109. To enter you flipped it up just like with the fighter. Seating for two was sparse and in tandem. Steering was accomplished by a "Ram's Horn" on top of a Joy Stick. You moved the ram's horn left or right to steer. No power assist, and no reduction gears. Way back in 1967-68, when I was stationed in Germany, it just seemed weird to pass one of these on the Autobahn. Flat out they could reach 60mph on a good day, but the driver looked petrified if he was moving that fast!

The other vehicle is a 1950 Jag that was partially restored under the water off the coast of Russia. The owner was a Navy Sub Captain.

Then there was this three wheeled contraption. It is a Fuel Bowser. It could refuel a plane and also refill the oil tanks as necessary.

It carried oil and fuel, but could connect to a larger tanker to assist in transferring larger quantities of Avgas.



In the main hangar there is a second floor with uniforms and other interesting things. You can also walk out onto the north and south observation decks. The south hangar looks open, but once the PBY is parked for the night, there is little room left for anything. As in all the hangars, planes are parked so tight, it is hard to get pictures of any plane.



The picture with QQ-19D Target Drone has a picture of a young girl next to it. The story goes that in June of 1945 Captain Ronald Reagan sent a photographer to the Radioplane factory to take photos of the war workers. Working at the factory was young “camera friendly” Norma Jean Dougherty. After a screen test and a name change, she became one of Hollywood’s biggest stars as Marilyn Monroe.

These are just a few of the pictures I took while there. We spent about seven hours there. Marlene lasted about three before she camped out in the ready room. I could have been there two to three days, at least.

If you go, there is a small vending machine, but no snack bar. It is at 1341 Princess Anne Road, Virginia Beach, VA 23457. The web site is militaryaviationmuseum.org



Radioplane QQ-19D Target Drone



V-1 "Buzz Bomb"



Tony Eck shows off his Top Flight Hellcat F6F. It has an 86 inch wingspan, and weights 27 lbs 10 ozs ready to fly. Its powered by a 12 cell battery pack with a Scorpion motor 4300 watts and swings a 26x12 prop.

SAFETY FIRST

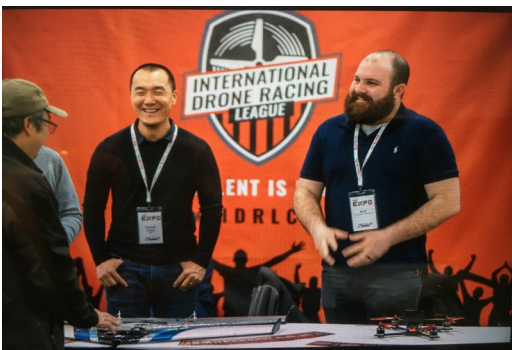
Is the runway clear of pilots, spectators, and airplanes prior to landing?

AMA EAST Expo

Reported by J. Beckerman, North. Jersey Record. *Excerpts taken from the newspaper article and my comments thrown in. BG*



Alex and Matt Chapman share stories.



TCRC members John Van Beers and Joe Aiello manned the International Drone Racing booth at the Expo.

The 2019 AMA Expo East has come to a close. The annual event has been around for about 30 years, though the AMA has hosted only the last three.

The event was expected to attract some 3,000 modelers over the 3 days in the 60,000 foot expo hall. There were dune buggies, model rockets, drag racers, battleships, speed boats, tug boats, Cessnas, Pipers, Fokkers, biplanes, triplanes, foam planes, drones, helicopters and on and on and on.

For FPV hobbyists, the thrill is to get virtual reality view from the air. A tiny camera, imbedded in the flyer transmits a drones-eye view of the surroundings to the goggle wearer.

The main business of the event was model airplanes— a hobby that goes back almost as far as real planes.

There is a flood of new people to the hobby with the drone revolu-

tion. Some old-schoolers in the hobby have welcomed the young fresh blood. While others regard them with suspicion.

For one thing, drones have brought on all kinds of new federal regulations. But we all have to get along.

“You adapt, or die” said one AMA member. “There are (model airplane) clubs that say, “you’re not going to fly a drone.” or “you’re going to fly electric.” These clubs are going to die. The hobby, likely, never will

So embrace the new ideas and maybe we can all learn to try something new. A new challenge or just enjoy the camaraderie.

Scratchbuilt or ARF, drone or World War I replica, there remains something magical about sending a model aircraft aloft.

“The satisfaction is when you see it in the air flying” said a retired mechanical engineer. “And then landing it in one piece. You don’t always”. There is a saying in the hobby: *Every airplane has an expiration date. You just don’t know when.*

Academy Model of Aeronautics
Charter # 434



The Fly Paper