

# TRI COUNTY RC CLUB

## THE FLY PAPER

Charter number 434, March 1968

www.tcrclnj.com

### Some Upcoming events !!!

- Mike D. reported that “Snow Ski Flying” may be in the future. ‘If there is snow on the ground, and the weather is nice, and you feel that you can make it to the field, (as it won’t be plowed) then come on out, with some skies or floats on your aircraft and have some fun.” An e-mail will be sent out to alert you if you want to join in on the fun. Du-Bro makes a nice set of skis for your aircraft.



- Mercer County R/C Club is having a Fun fly on Saturday May 20th. As per Irwin K. All are invited.

- This months **Tech Talk** will be on Glo and gas engines. The discussion will be led by Mike D. These engines are losing popularity as compared to a few years ago but are still in use by many pilots.



### REMINDERS:

2023 membership dues invoices have been electronically sent out. You can pay at the meetings or mail your payment to Jack B. Be sure your AMA and FAA information is up to date. Send a self-addressed stamped envelope (SASE) If you want your card and a receipt mailed back to you. If not they will be available at the meetings or the field.

Please pay you dues promptly. No later than March 31, 2023 **A \$25 late fee will be assessed if your dues is late.**

It is recommended to have your membership card with you at the field, as I am told the police may ask to see it.

**Next General Meeting  
will be this Thursday  
February 23rd. ,  
7:00 PM  
at the Monroe First  
Aid Building.**

### 2023 OFFICERS:

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**ALL MEETINGS  
START AT 7:00 PM**



### Model of the Month (MOM) There were two models shown at the January meeting.

The first aircraft presented was by Jack B. It was purchased as a partially built Great Planes **Ryan STA** that he finished in his own colors. It has a 49" wingspan and is powered by a 4250 Kv motor, a 60 amp ESC and a 4S battery. Jack covered the fuselage in one piece of monokote instead of pieces.

Larry K brought in his **Top Flite P39 Gold Edition**. The kit was partially built when he got it. There were a few parts missing and Larry had to fabricate some parts. This plane has a 64 inch wingspan, weights around 12 lbs is powered by a Super tiger 75 glo engine. It has Hi Teck servos and Robart retracts and is finished off with Russian markings.

After the members voted for their favorite MOM, it was decided that Larry had the favorite. The winner will get a gift card.

Thank you both for showing off your newest aircraft.



### Model of the Month Guidelines:

- If one member shows off their new creation it is considered a **"Show and Tell"**.
- If **two or more** aircraft are shown and discussed at a meeting, then the members vote on who's is the best and then it becomes **"Model of the Month"** and a prize may be awarded.
- Bring your plane, heli, quad, or what ever you fly, to the next meeting and share it with the group.

## Monthly interview with a TCRC member Get to know your fellow R/C pilots.

By Bruce G.

This month's r/c enthusiast is **Tony Eck**

**Tony Eck** has been an AMA member since the early days of model aviation. He now resides in Virginia and has rejoined TCRC this past year. He has three adult children and 8 grandkids. He visits and flies at Pulda Farms when he comes to visit them. Eck grew up in New York then moved to Spotswood NJ and owned a small machine shop where he worked as an outside contractor for a large pharmaceutical company repairing their machinery. Being retired for 28 years he enjoys building from plans and then flying his creations. Over the years Tony has been featured in *Flying Model Magazine* for numerous construction and flying articles.



**Bruce G:** How did you become involved with model aviation?

**Tony:** I was always fascinated with airplanes, and one of my best friends, the late Bob Duran was a commercial pilot. We started out like most kids with some Free Flight balsa models, then progressed to Control line. We would fly in different locations in Long Island, and Floyd Bennett field was one of our favorite spots. My family would often accompany me to the flying field.

**BG:** What disciplines of modeling do you currently participate in?

**Tony:** I enjoy scratch building and building from plans, usually 1/3 or 1/4 scale planes, Stand-off scale is my favorite. I have a few foam aircraft and EDF jets that enjoy flying.

Over the years I have enjoyed Free Flight, Control Line, turbine jets, helicopters, scale planes, but not the quads too much. I have been to the NATS a few times, and also flew in pattern competitions.

**BG:** Do you belong to any other clubs?

**Tony:** In Virginia, I belong to the *Virginia AeroModelers Club*

**BG:** Who or what has influenced you the most?

**Tony:** Bob Duran and Nick Zirolini\* were two big flying influences. I still talk to Nick Z often.

\*Zirolini plans and kits are still available and popular and operate from a NY location.

**BG :** How has model aviation impacted your life and/or career?

**Tony:** It didn't affect my career too much, but it brought the family together as we would all enjoy a fun day of flying when we could.



Grumman Skyrocket

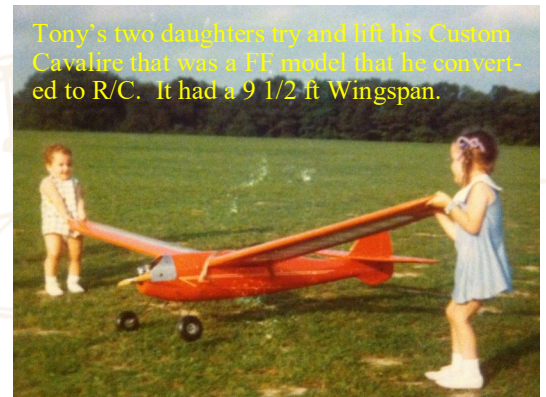
*My comments:*

I remember watching Mr. Eck fly at Thompson Park back in the 70's when I joined the club. He is a very fast builder and is always willing to help out others. There are some pictures of Tony's latest scratch built project on page 6  
BG

**BG:** What other hobbies do you have?

**Tony:** I am an active ham radio enthusiast talking to many other operators on various continents, and have communicated with other ham operators in 40 States. Building Street hot rods were also something I dabbled in for about 10 years in NJ and then 12 years in VA.

Tony's two daughters try and lift his Custom Cavalire that was a FF model that he converted to R/C. It had a 9 1/2 ft Wingspan.



**BG** When do you do most of your flying?

**Tony:** I like to go flying as often as I can, usually when the weather is warm. When I come to NJ to visit, I fly as often as the weather allows.

# Crash of the Month

Of course, no one ever wants to get the trophy, but Brian J is always willing to share his story of “What Happened.” I’m sure there were a few other pilots at the meeting that did not speak up. Brian explained that the cause of his crash

was **stalling** the airplane on takeoff. Pictured on the left a few months ago is Jiminez with two of his EDF jets. The F15 Eagle (the one on the table) is the one that he no longer has.



## IRS Form 990 E

The question was posed at the meeting if the IRS 990 E form was filed with the IRS yet.

I can now say that the form has been filled out and submitted. Keeping the club up to date with the IRS.

## Nanook Fun Fly:

Larry K presented the Nanook Certificates to all the pilots that took part in this years event. It was well attended with most of the pilots flying at the field because of the nice weather.

Thanks to Larry and his wife for making up the certificates.

We are already looking forward to the next Nanook Fun Fly.

*Pictured on the right is Larry presenting Jeff A with his certificate.*



## TRAINING :

Pilots who may need a refresher, or new members with limited or no experience are welcome to request stick time.

Feel free to call or text **Alex S.** at **732-816-1810** to arrange dual flying time.

**Jack Baum** is also a training instructor for the club. He has the clubs Apprentice and has a Spektrum buddy box system to assist those that need help.

**Tony C.** is also a Training instructor. Tony is usually at the field and always willing to help new pilots and give them their first training flight.



Gerry was the technical instructor on this month's tech session. His dissertation was about the subject of **Stalling**. This happens when the wing loses most of its lift. This is probably the leading cause of crashes at our field. The *angle of attack* of the wing is most likely the cause of the stall. The take-off and landing are the two most critical times when the pilot must be mindful about a stall situation. When you stall your aircraft, and you lose lift, the aircraft comes down. It can happen in the blink of an eye.

Many times we think it was a radio signal problem, but most times, the pilot just stalled the plane.

There are numerous tests conducted on stalling by NASA\* and Emery Riddle Aeronautics\* and the data can get overwhelming. The rudder can add to the stall. So one of Gerry's thoughts is to not use the rudder at all. It may be a little safer.

Roedel did a fantastic job of researching the subject and made all the pilots think a little bit more about what to do. He also took away many of the reasons of why we crash. It wasn't a radio or battery issue, it may have just been the pilot stalling the plane on a landing approach.

BG



*Gerry did a great job of discussing the Stall effects on an aircraft.*

\* NASA and Emery Riddle information was gathered for the subject.

***Did you always want to learn how to fly a R/C helicopter, but were afraid to try? Then this is your chance.***

*Chief of Aerial Shenanigans* as he may be referred to, Mike D. has taken the time to set up a "buddy box", dual transmitter system for helicopter training. Contact Mike if you would like to learn how to get into this discipline of flying. His contact info is Mike DiGennaro, 732-207-9631 [mdigennaro1@gmail.com](mailto:mdigennaro1@gmail.com)



# FOR SALE

## TCRC Haberdashery



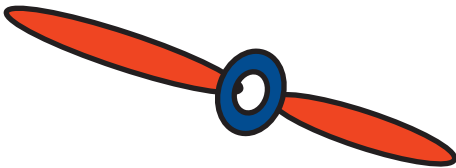
Support your club....  
Club Hats are available. They are \$15.00 each. E-mail Bruce at bgrankowski@optonline.net to get yours.

Limited Edition  
TCRC Tee Shirts.  
There are just a few left. \$10.00 each.  
Blue with Yellow Logo

4 - small  
4 -medium



*Just a reminder. Put your name, address, AMA number and FAA Number and phone number on your aircraft so in the event of a fly-away it might help to get your aircraft returned to you.*



*FYI: Your information will never be given to anyone except club members.*

Academy Model of Aeronautics  
Charter # 434



## ECK'S latest scratch built project. Grumman Skyrocket XF5F-1

Below are just a few pictures of Tony's latest aircraft. It has a 70 inch wingspan and will use two 400Kv motors and two 2600 mAh, 4 cell batteries. He said he hopes to visit in the spring and maybe bring it with him. This is scratch built and is planning on building a larger version, an 89 inch WS



Grumman Skyrocket XF5F-1



## The Fly Paper

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