

Charter number 434, March, 1968

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April Building Contest by Pat Creed

The big event is on. Now, all we need are your planes. There will be plenty of tables set up in groups to hold the models.

At the end of this newsletter is a form that the secretary would like you to fill out and place by your model. This will make it easier on the editor and secretary to get all the information correct.

I'm reprinting the list of rules for the April building contest. If you have any questions, please call me at home -732-721-8953.

(1) Scale

Any model that is scale or sport scale. The model must be built from a kit or scratch built from plans. No scale A.R.F.'s.

(2) Sport

In this class the model has no full scale counterpart. The model must be built from a kit or scratch built. No A.R.F.'s

(3) A.R.F.

In this class the model must be almost ready to fly. No built up kits. The model may be sport or scale.

There will be one winner per class. A member may enter a model in each class. However, the member may only have one winning model. If the member has more than one winning model, the winning model will be chosen from the class that has the least amount of models entered. Models that have been in the model of the month contest from last October may be entered.

The members will judge the models at the April meeting. Each member will be given a ballot and

will select the best model for each class.

The prize will be a 25 dollar credit towards next year's dues. (25 dollar check for life members.)

Thanks,
Pat

Coming Events	
April 24	Club Meeting (EAST BRUNSWICK PUBLIC LIBRARY) 8:00 PM)
May 3, 4	Water Fun Fly, Mountain Lake, Hope, NJ
May 17	7 th Eagles Electric Fly-In Hope, NJ
May 24	Club Meeting

Audit Report

Ed Pochinski went over the books for 2001 and 2002 and found everything was in order. Ed didn't even suggest any changes in the process. Nice!

Thanks, Eddy.

Dues are Due!

The 2003 dues can be paid at the meeting, or they can be mailed to the treasurer, George Vetrecin, at:

341 North Main Street
Milltown, NJ 08850

Please fill out the form that is provided elsewhere in this newsletter. This form will help our secretary and treasurer keep accurate records.

Be sure to mail a copy of your 2003 AMA card with your payment or show the card to George if you pay at the meeting.

Dues are \$25 for all members.

Edison Field Permits

The field permits for the Edison Flying Field have been delivered to our secretary, George Vetrecin.

The fee for the permits has been raised to \$12.00 for Middlesex County residents and \$24.00 for all others. This is a \$2 and \$4 increase over last year's fees.

From the Leader of Your Pack!

Here it is today, April 14th, and I'm sad to say that I have not made it to the field yet this year. It is not for lack of trying - just bad timing!

Last month I wasn't at the meeting, because I had an opportunity to go to the Toledo WEAK Signals Show in Toledo, Ohio and I took it. If you have never been to this show it definitely is worth the

effort and expense. Any vendor you can possibly think of is represented as well as many 'new' people who are showing some interesting developments.

In years past I would go to the show and buy some 'unusual' kit or gadget, thinking that it will be the new big hit and I'd have an early edition. Now older and wiser, with a lot of junk in my stash, I am a bit skeptical and don't jump to be the first kid on the block so quickly anymore.

I wound up buying a few smaller items and batteries for an old gold 1980 Futaba I still have and use. I also picked up a kit for a ZAGI with an extra battery and a few odd hardware pieces here and there. My best acquisition was simulator software from IKARUS that I really like as well.

When you see me, ask me what I did with the nicads for the Futaba and the ZAGI when I had to go through security on the airline. I didn't think about that 'till I got to the airport. I guess times have changed when one needs to be concerned about this stuff!

At this month's meeting the Creeds are running a model showing for all recently built aircraft, similar to the old 'Beauty Contest' we used to run a few years ago. I think it would be outstanding if we have a large show of support for this fine effort.

Now, that being said, I can't make the meeting myself as I am away on vacation that week. My wife is a teacher, and unfortunately this is the week that her school has off.

Alex reports some progress on his efforts to secure a new field for us. We certainly support his efforts and look forward to next steps. Seems like he has an organized approach and is putting together a well rehearsed and orchestrated presentation for the powers that be. It is good to see this activity, and I'm glad Alex is so involved.

I am trying to complete my newest creation and hope to have one of my buddies bring it to this month's event. Please participate. I am sure the

Creeds would be very pleased to get a good showing, and this will encourage others to conduct other events this year.

Norm

Time to Cycle Your Batteries

One of the key elements to preparing for that first flight of the season is a complete preflight of all your equipment, especially batteries.

All of your batteries should be cycled at least once. I will go on record and state that two or three cycles are better. I will also say that if you have a battery pack that is over three years old (you do write a date of install on all your batteries?) you should change it out. Replacing a battery is cheap insurance.

One of my transmitter packs cycled at 450 Ma instead of its nominal 650 Ma rating. It has been replaced by an 1100 Ma pack that fit just fine in the transmitter, even though the pack is an 1/8 inch longer. While I was at it, I picked up a 5 cell, 1100 Ma flight pack. That pack is going into the P-51 since it has six servos, including one dedicated to operating the mechanical retracts.

I paid \$54 for the 2 plug-n-play packs from Batteries America (www.batteriesamerica.com) I purchased them on line and it took two weeks for delivery. I did stick with the NiCad packs instead of going to Ni-Mh. Maybe next time?

For Sale

KITS

Hobbico RTC Viper sport/Q-500 40 size - \$30.00

Great Planes Ultimate Bipe 40 \$50.00

OS FS 120 4-cycle with pump - In Box - Never run - \$250.00

Call Charles Skowronski at 732-821-6174 or Ctune51@aol.com

Look. New, lower price.

FOR SALE... NIB - ARF 40 SIZE CAP 232
Any questions, call Alex @ 732-821-5641 or
e-mail: TCR CY2K@aol.com - for details.
New, lower Price: \$160.00



This Month's Mystery Ship by Bill Keller

Our Mystery Ship for this month is from WWII and you can see the nationality from the photo. Its name is the same as an insect (or a WWII USN aircraft carrier). The manufacturer is a well-known company. Whatzit??

March's Mystery Ship by Bill Keller



Our Mystery Ship from last month was the Fairey "Swordfish." It started out with a bang when the first prototype T.S.R.1 was destroyed in an accident in September 1933. Initial performance (other than the disastrous final "landing") showed that the plane had great potential as a carrier-based torpedo/reconnaissance aircraft. First flight of the improved second prototype was April 17, 1934. The fuselage contained two open cockpits for the pilot and one or two crewmembers in the aft compartment. Power was the 690hp Bristol Pegasus radial. At the beginning of WWII five British carriers used these biplanes; the first U-boat (U-64) sinking of that war was by a Swordfish from HMS Warspite. Torpedo-equipped Swordfish

were used throughout the war, but several encounters with enemy ships firing on the necessarily slow torpedo runs virtually wiped out several squadrons. The planes were better suited to anti-submarine work. Production ended in 1944 (2391 total built). The last Swordfish squadron was disbanded in May, 1945. The age of the biplane had long since passed. (There are eight Swordfish planes in our photo) Some of the above data taken from the Complete Encyclopedia of World Aircraft.....Bill Keller

Model of the Month

There were two models shown at this month's meeting.

John English brought in his Aristo-Craft kit's Grumman F3F-2 biplane. This 48 inch wingspan model is covered in silver, yellow, black, and blue MonoKote. This antique (is 1966-1972 era considered antique or classic?) model that John found at a garage sale is to be powered by a 45 engine when completed. The kit was old enough to show the installation of optional ailerons! John installed them.



Pat Creed won the gallon of fuel for his Goldberg Models Electra. This 78 inch electric assisted sailplane kit model is powered by a 400 class motor directly driving an 8-6 prop. The 42 ounce model uses a 7 cell 1200 ma battery to supply the

motor through the supplied on-off switch that is servo activated.



Field Search Update

The search continues. Alex says that there has been some progress, but there is a long way to go.

Raffles

George Vetrecin, Bill Buck, and Bill Keller split our monthly drawing.

Pete Treantafellou won the gallon of fuel.

Area Events

If you are aware of any events (model or full size) that you would like club members to be aware of, please contact the editor.

The Top O' New Jersey R.C. Club is sponsoring a **Water Fun Fly** May 3-4 and October 4-5 at the Lisbon Capri Restaurant and Beach, Mountain Lake, Hope, New Jersey. Flying time is from 10 a.m. to 5 p.m. each day.

I went there last year, and the event was somewhat subdued by the high winds, cold damp day, and large waves on the lake. Even so, there were some brave souls flying.

The 7th Eagles All Electric Fly-in will be held in Hope, NJ on Saturday, May 17 from 9 am to 4 pm. Rain date is Sunday, May 18.

Austin, Alex, and I were there last year. Alex and Austin flew a few planes, and they also flew in the Elexaco event. The Elexaco event is for ferrite speed 400 motors with a 7 cell, 250-350 mAh battery. The aspect ratio of the wing must be less than 8. A motor shutoff is required. This is a timed event.

The following hints and tips were pulled from the March 2003 AMA's National Newsletter. I thank all the contributors who share their ideas.

If you have an idea, send it to me and I'll print it.

TECH TIME: Raincoats By PAUL METZ

Occasionally, a fuel tank will leak (even without riding to the scene of a crash). The rubber stoppers get age-hardened, and the use of exhaust pressure can cause a small amount of weeping around the stopper edges and the brass fill and pressure tubes. Nothing is more discouraging than opening the tank area of a reliable model only to find that the balsa and ply have become fuel soaked after years of service. The seeping can be troublesome when you've placed the receiver or battery pack in the fuel compartment for ballast. The nitromethane and

Tri-County R/C Club Membership renewal Information

Name: _____

Address: _____

City _____, State: ____ Zip (plus 4, if known): _____

Home Telephone number: _(____)_____

E-mail Address: _____

AMA Number _____ Birth date: _____

Rating (check one)

Trainee ____ Intermediate ____ Pilot ____ Instructor ____

Optional information (cell, work numbers, etc.) _____

Hints and Tips

additives in the fuel can corrode electrical connections and cause a crash.

To avoid these problems, I put a "raincoat" on my fuel tank and any components that will be mounted near the tank. Here's how: take a lightweight sandwich bag and slip the tank into it so only the brass tubes are exposed. Then, neatly wrap clear packing tape all over the tank so the bag is covered. The bag is fragile and easily snags on the structure, but the tough tape makes a thin, tough hide that will take a lot of abuse. If you get a small weep or even a leak, the bag catches the fuel, and your components and structure are protected. Bags around the battery and receiver give a second protective zone against fuel intrusion.

from Contact
First State R/C Club
Tim Mihalski, editor
Hockessin DE

Plug it in

Are you tired of trying to hold onto your wing in a breeze and not having much success in plugging the aileron servo lead plug into the receiver extension because you just don't have enough hands? Here's an answer. Take a piece of 1/8 ply, approximately a 3/4-inch square, and cut a rectangular hole in it to fit the extension plug from the receiver. CyA the extension plug in this hole and attach the ply with the plug in an accessible location inside the fuse. This means one hand holds the wing, and the other hooks up the aileron plug.

from Dixie Express
Dixie Aeromasters, Inc.
Andy Wendt, editor
Macon GA

Cutting holes in your covering job

Why would anyone want to make a hole in a nice new covering job? Holes for wing bolts, switches, hatch screws, and pushrod openings come to mind. You could cut the opening with an X-Acto knife or a razor blade, but then you have to adhere the fresh cut covering to the surrounding wood. The solution: get an old soldering iron tip (preferably pointed) and cut the opening with it. I use a 25-watt Weller, and it cuts through the covering with

ease, making a perfect seal. Once you try this, you won't want to do it any other way. One word of caution: clean the tip after each cut. You can use a wet sponge. If you don't clean the tip regularly, the burned covering will cake on, and not only will it smell, it will inhibit future cuts because it will not use maximum heat.

from Thundervolts Newsletter
Albany Thundervolts R/C Club
Albany OR

Glow plug ignitor caps

How many of those have we lost? If you want to replace the caps so that your ignitor battery doesn't short out, do this: go to your favorite auto parts store and look for an item called "Vacuum Caps." They are made by Vacu-tite, and come in a blister pack. You will want to purchase the 3/8-inch size, which will fit nicely.

from West Jersey Wind
West Jersey Radio Control Club
Tom Voorhis, editor
Haddonfield NJ

Basic flying rules

1. Try to stay in the middle of the air.
2. Do not go near the edges of the air.
3. The edges of the air can be recognized by the appearance of the ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly in those places.

from The Sunny Times
Midwest Sundowners R/C Club
Rick Johnson, editor
Valparaiso, IN

See you at the meeting.
John

**Model of The Month
Data Sheet**

Date _____

Owner/Builder _____ / _____

Kit _____ ARF _____ Scratch Built _____ Plans Built _____

Manufacturer _____

Name of Model _____

Construction Material _____

Covering _____

Finish (if painted) _____

Color(s) _____

Weight _____

Wing Span _____

Fuselage length _____

Motor Manufacturer _____

Size of Motor and Prop _____
(Gearbox and battery, if electric)

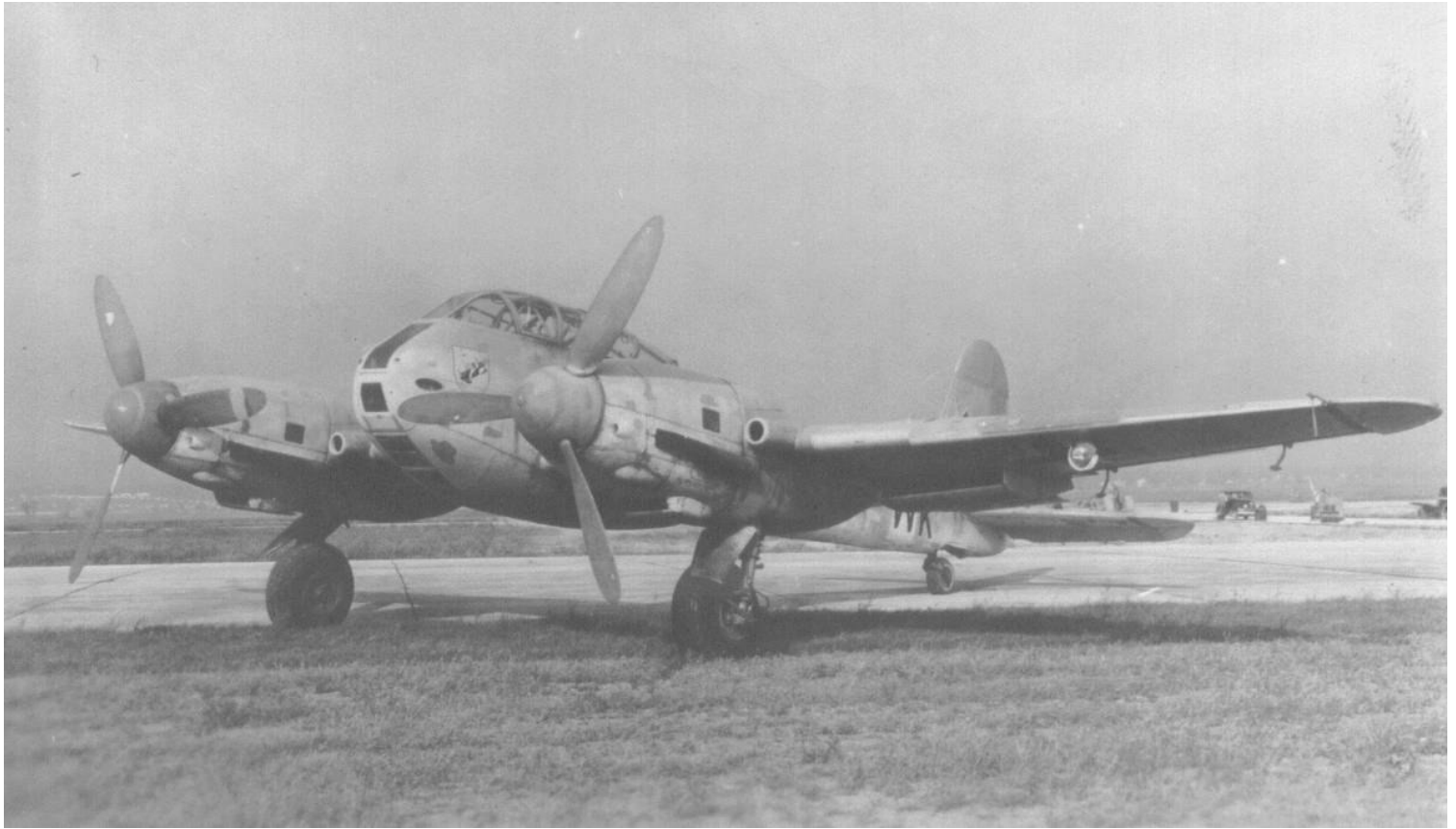
Type of radio _____

Number of channels and servos used _____

Additional Features (flaps, retracts, bomb drops, etc. _____

Why did you select this particular model? _____

Any difficulty in building? Would you recommend this model? _____



The Fly Paper

c/o John Donnelly
4 Cedar Street
Butler, NJ 07405-1329



Academy of Model Aeronautics
Charter # 434

«First» «Last_name»
«Club»
«Street_Address»
«Town», «NJ» «ZIP»