



NEWS AT THE TOP

April 2013

From the Editor

I have been made aware that there are some people, who are not members of our club, have been flying as guests at Squatrito. I don't have a number of people; I was told it was a lot. The purpose of our guest policy was to accommodate an out-of-towner that was a friend of a member once in a *blue moon*.

What a heard is happening is that these guests are showing up regularly to fly as guests and that is not allowed. If you are accommodating these individuals, you are not in compliance with club rules.

Note that in the minutes, the general consensus is that a Quad Copter is to be treated the same as a helicopter. Anyone flying a Quad Copter is to follow the same rules as a helicopter. This is to include not flying out of or over the pit area or parking area.

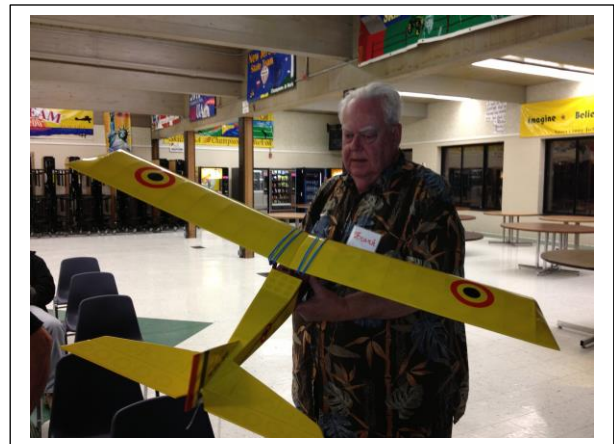
I had a bright idea. I know it's hard to have a bright idea at my age. But from time to time, I may ask a member to write a review of some model related product. It could be a plane, charger, or any R/C item. I recently asked Frank Costello to write something up for an ARF he built. He was glad to do it. I hope when I ask other members, they will cooperate also.

Monthly Contest

This month's contest was ARF-of-the-Month. Frank Costello brought in the 40th Anniversary Edition ARF of "The Real Thing" from Hobby People. It may be possible that I remembered the original kit manufactured by House of Balsa! The kits back then were about \$15. Plans were available back in 1973 and the construction was very simple. Most modelers could easily scratch build one.

The new ARF version flies with a 15 size brushless outrunner, a 30 amp esc, 11.1v2200mah battery and 2 mini 9.8gram servos. If it rocks your boat – get one!

Frank built the ARF and brought to our monthly meeting. At first, I thought he put together the original kit and put a plastic film on it. Yes I was fooled. I have a picture below and Frank wrote a nice article for the newsletter on page two.



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Picture of the box the original kit came in from a long time ago!

The Real Thing

by Frank Costello



The "Real Thing" is an aircraft design from the 1970s. It was originally designed in the "steampunk" style which was intended to merge Victorian Era fashion with modern technology, hence the faux "steam engine" with a modern aircraft. The steampunk concept has quite a large following and seems to be catching on quite a bit lately.

When the Real Thing first came out it was a balsa kit set up for a .15 engine and was mildly popular at the time due to its unique style. An ARF version was recently released by Hobby People (40th Anniversary Edition ARF) and since I had a spare .15 doing nothing I decided to try it out. When it arrived it appeared to be well built (and packaged), but was primarily set up for electric. I had some work to do to convert it back to glow. The fuselage had a platform in it for the li-po battery and had to be removed so that I could install my receiver battery and fuel tank. It took some doing but eventually everything fit well.

The covering material was at first glance a typical plastic film but working with it was not like Monokote. Heat shrinking out the inevitable bubbles was tricky and a few holes were made before I got the hang of it. The material shrinks AFTER the heat is removed, not during heating! I guess the Chinese never heard of USA coverings.

The radio area was set up for "mini" servos. I didn't have any so I tried to fit standard servos in. The volume just wasn't there (and would have been too heavy anyway) so I had to spring for a set of mini's. I'm used to giant scale servos and these were really small to me but they fit perfectly. The tail was easy to align and glue in but I waited until the radio and engine installation was done so the tail wouldn't get in the way. The control surfaces were pre-hinged and assembled which made installation much easier. The control horns were a different matter. Slats were pre-made in the surfaces but the control horns had to be pushed in and a locking plate pushed on from the other side, a permanent installation. I'm not used to this method and the plates popped out of my fingers more than once before I finally got them installed. The pushrods were performed and had to be installed along with the control horns but they slid into EZ connectors on the servos and were easy to adjust. All things considered the installation came out fairly neat.

The wing came in two pieces, covered well with trim added. I glued them together with a plywood dihedral brace. It took ten minutes to assemble. The wheels are simply slid onto a piece of wire and bolted to the bottom of the fuselage. No shock absorbing qualities here. Prop clearance is also scant so I made a note to myself to be careful on takeoffs and landings. The flying qualities are yet to be determined so I will report on them in next month's newsletter. Stay tuned!

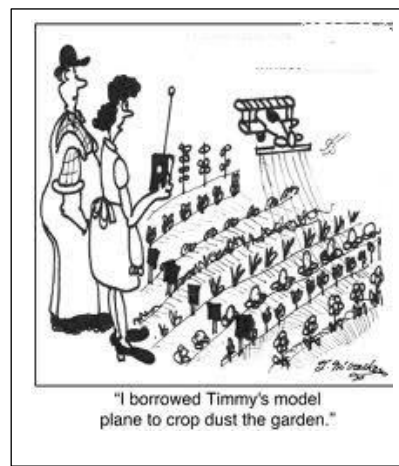
Tips & Tricks

Self-Threading Screw Hole Procedure

I keep my planes for a long time. Sometimes self-threading screw holes into the wood fail. This is a very common procedure to prevent it. You should do this whenever you make a self-threading screw hole into the wood (to help strengthen it). This works especially well for parts that need to be removable (an aileron servo holder/cover is a good example) but would cause a crash if the screws feel out or stripped loose in flight. However, now that I've seen how much better the screws hold, I do it for pretty much every screw hole I drill into wood.

- You usually start with a hole drilled a couple of sizes smaller than the screw (so it will create some good threads when screwed in the first time). For example, a standard, self-tapping servo screw requires a 1/16-inch hole drilled.
- Install the part with the proper screw and barely tighten (not too tight ... don't strip it out) it.
- Loosen the screw and remove it and the part. Gain access to the newly threaded hole in the wood.
- Drop a drop or two of thin CA glue into the hole and let it wick into the wood. If you need to, you can swish the glue around the wood hole's threads with a toothpick (but be quick so the toothpick doesn't get glue inside).
- Let the glue dry completely for one hour. The idea is not to get the screw glued into the whole. The threads and surrounding wooden area will now be stronger and more like plastic.
- Reinstall the part with the original screw. Use original threads and don't cross thread.

—from the newsletter of the Flying Aero Sport Team, Brookville OH





April 2013 meeting minutes

The meeting started at 7:30pm. Pat was absent and Scott ran the meeting. The minutes from the previous meeting were read and approved.

Treasures report. The March opening balance was \$12,952.38. The ending cash balance was \$12,978.38. A more detailed report is in the newsletter.

Committee reports.

Field. Squatrito is in good flying shape. Some of the benches are in bad shape and will be pulled out and replaced with resin chairs. Hardyston is in good flying shape. The road is in good shape also.

Membership.

Rick went over the new membership procedure. The membership drive will start in February and end in April. The membership committee will review all applicants. Some may be rejected. The applicant will pay a \$25 nonrefundable fee and when accepted as an applicant \$70 for the first that year's dues. The probationary period will be from April to September. Every applicant must have a sponsor. If an applicant does not have a sponsor one will be appointed. The sponsor is responsible for all aspects of the new member from flight training, if necessary, to getting the member through the membership process.

Fuel.

We had fuel at the meeting. The club sells Wildcat fuel for \$15 a gallon.

Safety.

Under safety, Scott started a discussion on Quad Copters. He used Bill's DJI Phantom Quad Copter as an example. The general consensus from the members at the meeting is that a quad copter should be treated the same as a helicopter. When a plane is in the air, the pilot should fly the pattern just like a plane. For first person view the AMA and other require a buddy box for quite copters (Editor's note: AMA For novice pilots only). We will also.

Old business

The new membership packets were made available.

We obtained all of our approvals from Green Township for our Warbird event on June 15. Set up will be on June 14 at 9 AM. We need a lot of volunteers for this event.

The district 2 fun fly is scheduled for August 24 and 25th. It is too early to plan for this event. Meetings are on the way with Green Township for this event.

New business

We will have a swap meet at the next meeting.

We have been having a lot of guests at Squatrito. A guest is only allowed three visits to our fields.

Everyone must put a membership card on the frequency board.

If you don't know a person, ask to see his membership card.

People have been leaving garbage at Squatrito field. It is a park rule if you bring in something you must take it with you when you leave.

They're now grills at both fields for cooking. You must bring your own propane.

Porto Johns will arrive on May 1 at each field.

Treasurers Report

April, 2013

The March opening balance is \$12,952.38.

Collections for the month totaled \$26.00 and are represented the Fifty/Fifty.

There were no expenses for the month of March.

The result is an ending cash balance of \$12,978.38 per below:

Reserved for Club Activities	\$ 6,812.00
General Reserve	3,172.00
Warbirds Reserve	1,610.00
Laser Reserve	71.00
Fuel Reserve	<u>1,313.00</u>
Total cash	\$12,978.00

Training Officers

Hardyston Field Monday late afternoons

Training Officer: Craig Miebach (973) 764-2862

Training Officer: Mike Shauger (973) 271-1170

Training Officer: Charles Lis (973) 827-2440

Squatrito Field Wednesday late afternoons

Training Officer: Scott Geller (973) 464-5995

Training Officer: Bill Reynolds (908) 876-5357

Training Officer: Len Davis (917) 656-0086

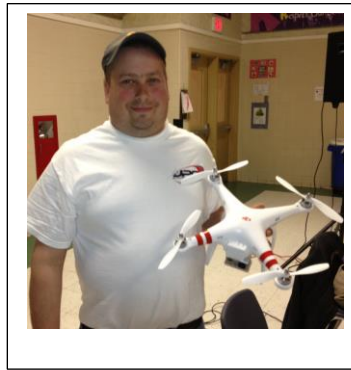


Key Return

Squatrito Field access keys can be returned to Craig Miebach at 5 Hickory Road, Highland Lakes, NJ 07422. Please send in a SASE so that we can mail you back your three dollars.

It is a good idea to place the key between two pieces of cardboard. I have used padded envelopes without a problem.

You can also return your key to any club officer.



Scott with a DJI Phantom Quad Copter

CONTACT THE TOP O' NEW JERSEY

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toponewjersey@comcast.net

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Hardyston Field Chairman: Mike Shauger (973) 827-9326

Squatrito Field Chairman: Bill Reynolds (908) 876-5357

Fuel Chairman: Bill Reynolds (908) 876-5357

Ways & Means: Frank Costello (973) 361-4451

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Squatrito Safety Officer: Bill Reynolds (908) 876-5357,

Scott Geller (973) 464-5995 and Len Davis (973) 448-1284

Membership: Richard Andrese (973) 875-9584



Event Schedule for 2013

Monthly Meeting	Contest
January 17, 2013	No Contest
February 21, 2013 Meeting & Flea Market	Rick Andrese and Frank Costello.
March 21, 2013	Frank Costello
April 18, 2013	Frank Costello
May 16, 2013	Project-of-the-Month
June 20, 2013	Model- of-the-Month
July 18, 2013 at Hardyston	ARF- of-the-Month
August 15, 2013 at Squatrito	Project-of-the-Month
September 19, 2013	Model- of-the-Month
October 17, 2013	ARF- of-the-Month
November 21, 2013	Project-of-the-Month
Club Events	Dates
Warbirds Fun Fly	June 15th
District II Fun-Fly	August 24 th and 25 th
December 5, 2012	Christmas Party and Raffle



The next club meeting will be on May 16th at 7:30 pm at the Sussex County Technical School. We will be having a swap meet at the meeting!

Top O New Jersey R/C Club Inc.
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Great Meadows, NJ 07838



ADDRESS CORRECTION REQUESTED

