



# NEWS AT THE TOP

August, 2019

## President's Comments August 2019

Our upcoming meeting in September will be in our usual meeting place at the Andover Senior Citizen Center. Let's try to make the meeting as we move into our fall flying season, which usually offers us some great days with cooler weather, more responsive planes, and smoother running engines.

At our last meeting, we had an appointment of field supervisor/safety officer for Reynolds field. I would like to thank Jon Ace for agreeing to assume this position. I know that you will all support Jon and help him as oversees the flying activities at Reynolds field. Thanks again Jon.

All of the fields are in great shape, and hopefully the weather will begin to cooperate, so please take advantage of some great flying opportunities. With the political season heating up and the weather cooling down, perhaps the president will be spending more time in Florida and less time in Bedminster.

## Choosing the proper linkage for each situation

### Universal Tips:

No matter which type of linkage you choose for an application, there are some general things you can—and should—do to make sure that they work well.

One of the best things you can do is to ensure that the holes in your control horns and servo horns are appropriately sized for your linkages. An oversize hole creates lash that results in unwanted play in the control surface. An undersized hole might prevent the linkage from moving smoothly. It likely will frustrate your efforts to mate the linkage with the horn.

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## **Secretary's Report – August 2019 Meeting Minutes**

The meeting was called to order at 7:40 PM at the Andover Borough Senior Center. There were 11 members present and all of the club officers, except Tony, were present. Ron Zielensky took minutes for Tony. A copy of the minutes was not on hand, so they weren't read.

### **Treasurers Report:**

The old balance was \$12,086.77. The new balance after debits and credits was \$10,662.57. A motion to approve the treasurer's report was made, seconded, and passed. A more detailed report is in the newsletter.

### **Field Reports:**

**Reynolds Field:** is in good shape. To add safety fencing there, we would need a work party. Also, Mike will cut the grass a bit shorter for easier takeoffs and landings, especially for smaller planes. The road to the field is in need of attention and needs a larger drain pipe in one spot.

**Hardyston Field:** is in good shape. Some millings have been added to the road. Also, watch out for bears.

### **Field Report Safety:**

We need a field chairman for Reynolds Field to relieve Mike. Jon Ace volunteered to take the job.

### **Membership:**

No new members present.

### **Old Business:**

Mike mentioned that the lock at the gate at Reynolds Field had been left unlocked several times.

### **New Business:**

1. Eric is working on TFR protocol that we could live with. He is also running for president of AMA and would greatly appreciate our voting support.

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**(Linkage - Continued from page 1)**

Unfortunately, there does not seem to be any standard sizing for these common interfaces. It is up to us to make sure that the horns and linkages are compatible. I suggest owning a pin vise and a good selection of mini drill bits. A caliper with precision to .001 inch/.001 mm is handy as well. With these tools, you can measure your linkages and enlarge (or create) holes to exactly the size you need.

Most linkages are designed for the pushrod movement to be perfectly perpendicular to the control surface hinge. There is more tolerance when using flexible pushrods than with rigid pushrods. In either case, using a skewed setup can cause binding and material fatigue.

Another concern with an off-axis pushrod is that the linkage will eventually ream out the hole in the control horn and create a sloppy connection. It pays to invest time in making your control setups as square as possible. In instances where right angles are not possible, choose a flexible pushrod or a linkage that can tolerate non-optimal geometry.

Some control linkages, such as setscrew linkages and ball links, space the pushrod away from the control horn. In high-stress situations, this offset might cause the horn to twist. You want all of your servo power to go toward moving the control surface. A flexing control horn robs some of this power and gives sloppy control response. When using these types of linkages, make sure that your horns are strong enough to prevent any twisting.

**(Secretary's Report - Continued from page 2)**

- 2. Tony should file ASAP for our late August fly-in before that date gets taken.**
- 3. Tony should see if we could get permission to search for lost planes at Reynolds Field using drones for location purposes only.**
- 4. Joe Florio has been doing a great job working on Reynolds Field on his own time and should be thanked for all his efforts.**

**The meeting was adjourned at 8:25.**

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## Event Schedule for 2019

Monthly Meeting	
January 17, 2019	
February 21, 2019	
March 21, 2019	
April 18, 2019	
May 16, 2019	
June 20, 2019	
July 15, 2019	
August 15, 2019 Hardyston	
<b>September 19, 2019</b>	
October 17, 2019	
November 21, 2019	
December 21, 2019	

***The next club meeting will be  
on September 19 at 7:30pm  
At Andover Senior Center***

## Treasurer's Report – August, 2019

May's opening balance was \$12,086.77. Collections for the 2 month period totaled \$70, represented by Dues. Expenses for the same period totaled \$1,494.20, represented by Mowing \$850, Porta Jons \$630.34 and Reynolds Field Maintenance \$13.86. The result of the above is a July ending balance of \$10,662.57.

Reserves are as follows:

Encumbered for Operations	\$2,822
General Reserve	\$2,500
Event Reserve	\$2,000
Reynolds Field Reserve	<u>\$3,341</u>
Total	\$10,663

As of August 14, 2019 we have spent \$1,020 of the \$2,822 Encumbered balance for mowing, leaving \$1,700 available before using reserves.