



# NEWS AT THE TOP

August 2022

## From the Editor by Anthony Curcuruto

There is a lot to read in this newsletter. On the right, there is an article on Winter Flying. You might be thinking winter, it's been 90 degrees as of late. But, just as the summer flew by, so will the fall.

Next, we have a few planes from Bill Mitchell for sale. Bill brought a few to the last meeting and they flew right out of his car to other cars if you get my drift. Give Bill a call if you are interested.

In September, we open the floor for nominations for club officers. There is an open position – Vice President. The current officers have a candidate and will add him to the slate that will be nominated by me at the meeting. If anyone is interested in being a club officer, you have the September and October meeting to decide. The only requirement is that you are a full member for at least a year.

The AMA has two candidates running for President. I have included their campaign statements in the newsletter. The AMA will also be sending out in the next few weeks the mailed Ballots which will have those running, and links to their statements.

Lastly, we will be meeting at the Andover Borough Senior center this coming meeting on September 15<sup>th</sup> at 7:30pm. Please attend.

**See you at the meeting!**

## Winter Flying

It's fall and winter is soon upon us. Instead of sitting around waiting for spring to arrive, why not do some winter flying. Winter flying can be fun. You can fly with skis, or even use floats, from almost any open field or our club fields if passable. Just be sure to get the permission of the property owner. You can also fly from a frozen lake (but make sure the ice is safe and that you have enough room to operate your plane properly). Remember, when flying from a lake you'll be sharing the space with snowmobilers, ice fishers, and other wintertime sports fans. Simply be respectful of others, and you will most likely gain a happy audience.

Dressing warmly is most important for enjoying a day's flying in the winter. It is even better if you can park your car near your flying spot or find a flying area near a shelter to warm up every so often between flights. A thermos full of hot coffee or soup is a must-have for between-flights enjoyment! If you're lucky, you'll find that some winter days can be simply outstanding. With little or no wind, bright sunshine, and milder temps, you won't even need to wear gloves while preparing your aircraft. For flying, I use a tight-fitting pair of cotton gloves, which allows me to feel my radio's control sticks. Mechanics or photography gloves also work well.

If you are going to fly electric, keep your batteries warm. If you have a gas-powered plane, it may be difficult to start. Once started, let it warm up a bit. Glow powered plane are the most difficult to start and keep running. What follows on page 4 are some tips for running glow engines in the cold.

## August 2022 Meeting Minutes

The meeting was called to order at 7:30 pm at Hardyston Field. Pizza and soda was served prior to the meeting. All of the club officers were present. There were 15 members present. The minutes from the previous meeting were read without any corrections.

**Treasurers Report:** The old balance was \$10,542.09. After \$680 in expenses, the new balance is \$9,963.09

**Field Report:** Both fields are in good shape. JCP&L will be doing some work on the road leading to Reynolds Field.

**Membership:** Our membership drive is over; however, we will be accepting new applicants that moved into the area. There was a moment of silence for the passing of Nick Bielanowski's wife. Anthony, gave out Officer Pins from the AMA to all of the club officers.

**Old Business:** None.

**New Business:** Green Township is having an event on September 24th. Volunteers are needed to have a static display at the event. Reinbeck is having an event on September 9th - 11th. RC flying in the morning and an air show in the afternoon. Pat talked again about increasing membership at the meetings. At the September meeting, the club will be accepting nominations for new officers. Mike is moving at the end of the year. He has been storing some club items. He is asking for someone to stores them. There is a full-size air show in Atlantic City on August 24th,

The next meeting will be on September 15th at 7:30 at the Andover Borough Senior Center.

The meeting adjourned at 8:06.

Commented [AC1]:

## **CONTACT THE TOP O' NEW JERSEY**

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### **Meeting Schedule for 2022**

<b>January 21, 2022</b>	Canceled
<b>February 17, 2022</b>	Over
<b>March 17, 2022</b>	Over
<b>April 21, 2022</b>	Over
<b>May 19, 2022</b>	Over
<b>June 16, 2022</b>	Canceled
<b>July 21, 2022</b> <b>Reynolds</b>	Over
<b>August 18, 2022</b> <b>Hardyston</b>	Over
<b>September 15, 2022</b>	<i>Andover Borough Senior Center</i>
<b>October 20, 2022</b>	<i>Andover Borough Senior Center</i>
<b>November 17, 2022</b>	<i>Andover Borough Senior Center</i>
<b>December 2, 2022</b>	No Meeting

## **Treasurer's Report**

August 2022

July's opening balance was \$10,542.09. Collections for the month represent a donation back to the club of \$100 from Joe Florio for mowing. Expenses for the month totaled \$680.00 for mowing. July's ending balance is \$9,962.09.

Reserves are as follows:

Reserved for Operations:	\$2,216
General Reserve:	2,746
Event Reserve:	2,000
Reynolds Field Reserve:	<u>3,000</u>
Total	\$9,962

## 10 Easy Steps for Cold Weather Engine Starts

To fly in the winter, you have to get your engine running. As the weather turns colder, it's a good time to revisit cold-engine starting techniques. Here are 10 easy steps for flying when the temperature drops. While this technique is for glow fuel engines, it may help for gas engines also.

1. Turn on your transmitter and receiver.
2. Fully open the throttle.
3. Watch for fuel in the line and cover the throttle opening with your finger. Firmly grip the propeller, and rotate it until the fuel is just up to the carb. Don't flip it! Now turn the prop over—twice, if it's warmer than 40 degrees F; three times if it's colder—to prime the engine.
4. With the glow plug disconnected, flip the engine over six to eight times.
5. Close the throttle and move the trim to fully up. This should open the throttle barrel a little more. The throttle should be about one quarter open.
6. Grab the prop firmly, and rotate the engine until it passes through the compression part of the stroke. You should feel the engine kick. If it does, it will now start on the first or second flip. Always use a chicken stick or electric starter for starting. If the engine doesn't start, flip the prop a few times with the glow plug disconnected, and try again. If it doesn't kick now, choke it one more time with the throttle fully open, flip the prop a few more times, reposition the throttle, light the glow plug, and try again.
7. If, when your engine starts, it just revs up and quits, turn the high-speed needle valve a half turn counterclockwise to open it, and try again. Repeat this if necessary.
8. If the engine starts, slows down and quits, and if a lot of smoke comes out of the exhaust, turn the high-speed needle valve clockwise to make the mixture leaner, a quarter turn at a time. Restart the engine.
9. When the engine has started, hold the throttle partially open, and let the engine warm up for at least a minute or two before making the final adjustments.
10. Most engines are harder to start when they're hot. To start a hot engine, draw the fuel up to the carb, but don't choke or prime it. Open the throttle to one quarter. Flip the prop hard. Use an electric starter, if you have one available.



## AMA PRESIDENT Candidates

**Randy Cameron**  
**Springfield, Missouri**



Since introduced to Free Flight and Control Line flying decades ago by my father, I have enjoyed every aspect of our hobby. With four sons and thirteen grandchildren, my wife Fina and I are now teaching our fourth generation of family flyers.

My interests in our hobby are wide. I have flown Control Line, Free Flight, IMAC, 3D, combat, and sport aircraft. I've held every club officer position in multiple clubs over the past 40 plus years, in civilian life and while in the Air Force for 22 years.

I have been an AMA Leader Member since the mid-1980s and became a contest director in the 90's. I served as the District VI Contest Coordinator for ten years and as a District VI Associate Vice President prior to becoming the District VI Vice President. In 2018 I was elected to the Executive Vice President position, where I have handled many of the presidential duties as needed. I'm kept in the loop on all aspects of the AMA business, in preparation of the unthinkable happening, which could necessitate stepping into the Presidents position if needed.

As an AMA Executive Vice President I oversee all committees. I continue to serve as committee chairman to AMA Special Interest Groups (SIGs), and the Property Acquisition and Development Committee (PADCOM), working to improve the AMA headquarters flying sites—home of the AMA NATs and other events

The federal rules for Model Aviation must allow us to continue our hobby with the freedom to build and fly our aircraft, be they fixed wing traditional models or multi rotor aircraft for racing. AMA is strong in providing both federal and local government advocacy. Our government relations is and must remain strong to continue our hobby.

The only way we can help solve the drone issues is to educate drone fliers and bring the safe and responsible ones into our organization. Most of our AMA chartered clubs are welcoming the newest multi-rotor technologies. Today, many of our new AMA members are multi-rotor enthusiasts. The significant down-turn in media-reported drone sightings and incidents is an important validation that AMA's efforts and influence within this community are working! I have been a staunch supporter of our marketing efforts which has allowed our membership to grow from 142,000 to approximately 200,000 members today.

The fabric of AMA is its 86-year history and members like you. In 1936 AMA was built on the principals of education, safety, advancing technological, and providing one national voice for all modelers.

From the beginning of Free Flight to Control Line, and then Radio Control, each new technology was accepted. Numerous AMA clubs are reporting that when they welcome new interests, such as multi-rotors, these new fliers are discovering, and becoming, fixed wing and helicopter pilots as well. Just as we've done in the past, we must embrace new technologies to keep younger generations interested in model aviation.

AMA needs to listen to our best asset—you the members! AMA must continue to improve on programs that; attract and involve youth in our hobby, foster club growth, aid with improving and purchasing flying sites, and other important programs.

Communication to our members must continue to improve. Existing membership and club programs are not widely recognized. AMA must improve and provide easily accessible and efficient member benefits, and eliminate costs to the members and the AMA alike.

With your vote I will bring your issues to AMA and the Executive Council, and ensure member's needs are met.

Feel free to email [flyrc@modelaircraft.org](mailto:flyrc@modelaircraft.org) if you have question or for more information.

**Rich Hanson (Incumbent)**  
**Fishers, Indiana**

Model Aviation Hall of Fame  
AMA Fellow



Fellow Modelers:

Over the past 29 years I've had the distinct honor and privilege of representing you at the AMA executive level. The decision to run for another term was one I considered carefully. The deciding factor was the need to finish the work we began fourteen years ago when we were curiously drawn into the new and somewhat unsettled unmanned aircraft arena.

When we began this process, I stated my belief that model aviation would continue to thrive, and I expressed my personal commitment to ensuring we continue to enjoy the hobby in much the same

way as we have in the past. Fourteen years later we're still flying our model aircraft as we have for decades, and to date the only new administrative requirements have been registration and the new FAA "TRUST" test. And though a bit annoying, both have proven to have minimal impact on our day-to-day aeromodelling operations.

Nevertheless, questions still remain regarding airspace usage and Remote ID. Over the past two years the Academy has been steadily working through the airspace issues, and to date we've been extremely successful in gaining access to the airspace needed for our aeromodelling operations. And, I can honestly say the end is in sight. More importantly, AMA continues to do everything in its power to see that the hobby remains intact and to ensure that any new administrative requirements are minimally impactful to the membership and the aeromodelling community.

As we move into the 21st century there's still more to be done in securing the hobby for future generations. Our flying sites have become much more important to the continuation of the hobby, and we need to ensure unincumbered access to public lands and open spaces. We need to ensure the public understands that model aviation plays a much greater role in our society than a mere recreational pursuit.

In a greater sense aeromodelling plays a pivotal role in aviation and the aerospace industry. For decades model aircraft have served as a steppingstone to careers in aviation and have often been on the leading edge of technology. This has been realized over the 120-year history of manned aviation, and was most recently demonstrated by NASA's Mars exploratory helicopter "Ingenuity," the first (model) aircraft to fly above the surface of another world.

AMA's chartered clubs are truly the portal to the hobby, and we must do more to support their efforts in promoting the hobby and working within their communities. We need to leverage new technologies to draw the aeromodelling community closer together, to share ideas, and to present a united front in dealing with the challenges facing the hobby.

My modeling experience led me to a life-long career in full-scale aviation. I'm an accomplished public administrator serving in leadership roles in public service for over 26 years. I'm a decorated Vietnam helicopter pilot, and it was my great honor to serve 27 years in active duty and reserve component military service.

In its role as the community-based organization for model aviation the Academy has gained national prominence, and it's imperative the AMA maintains effective leadership. The Executive Council must continue work in concert to achieve our primary responsibility of serving the membership and promoting model aviation. Moreover, in my term as president I've demonstrated the ability to achieve these results.

As your president I pledge to continue fighting to protect the core principles of model aviation as well as the rights and privileges of all model aircraft enthusiasts and aeromodelling disciplines.

## Planes for Sale

Bill Mitchell has a lot of RC items for sale. He brought a few of the items to the last meeting and sold them quickly. He can be reached at (973) 417-3120. Give him a call if you are interested.

- Sig Nitro .049 engine - \$60
- World Models Cub EVDL - \$90
- Sig Kadet LT 40 - \$100
- Tide Water Electric - \$80
- Float Plane Electric - \$90
- Sig Astro Hog (needs .61) - \$110
- Tower Hobbies .40 - \$80
- Sig Bower Fly Baby w/10cc Evolution gas - \$200
- Top Flite AT6 Texan kit - \$150
- Sig Kadet Senior Sport .51 glow - \$250
- 90" Piper Cub w/Super Tiger .75 - \$160
- Evolution NX .61 glow - \$127.99
- Tactic TTX650 - \$100
- Spektrum DX6e - \$175
- Digg Dart \$20
- PT 17 Kit \$25

