

# Ramblings

Official Newsletter of the Roxbury Area Model Airplane Club



Volume XXXIV, Number 371

January - February 2010

AMA Charter #429

## Flying Cliches:

*"You've never been lost until  
you've been lost at Mach 3."*

*—Paul F. Crickmore, test pilot*

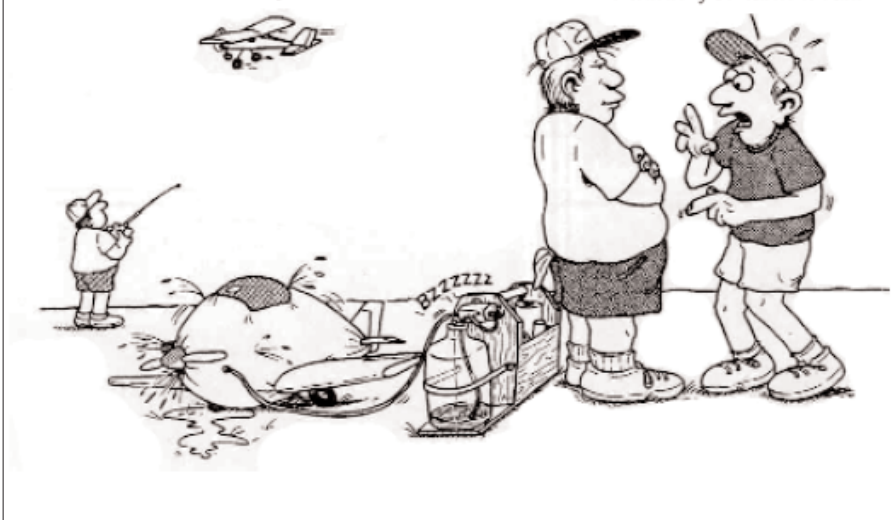
## RAMAC Club Update

I can't believe another year has "flown" by. The older I get the faster the years seem to go! The election results are in and we have some new faces this year as well as familiar ones. Just like Grover Cleveland, Brad Pryor was our president, then he wasn't and now he is again. Bob Reed was elected Vice President holding his first board position. In my opinion the most time consuming and one of the most important board positions secretary, is filled by Frank Costello. Bob Clark continues counting the beans as our treasurer. Please join me in welcoming our new board and as always provide them with your support.

We had a guest attend one of our meetings recently, a shop teacher from the Randolph middle school. We were asked help with an event he was holding that included talking about flight and building balsa fliers with students and parents. Several members helped with the event that was very well attended and very successful. One of our members stated it was one of the most successful community events we ever attended. Although details and photos were not available at press time we will have them for the next newsletter.

As everyone is aware there have been multiple newsletter articles and signs posted at the Pocono field warning against flying over the walking path. An additional concern this year is a new beach opening on the New Jersey side of the river directly in front of the flight line. Of course if there is no flying over the walking path, no one should ever be over the river or the New Jersey beach. Please keep in mind, if you ever have a failure and still have some control it may be wise to forcefully "put your plane in" if you believe there is a chance of hitting someone on the walking path or the beach. New planes can be bought. People cannot. Please be diligent! All we need is

Barney's modified fuel pump  
needed to be closely monitored.



one incident to cause us major difficulty with our field. An addition has been made to the Pocono field rules which reads; "**Aircraft are prohibited from flying over or beyond the walking path by the tree line running parallel to the runway. Aircraft are prohibited from flying over or beyond the river**". The Pocono field rules in its entirety are located later in this newsletter.

A suggestion was made at a recent meeting to have "Learn at RAMAC" sessions. There are so many people in our club with knowledge on a great many things. Why not learn from our experts? In the past we had quest speakers to learn how to cover a wing, how to perform aerobatics, and advanced computer radios just to name a few. If you would like to give a presentation or you want to learn something from one of our many experts, please provide your suggestions to a board member, the newsletter editor, or at a meeting.

Keep an eye out in your email for details on the Mall Show that should be coming up in the next few weeks. Details were not available at press time. If you are not on the RAMAC email list but you would like to be, please contact Bob Clark.

-DAN VANNIEUWLAND  
-NEWSLETTER EDITOR

## Combat 2010

Can you believe that 2009 has come and gone? I hope everyone's holiday was a great one and that all you good little boys asked Santa for a new plane. It should have been a Stick .40. So start building because the first meet will be here before you know it.

I have started winding streamers, building and repairing my "Battle Beaten Planes" and the next step is to pick dates for the meets.

I'm hoping to see more crazy pilots this year and if you have an open "Class B" combat planes, bring it out with you. I would like to do at least one round with anyone that wants to at the end of each meet.

Remember to build safe and have a current 2010 AMA card.

**NO CURRENT AMA 2010 CARD  
AND YOU WILL NOT FLY COMBAT**

See you soon

-BOB REED  
-CD Combat 2010

<u>DATE</u>	<u>DAY</u>	<u>EVENT</u>
All Year		The Great American Crepe Paper Tow Contest CD, Bob Karasiewicz
Feb. 23rd	Tuesday	Club Meeting Eisenhower School, Roxbury
March 9th	Tuesday	Club Meeting Eisenhower School, Roxbury
March 23rd	Tuesday	Club Meeting Eisenhower School, Roxbury
April 13th	Tuesday	Club Meeting Eisenhower School, Roxbury
April 27th	Tuesday	Club Meeting Eisenhower School, Roxbury
May 16th	Sunday	Combat Sortie #1 Bob Reed CD
June 13th	Sunday	Combat Sortie #2 Bob Reed CD
July 11th	Sunday	Combat Sortie #3 Bob Reed CD

KEEP THE 2009 CALENDER UPDATED. CONTACT DAN VANNIEUWLAND

## Pocono Field Rules

1. All fliers shall have a current AMA license in their proper frequency slot, and comply with all AMA safety rules.
2. All members must help in keeping the flying field clean and litter free.
3. Spectators shall always stay in the spectator areas. A yellow rope fence separates the pilot pit area from the

parking/spectator area. This rope must always be on the posts and not on the ground.

4. No one shall stand on the active runway except to launch or retrieve aircraft.
5. All R\C transmitters must have proper frequency identification per AMA recommendations
6. No one shall turn on an R/C transmitter unless the proper frequency

clip for that transmitter is in his/her possession.

7. No flying will be permitted behind the flight line. The flight line is 25 feet in front of the pilot line.

8. A novice flies shall not be permitted to fly unless a designated, qualified, organization check-out pilot has checked his/her flying ability.

9. No more than four (4) R/C aircraft will be airborne at the same time, field conditions permitting.

10. No pilot may consume alcoholic beverages during the flight day.

11. The transmitter impound will be used whenever four or more fliers are at the field.

12. A copilot is required whenever more than eight pilots are present.

13. No taxiing of aircraft is allowed in the flight line

14. All engines shall comply with a sound limit of 96 decibels at 25 feet.

15. All transmitters must be AMA approved and all 72 MHz radios must be narrow band.

16. When gasoline engines are used at the field, fliers must provide their own fire extinguisher and have it in the pits for safety purposes.

17. No aerobatics over the runway. Take-offs and landings are not aerobatics.

18. Minors shall not fly unless accompanied by a parent or guardian.

19. Flight operations except for take-offs and landings must be performed from behind the fence, not in the openings.

20. Aircraft are prohibited from flying over or beyond the walking path by the tree line running parallel to the runway. Aircraft are prohibited from flying over or beyond the river.

—RAMAC BOARD

# Make your own exhaust deflector

With the ongoing debate about the noise our little engines produce, much is being done to preserve our way of life while reThe newer breed of engines are great at retaining the fuel and oil in the engine, discharging it only from the exhaust outlet. Unfortunately, that outlet often discharges onto a fuselage side, or a wing surface, and so we still need to clean the aircraft at the end of the day's flying. Such was the case with my Norvel .40. I tried the standard silicone exhaust deflectors a couple of times and they did keep the airplane clean, but only for a flight or two. Then the airplane would land with the deflector missing and sludge on the fuselage and wing. Chances of finding the deflectors? Zero!

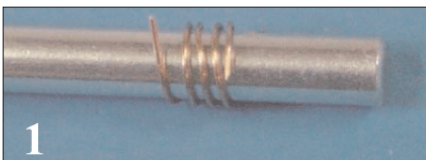
I devised a neat, simple, inexpensive, solution that works. And it will work on any muffler that has a smooth muffler outlet. (Some of the manufacturers are now including a zip-tie groove in the outlet that serves the same purpose.) I have since flown the Norvel with the same deflector for more than 50 flights. So I modified a few more mufflers and took pictures as I did so.

**Step One:** What you'll need:

- *Appropriate size silicone exhaust deflector for your muffler, and zip-ties.*
- *JB Weld.*
- *Isopropyl alcohol and masking tape.*
- *Paper towels.*
- *Short length of 16 or 18-gauge solid copper bell wire.*
- *Side cutters.*

**Step Two:** Thoroughly clean the muffler outlet using a clean piece of paper towel and isopropyl alcohol. Do this three or four times to ensure all the oil is removed.

**Step Three:** Wrap the copper wire around the muffler outlet about twice to get a consistent radius for at least one turn. Remove from the outlet and decrease the radius slightly for a snug fit on the outlet. (Or you can wind it around something that has a slightly smaller diameter-I used an Exacto knife handle.) Cut the ends so you have just one coil and the ends butt against each other. If it does not come out just right, repeat until you get a good fitting copper "o-ring." (Pictures One and Two.)



**Step Four:** Cut a thin strip of masking tape and apply it to the muffler outlet, leaving only about ¼ inch of the outlet unmasked. Include a fold-over at the masking tape's free end, to facilitate easy removal. (Picture 3.)



**Step Five:** Mix some JB Weld on a clean piece of disposable card. Apply a thin layer to the ¼ inch of exposed muffler outlet. Slide the copper o-ring onto the outlet and center (about 1/8 inch from the end). Apply more JB Weld to the outside of the o-ring. (Picture Four.) Using a clean piece of paper towel, wipe away most of the JB Weld. (Picture Five.)



**Step Six:** Carefully remove the masking tape while the JB Weld is still wet. This is where the fold-over will help. (Picture Six.) Allow the JB Weld to cure per the instructions. It is not like 30-minute epoxy; I give it 24 hours.



**Step Seven:** Install the silicone exhaust deflector on the muffler outlet and retain it in place with the zip-tie on the "north side" of the new copper o-ring.

These days my airplane requires very little cleaning, at least from oil residue. About all I clean is mud splash when the field is soggy. That's going to be a tougher problem to solve. Mmm! On second thought, the Avistar might look good with wheel pants

-BY NOEL HUNT

-FROM THE RADIO CONTROL CLUB OF DETROIT,  
CLINTON TOWNSHIP, MICHIGANCLUB, COON  
RAPIDS, MINNESOTA

## Contact RAMAC

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WILL BE A BREEZE**



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