

President Bob Bradshaw
Vice President Mike McMichen
Secretary Paul Gross
Treasurer Bob Kline
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At the meeting

March 8, 2005 The meeting was called to order at 8:05 PM with 28 members present. The minutes of the February meeting were read and accepted as corrected. The treasure reported on the balances in the checking account, and the Vanguard account. The Vice-President made the roll call of prospective members. Kyle Fegley and Bruce Reynolds attended their first meeting. Charles Elwell attended his second meeting. Andy Clark attended his third meeting and was welcomed into the club. Bob Lanard reported that he was turning over \$600.00 from the raffle fund to the club's treasurer.

OLD BUSINESS.

The President reminded everyone that the club's flea market scheduled for May 24th, and the War Bird Fly-In will be July 3rd. Tom Voorhis reported that he and Steve Althouse were able to correct some of the remaining problems with e-mailing the newsletter, and the pictures will now be in color.

Bob Lanard announced he would once again run the fuel purchase program this spring. The prices for the S&W fuel range from \$7.10 to \$14.10 depending on the "nitro" percentage. The minimum order will be 2 gallons and must be paid, cash in advance. Delivery will be sometime in May, so if you want to buy fuel contact Bob.

NEW BUSINESS

Tom Voorhis suggested we have a work party to correct the problems that have developed over the winter with the road and field. After some discussion the President set aside April 16th at 10am for the work party. Bob Lanard made a motion, that as token of our appreciation for allowing us (WJRC) to use his property as a flying field, the club present Mr. Landolfi with a \$60.00 gift certificate to the Barnsborough Inn. The motion was passed unanimously without discus-

sion. There was no further business, and the President asked Bob Lanard to run off the 50/50 and raffle. Bill Froeder won the 50/50 (\$17.00) and Charle Elwell won a Sukhoi kit.

The meeting was adjourned at 8:25 PM.

Respectfully submitted, Paul M. Gross Secretary - WJRC

At The Field

I guess that Steve Balzer was the last one to fly in February. He emailed me that he had just gotten home from vacation in Florida, and went to the field on Sunday to get in his February flight. No one else was there except for one of the locals who had come to the field to watch some flying. (He picked a good day for it. ☺) It was lucky for Steve that he had his Piper Cub with the skis attached to it, so he was able to fly. He also had his Fazer, which wouldn't fly. Steve didn't say why the Fazer wouldn't fly, but I guess it just didn't like the cold and snow. Come to think of it, I guess that's why no one else was flying either. ☺

Who would believe that a large rodent, named Phil, who lives in a hole in the ground in Punxsutawney, Pennsylvania, could predict the weather better than Cecily Tynan. Cecily can only predict the weather one week in advance, but Phil was right when he predicted that there was going to be six more weeks of winter weather. Winter weather I could believe, but Arctic weather? Give me a break!

The break didn't come, so as a result, there hasn't been a whole lot of flying. There have been a few people who have braved the elements, but I wasn't one of them. It seems like if there was a good day for flying it was the same day I was going to a model airplane flea market. Speaking of which, Paul Gross made a good find at the WRAM show on a brushless

motor, and thus being enlightened, I was able to pick one up at the Lebanon show. \$10.00 less than buying from the web, and no shipping.

Some of the people going to the field were Jon and father Bob Hawkins, father Bob had a hard landing, but more on that later, Bob Bradshaw (el presidentay) who I am sure had plenty of hard landings as well as some hard takeoffs, ☺ and Bob Lanard who had some of his fingers almost taken off. Bob really did a number on his right hand when the motor he was trying to start cut him about six times before he could get his hand out of the way. Bob is tough though, and says that he will be ready for the pylon race which is scheduled for the Sunday after Easter. That is unless the filthy bandage he has on his hand doesn't cause gangrene to set in. ☺

Some carnage I did witness was as follows; Mike McMichen got a day off from work, thanks to his daughter, and was enjoying some flying with his big Cap (No Mike doesn't have a swelled head, that is the name of the plane.) The wind caught a wing upon landing, and after an almost spectacular save, the plane landed rather hard and the motor and firewall broke off. I really felt bad for Mike, especially after he had shared one of his great sandwiches with me. ☺ It looked like an easy repair, but put an end to Mike's flying that day.

The following day, John Schumacher managed to re-kit one of his airplanes, also while trying to land. I didn't actually see the cause of the problem, as I was flying at the time, but I did hear that magnificent sound an airplane makes while making a sudden stop on mother earth. I am sure John's father will build him a replacement. Did you know that in the ongoing battle between a plane going at 60+ miles per hour, and the ground, standing still, the ground has yet to loose a fight?

On that same day, Jon Hawkins was flying his high wing plane, and while the plane was heading towards the trees to the right of the field, the wing decided to part company with the rest of the plane. The plane must have been going at a pretty good clip, because although the wing came off before coming to the trees, the plane kept going and went into the woods. In the paragraph before this one, I mentioned what a great sound a plane makes when it hits the ground, well that sound is exceeded only by the sound of a plane diving headlong into a tree. The plane hit a tree so hard, that bark was stuck in the engine's cool-

ing fins. The motor would have been imbedded in the tree except that it hit with a glancing blow and was about twenty feet from the rest of the wreckage. The cause of the wing failure was determined to be the wing bolt saddle coming loose from the plane, which was probably weakened by the hard landing a couple days earlier.

The only other thing of consequence that I know of happened when Pete Spillane was flying his plane with a new motor, and the muffler fell off. He and I searched around looking for it with no success, but he talked his wife Pat into helping him look for it the next day, and of course she was able to find it for him. It is not surprising that it was easy for her to find, since she is use to finding things that Pete loses, like his socks, belt, wallet, car keys, transmitter, etc.

The following information comes from Bob Lanard. Andre Askew, who has been lucky lately at winning the raffle, had some bad luck with a plane he won. The plane was a Phoenix Models Sea Bee pattern plane. Andre apparently had radio trouble and the plane flew behind the flight line and into and through the trees. It left most of the wings in trees, but the fuselage kept going and made it to the ground. All parts were recovered. Andre said he thinks he will have the radio checked. This is the second time this receiver went into the woods. (Any receiver that spends that much time in the woods needs to be checked for ticks if nothing else. ☺ ed.) Thanks to Bob and Joe Mauriello for tipping me off about this incident, I know Andre wasn't going to say anything!

It looks like this weekend is going to be a wash out, what with the predicted floods and all, ☺ I guess we won't be going to the field. I did get out on Thursday and Friday, however, and there were a few flyers enjoying the spring weather. At one point it looked like a blue snow storm with all of the blue foamies flying around. However, I think blue foam planes may soon become a thing of the past. Hobby Lobby is selling a foam Yak type airplane for \$19.95, so it is not worth the aggravation of cutting one out. And then when you throw in the fact that ours are blue, and theirs are pretty airplane colors, and you don't have to buy a bundle of 10 or so sheets of blue stuff, have a template, paint it, well you get the picture.

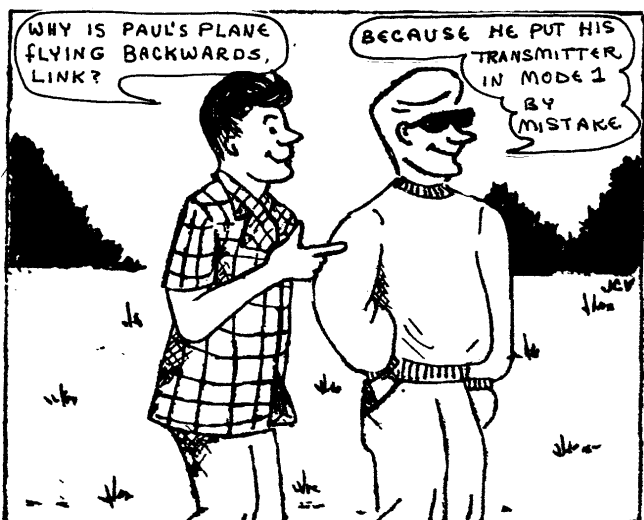
One interesting thing did happen on Friday. Paul Gross had his Ryan with him and has been trying to get a YS engine that he installed in it to run. The

theory here was that he was hoping that the YS would be faster than the motor that Bob Lanard has in his Ryan, and that Paul could beat him in a pylon race. It sounds like a good plan until you consider the fact that you have to be able to finish the race in order to win it.

Everyone is aware that YS motors have a lot of power, when they are running good, but how often does that happen. I gave up on mine months ago, and the motor Paul is tinkering with is one Ray gave up on also. After having a couple of dead stick landings, the plane came in a little fast and flipped over on its back breaking the vertical stabilizer off at the fuselage. I offered Paul some CA to make a repair, but Paul not being a person to accept help from anyone, said that he could fly it the way it was. **Right!**

I am sure you are beginning to see a development start to form here, and you are right. On the next flight, Paul soon made the discovery that planes don't fly very well when their tail feathers fall off. He was able to land the plane, if you can call it that, and it cart wheeled down the field, breaking off the wing. Other than that, everything was fine, and he was able to save me five or ten cents worth of glue. ☺

Ray McCloy has been flying a little electric plane, with mostly a lot of success, that he designed himself. It has a little brushless motor, for power, and some very tiny servos on the elevator and rudder. The motor is very small, but has a lot of power for a motor that size. Ray is hoping that he will be able to put on a flying demonstration inside the Legion Hall some bull meeting night. We will be sure to give you plenty of lead time on that particular event, so that you may take the necessary safety precautions. i.e., a flak vest and hard hat. ☺



Address List Corrections

Add Bill Froeder, 4 Banff Drive, Mullica Hill NJ 08062, (856) 223-5180

Joe Mauriello's address should be 25 Clover Ridge Dr., Mickelton, NJ 08056, (856) 423-2132. And, Mario's last name is Ricci.

Coming Attractions

There are a lot of coming events that you will not want to miss. There is going to be a work party to do some needed repair to the field road, and this will be held on the Saturday after our regular meeting. Saturday, April 16th at 10:00 AM. If you have them, shovels, rakes, and hoes, would be good things to bring. Even better would be a front-end loader or bulldozer. Although you will not be shoveling snow at the Link, make sure you bring gloves, as they will not be provided. If you get a blister, and have to have any fingers removed, we will not be held responsible. If you don't know what this means, you are not keeping up on current events. ☺

Next in line is the Marty Brodak, WJRC, Swap Meet. This event will be held on Tuesday, May 24th, At the American Legion Post 133, in Woodbury, NJ. Set up will begin at 6:30 and buying will begin at 7:00. To reserve a table, or volunteer to help with setup, contact Marty at 856-667-2435. This is a good time to get some news stuff, get rid of some old stuff, or do both.

I don't have all of the details on this, but our first War Birds over South Jersey will be held on Sunday, July 3rd at our field, starting at 10:00 AM. This is a good chance to show off your military planes, and see some other people's planes also. Who knows, there may even be a crash or too, so bring the kids. ☺

From Bob Lanard; S&W fuel orders will be taken from now until approximately the first week in May. Fuel prices per gallon are as follows: 5% \$7.10, 7.5% \$7.60, 10% \$8.10, 12.5% \$8.60, 15% \$9.10, 20% \$12.10, 25% \$13.10, 30% \$14.10. All fuels are 20% lubricant content (synthetic/castor). Minimum 2-gallon order. Cash will be required at the time the order is placed. Attempt to have the exact amount. I can't make change. Estimated delivery date will be the third week in May. That is only an estimate. Delivery is always on a Saturday. Distribution will occur at our WJRC field. If you cannot make it, your fuel will be secured in our storage container with your name on it. S&W also has a new fuel to gain better performance in 4 cycle engines the price corresponds to the above.



A Little Humor

I thought I would try something a little different. I hope you enjoy it.

Signs Of The Times

On a Septic Tank Truck in Oregon:
Yesterday's meals on Wheels.

On a another Septic Tank Truck:
We're #1 in the #2 business.

Sign over a Gynecologist's Office:
Dr. Jones, at your cervix.

At a Proctologist's door:
To expedite your visit please back in.

On a Plumber's truck:
Don't sleep with a drip. Call a plumber.

At a Tire Shop in Milwaukee:
Invite us to your next blowout.

At a Towing company:
We don't charge an arm and a leg. We want tows.

On an Electrician's truck:
Let us remove your shorts.

In a Nonsmoking Area:
If we see smoke, we will assume you are on fire and take appropriate action.

On a Maternity Room door:
Push. Push. Push!



At an optometrist's Office:
If you don't see what you're looking for, you've come to the right place.

In a Podiatrist's office:
Time wounds all heels.

At a Car Dealership:
The best way to get back on your feet—miss a car payment.

Outside a Muffler Shop:
No appointment necessary. We hear you coming.

In a Veterinarian's Waiting room:
Be back in 5 minutes. Sit! Stay!

At the Electric Company:
We would be delighted if you send in your payment. However, if you don't you will be.

In a Restaurant window:
Don't stand there and be hungry, Come on in and get fed up.

In the front yard of a Funeral Home:
Drive carefully. We'll wait.

At a Radiator Shop:
Best place in town to take a leak!

That's it for this month, as Sky King use to say, "Happy landings". **Tom Voorhis**



Bob Lloyd & Super Sport



Bill Froeder & Quest 3D



Brian Beer & Extra 300S



Tony Seyerino & AT6



Paul Gross & Bugs



Tom Voorhis & Fun E3D



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