

President Bob Bradshaw
Vice President Mike McMichen
Secretary Paul Gross
Treasurer Bob Kline
Web site - www.wjrc.org



Editor Tom Voorhis
tomvoorhis@comcast.net
856-783-2017
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346 Tavistock Bvd. Haddonfield NJ 08033

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At The Meeting

The meeting was called to order at 8:05 p.m. with 21 members in attendance. The minutes of the June 2005 meeting were read and accepted. The treasurer reported the balance in the club's checking account and the club's Van Guard bond fund account. The vice-president called the roll of prospective members. Chris Rosas, Rich McIlvaine, Greg Clements, and Jeff Van Schaik all attended their second meeting. OLD BUSINESS Steve Althouse reported the turn out for the War Bird fly-in was excellent. He had 22 transmitters in the impound and 38 flights were made from 10:00 a.m. until late afternoon. Paul Gross reported that after all the bills were paid the fly-in cost the club \$109.50. NEW BUSINESS After a short discussion the members present decided to have the annual club picnic on September 18th, and that a renewed effort would be made to kill the grass and weeds in the center of the runway. With no additional business, Bob Lanard ran the 50/50. Ray McCloy was the winner of \$16.00. The meeting was adjourned at 8:35 p.m. Respectfully submitted, Paul M. Gross

At The Bull Meeting

There were several members at the bull meeting Tuesday, and a good time was had by all. Bob Lloyd had a new electric Cessna type airplane with him, and I think he will be happy with the way it flies. (See photo.) Bob Kline had his little electric helicopter with him, and was having some trouble flying, until Ray McCloy helped him with a couple of adjustments on the speed control/ gyro, and then it worked quite well. I guess I will have to get Ray to adjust mine. ☺

There was a nice videotape, loaned to us by Dave Morgan, on the latest TOC, (Tournament Of

Champions) with some really good flying done by some really good fliers. After watching the tape for a few minutes, I realized that the only difference in the way those people fly and the way we fly is that they can do their aerobatic maneuvers when *they* want to and not when the plane wants to. So, I guess what you could say is, we fly as well as they do except the results just aren't the same. ☺

Not only does Bob Kline fly his helicopter well, but he makes good coffee too. And, Ray buys good donuts also.

At The Field

This next report comes from Jon Hawkins. Hey Tom, Flying today was not too good. I was range checking all of my planes, the Venus, Corsair, and Spirit, and they all seemed odd, except the Spirit, so I asked Bob who was also there, and he said they were not the safest. Well, we started up the Spirit to hear how well it ran, and played with the Corsair to get the engine primed and ready to go (I hope). Well, everything was working great, so I practiced taxiing the Corsair and ran it up and down the runway to 'feel' how it might react. It 'accidentally' took off after a pass, and went up into the sky like a bat out of Hell. LOL but it climbed too fast for me, and then I noticed that the elevator trim was at the bottom and caused the plane to climb. (I hate when that happens. Ed.) I fixed that and flew around one more time to land. I flared a bit too hard and it flipped on its tail. Oh well. It flew nice though. About then Bob left, he was here to pick up a can or something, and the sky opened up and started to pour. We packed up and left. That's all I know that happened. It was good flying weather at first, until the rain came. Jon (Nice report Jon, thanks.

The following information was intercepted and decoded by the National Security Agency on Bainbridge island, Washington state. This intercept was

being sent to the Japanese Imperial Navy by a Zero fighter pilot, one Major Grossamoto,.

Date July 17, 1944

The weather over Landolfi Atoll was less than perfect. There was a low overcast with dense clouds and rain. The ceiling was about 1500 feet with a 3-mile visibility. The central Command of both the American and Japanese forces predicted air patrols over the Landolfi Atoll during the early morning. The American Command dispatched a brand new Corsair, piloted by their top ace, Cpt. Steve Althouse. The Japanese sent the only plane they had, an old worn out zero that was way overdue for a major overhaul, piloted by gallant and brave Mjr. Paulnata Grossamoto. At 11:15am Cpt. Althouse spotted Mjr. Grossamoto's Zero through the clouds. He climbed to gain the advantage. He dove at full power at the unsuspecting Mjr. Grossamoto. His guns roared to life as he zoomed past the zero and overshot his prey. He missed, and the battle was on!! Both planes dove and climbed, they twisted and turned, their engines raced and guns spit flames. Neither could gain an advantage, both suffered wounds and battle damage. After about 15 minutes of intense action with his guns empty and low on fuel Mjr. Grossamoto broke off the engagement and disappeared into the clouds returning to base for fuel and ammo. Cpt. Althouse also returned to base to rearm. Due to poor weather conditions, Cpt Althouse made a less than perfect landing and suffered wing and landing gear damage and was unable to continue the fight. After having their wounds treated both Cpt. Althouse and Mjr Grossamoto vowed to continue the fight as soon as Cpt. Althouse's Corsair is once again in flying condition. Thanks Paul for this captivating rendition.

This from Dave Morgan. As you can see, Dave likes the Caps lock button.☺

WELL, THE WIFE ALLOWED ME TO RETURN TO THE FIELD AROUND 6 ISH THURSDAY EVENING. EVEN THOUGH IT WAS OUR ANNIVERSARY, (SHE IS THE GREATEST) BOB LEONETTI WAS THERE AND MYSELF. WE STARTED FLYING AND THE PREZ SHOWED UP. I WAS FLYING THE GEE BEE AND MAKING A LOW PASS, JUST AS I PULLED IT UP AND WAS ABOUT 3/4 OF THE WAY DOWN THE RUNWAY THE MOTOR DIED. NOT HAVING ENOUGH ALTITUDE TO TURN IT AROUND, I LANDED IT IN THE PEPPER FIELD ON THE WHEELS. NO DAMAGE WAS DONE AFTER CHECKING IT OUT, SO BACK UP I WENT AND ALL WAS OK. BOB LEONETTI GOT IN SEVERAL FLIGHTS WITH NO PROBLEMS WITH HIS CONTENDER. THE PREZ WAS TAXING HIS PLANE

FOR TAKEOFF AND GOT ABOUT 10 FEET OFF THE GROUND, WHEN HE YELLED!! "I DON'T HAVE IT." NEEDLESS TO SAY, HE WON'T BE PUTTING THAT BABY BACK TOGETHER AGAIN. BUT HE DID GET SEVERAL FIIGHTS IN WITH HIS MIG AND I THINK HIS OTHER PLANE WAS A F-19 JET?? WHICH FLEW VERY WELL. THAT'S IT FOR NOW. HEY TOM, I THINK IT WAS JUST AS HOT IN THE EVENING AS IT WAS WHEN WE DID THE WORK AT THE FIELD THAT DAY. BE TALKING TO YOU BUDDY, THE PROPS WERE HERE THURSDAY WHEN I GOT HOME. BE CATCHING UP WITH YOU NEXT WEEK. DAVE (Did you catch that part about flying on his anniversary? My hero!)

I have been asked to remind everyone that when you go to put your pin on the frequency board, and there is another pin already on your frequency, it is your responsibility to coordinate with the other person as to who has the frequency for flying. The person whose pin is on the black square, has that channel. Come on people, this is not rocket science here!

I would like to thank Dave Morgan, and Paul Gross for helping with the field cutting. We have been having some trouble with the mowers with the damp grass in the mornings clogging up the mower decks. We put a new drive belt on the old mower, but I think the new mower will need new blades. It makes it a little tough when you have to stop every other pass to clean out the mower deck. We may have to start cutting in the afternoon when the grass isn't so wet, so if you are at the field trying to fly, cut us some slack.

I don't have much else to report, there has been some pylon racing, with more or less the same results, Paul making some high speed touch and goes, and when he can't go, he calls it a landing. Steve ripping the front landing gear off while landing, and Rob keeping everyone on guard. That's about all I know, but



Miscellaneous

I would just like to point out another little idiosyncrasy about Lithium Polymer batteries, and any other battery for that matter, that may not occur to the average battery user. When trying to figure out what battery to use on a certain airplane, we usually try for the lightest one, which will fly the plane for as long a time as is acceptable. In other words, we pick a battery with a large enough capacity to give us reasonable flight duration, and still not be too heavy for the plane.

It's a known fact that the lighter a plane is, the better it will fly so we might pick a battery with a low capacity in order to keep the weight down and not worry about the shorter flight time we will have as a result. This is a good plan in a lot of cases, but not in all of them. Supposed that you picked a battery that had a capacity of 1,000ma, per hour, (A number that is easy to use mathematically.) and your plane's motor would have to draw 10 amps to give the plane good performance. If you divide the 1 amp by 10 amps you would have .1 hours, or 6 minutes. This tells us that we could fly for 6 minutes before the battery was dead.

I want to digress a little here to explain that you couldn't actually fly for 6 minutes, because a battery is rated at a certain capacity when only %10 percent of its capacity is being used in that one hour. In other words, the battery will produce 1,000ma (1 amp) of capacity when discharged at 100 ma over a period of ten hours. The other problem is that you cannot totally discharge a LiPo battery. If you did, it would not be able to take a charge ever again, and therefore you would be throwing away \$50.00 batteries after one use.

So let's say the battery would allow a flight time of 5 minutes, which is still acceptable. Here is where you must be careful. If your battery is only capable of producing 5c, which is 5 times the capacity of the battery, you can see that 5 times 1 amp is only 5 amps. Right away we have a problem. We need 10 amps to let the motor produce the power we need for reasonable flight, and the battery only wants us to draw 5 amps for it to be happy. Three things will happen if you use this 5c battery. First, it will produce as much current as it can, and get exceedingly hot probably destroying the battery. Secondly, the voltage will drop way down, and cause the motor to run much more slowly thus giving poor performance, and lastly,

the BEC circuit in your speed control will see this low voltage, and thinking the battery has dropped below its cutoff voltage, stop the motor from running at all. This latter condition might save your battery from totally discharging, which is a good thing.

How do we eliminate these problems? One way is to use a battery with more capacity. A 2,000ma capacity battery would produce the desired discharge current needed. 5 times 2 amps equals 10 amps, the current draw this particular motor wants. You could either use a larger battery, or put two smaller batteries in parallel thus doubling the capacity. Lucky for us, new cells are coming out all the time, and they have a discharge rate of 10 and 12 C (C=battery capacity), and even some that will deliver 20 C for short periods for time. These new batteries will allow you to fly using half throttle, but be able to give the motor a full throttle 20-amp burst of power to get out of trouble.

Last, don't use cheap batteries; they cannot produce the discharge rate needed for good motor performance. A couple of extra dollars spent on a good battery is like adding 30 percent nitro to your glow engines.

Here is the magic formula for **Airplane Cleaner.**

5 cups water (40oz.), 1 cup Alcohol (8oz.), 1/2 cup ammonia (4oz), and 1oz. Dish detergent.

For Sale

HELLO TOM: WELL I HOPE YOU ARE DOING O.K. I'M FEELING BETTER AND HAVE COMPLETED A EAGLE 2 CG .40 PLANE. BUT, I STILL HAVE FOR SALE A LA .65 OS ENGINE THE BLUE ONE WITH LITTLE USE. IT IS UP FOR SALE FOR \$40.00 TO ALL MEMBERS. MY REASON FOR SELLING IT IS SIMPLE. A .65 ENGINE PLANE WILL NOT FIT IN MY CAR. SIMPLE RIGHT. SO, PLEASE PLACE IT IN THE NEWS LETTER. MY TELE IS 215-271-1659.....THANK YOU R. SNOCK

Coming Attractions

The regular meeting will be held on August 9th, 2005, at the Woodbury American Legion Hall, at 8pm. The bull meeting will be held at the same venue at the same time on August 23rd.

That's it for this month, lets hope for some cooler weather. **Tom Voorhis**

Though I Fly Through the Valley of Death ... I Shall Fear No Evil. For I am at 80,000 Feet and Climbing! (Sign over the entrance to the old SR-71 operating base Kadena, Japan).

You've never been lost until you've been lost at Mach 3.
(Paul F. Crickmore -test pilot)

The only time you have too much fuel is when you're on fire.

Blue water Navy truism: There are more planes in the ocean than submarines in the sky.
(From an old carrier sailor)

If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition, the USAF would be just another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up ... the pilot dies.

Never trade luck for skill.

The three most common expressions in aviation are: "Why is it doing that", "Where are we?" and "Oh S--t!!!!"

Weather forecasts are horoscopes with numbers.

Progress in airline flying: Now a flight attendant can get a pilot pregnant.

Airspeed, altitude, and brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

I remember when sex was safe and flying was dangerous.

Mankind has a perfect record in aviation; we never left anyone up there!

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries!

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.

When a flight is proceeding incredibly well, something was forgotten.

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

Advice given to RAF pilots during WWII: When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slow and gently as possible.

The Piper Cub is the safest airplane in the world; ...it can just barely kill you.
(Attributed to Max Stanley, Northrop test pilot)

The Altitude above you, the runway behind you, and the fuel not in the plane are totally worthless!!!
(Sonny Kellum, Flight Instructor)

A pilot's job is very simple.... there are 3 lights on an aircraft, red on left wing tip, green on right wing tip, white on the tail..... Your job, as a pilot is to keep the plane between these 3 lights!!!!
(Sonny Kellum, Flight Instructor)

A pilot who doesn't have any fear probably isn't flying his plane to its maximum.
(Jon McBride, astronaut)

If you're faced with a forced landing, fly the thing as far into the crash as possible.
(Bob Hoover - renowned aerobatic and test pilot)

Never fly in the same cockpit with someone braver than you!!

There is no reason to fly through a thunderstorm in peacetime.



Majr. Grossamoto & Cpt. Althouse





West Jersey Radio Control Club
37 Winding Way
Gibbsboro, NJ 08026