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### July At The Meeting

The meeting was called to order at 8:10 p.m., and there were 31 members present. The minutes of the May 2005 meeting were read and accepted. The treasurer's report was accepted as presented. The vice-president called the roll of prospective members. Rich McIlLuaine, Chris Rosas, and Greg Clements attended their first meeting. Mike Bower attended his second meeting and Michel Only returned to the club.

**OLD BUSINESS** The president reminded everyone the War Bird Fly-In was scheduled for July 3rd. Bob Lanard reported that the flea market was a unprecedented success. He presented the treasurer with \$354 (\$120 from table sales and \$234 from the door and 50-50 sales).

**NEW BUSINESS** The changes to the rules were discussed and voted on. The updated rules will be included in this newsletter. With no additional business Bob Lanard ran the 50-50 and raffle. Bob Lanard won the 50-50 (\$12) and Bill Froeder won a Sea Bee kit. The meeting was adjourned at 9:20 p.m. Paul Gross

### At the field

I was unable to make it to the field this Sunday, I know, that's when all of the good stuff happens, but I got this input from Ray McCloy. Tom, I don't know if you have received any news from the field about Sunday's flying. It was maybe slightly less of a crowd than on usual Sundays, but still a nice turn out. Before I got there, I think Bob Lanard did some slight damage to a little low wing ARF, that I hadn't seen before, Brian Newton put on two flights with the big Laser, all were perfect, landings, but just about the end of the roll out on the last one, his gear folded back. Don't know if it hit a rut or weeds but it folded back doing some nasty damage on the bottom of the

fuselage. I am sure Brian will have it repaired in no time. Ray

This next bit of information gives me great pain to report on, and I am hoping that by the end of the month, I will have enough other stuff to be able to eliminate it. I was flying Thursday, with my Waco biplane, and right after take off while making a right turn away from the field, the plane began to act funny. The motor was revving up and down, and I wasn't really in control of the plane. After a short battle to control it, it went into the farmer's field. The bottom wing broke in half, and the landing gear tore out. Other than that, everything was fine. ☺ Not a hard repair, but a repair nonetheless. Soon after that I was flying Ray's little electric Biplane, when the wing folded up and it also went in. Rich Onorato told me that was the second Biplane I had crashed that day. Nice guy! ☺

Rich was flying his Sky Bolt when something fell off and went into the pepper patch. We thought maybe the pilot had bailed out, but when Rich tried to land, it turned out to be one of the wheel pants. No damage, and Rich and Dave Morgan recovered the lost wheel.

Ray had brought his Fan Jet Delta thingy with him, and after a dozen attempts to get the motor to run, it finally got to taxi out to the field. After a few more attempts at that, (taxi out, restart the motor, taxi out restart the motor, etc, etc.) Paul Gross managed to coax it up into the air, and coax is the right word here, and it flew a couple of laps before the motor began to sag, and Paul had to land. Paul had another flight with the Delta, which was a little more successful, and Ray went home a happy camper.

Not much happened on the 18<sup>th</sup>, but on Sunday the 19<sup>th</sup> it was a different story. The boys moved the racing day up a week because of the upcoming War Birds event. According to Paul Gross, the first race

was contested by Paul, Steve Althouse, George Hacker, and Bob Lanard. Paul won the first race, or at least that's the way he tells it, with the second race going to Steve Althouse, when Paul and Bob had a mid air, and Bob's plane went into the peppers and turned into tiny little balsa sticks. Paul was able to land his plane with little damage. Isn't that always the way. The guy that causes the accident gets away with the least damage.

Paul wasn't sure who won the last race, because he was too busy watching George's plane plant itself next to Bob's in the peppers. I guess Paul didn't win, or I am sure he would have said so. The final tally was: one old plane and three new planes up, and only one new one down. Well they all came down, but you know what I mean. Paul said that Scott Clark and Luke Seo were also flying, and Steve also flew his Twistar.

On Monday or Tuesday, Ray McCloy was flying his Lazer, with a little help from Paul, and got in a couple of nice flights. Ed Harding was flying his Giant Stinger too, but while trying to land, he got his **hay foot and his straw foot** mixed up and zigged when he should have zagged, and the Stinger ended up doing some abnormal maneuvers before hitting the ground, causing a lot of damage. I am not sure if it is fixable or not. I'm afraid to ask!

And now what you have all been waiting for, a report on the first ever War Birds Over South Jersey, which will be known hereafter as WBOSJ! Has a nice ring to it doesn't it. ☺ **WOW!** What a great event! There was a large question as to how many people were going to attend, since it was our first one, and we held it on the day before the 4<sup>th</sup> of July. As it turned out, there was a great crowd. At one time, I counted fifty cars, two motorcycles, and a couple of trailers full of airplane stuff for sale. Some of the cars belonged to spectators, or course, but that's what it is all about. One fellow had seen the event listed on our web site, and had brought his 14-year-old son to see the goings on. He asked a lot of questions, and I am sure he will soon be into model airplanes. I left the field around 4pm, and there were people still coming in. (I guess it took some of them longer to find the field than others. ☺)

The weather was beautiful. There was a little breeze, but for the most part it was right down the runway. The planes were beautiful, and there were a lot of them. Not a whole lot of flying was done, but

that is the way it is at all of these events. People come to look and talk. Our club made a good showing of war birds, and there were a couple members that didn't bring a plane because they had no room in their car. What was in their car you ask? Food of course.

Paul Gross procured all of the food and handled the cooking, with Gus Tahenakos collecting the money, me cooking the hotdogs, and Bob Spies running errands for us. Everyone enjoyed the food, and we ran out around 2:30. For not knowing how many people were going to be there, Paul made a good guess, on the amount of food, drinks, and etc. we would need. The hamburgers were very popular, and Paul, not liking store bought, made all of them by hand. The last two hamburgers went with no rolls. Now that's good!

The frequency control was handled by Steve Althouse, Tony Severino, and Andre Askew, They had a nice tent set up with a transmitter impound, and frequency pins. Very professionally done.

Bob Lanard and Andre Clark handled the parking. Mike McMichen was the air traffic controller.

Ray McCloy told me he had the headline for the event, and it went something like this. **Karl Kozuh karries banner for West Jersey Radio Kontrol Klub, when he is only person to Krash plane.** Karl was in the running for headliner for a while, but near the end, Jerry Jones crashed one of his, and another fellow also crashed an electric one. Oh well, better luck next year Karl!

I hope I didn't leave out anything, but if I did, the only way you will be sure to catch everything that happens next year is to be there, and see it all for yourself. You won't be sorry. **Tom Voorhis**





## West Jersey Field Operation and Safety Rules

### GENERAL

1. All flyers must be members in good standing with a current AMA.
  - a. Guests of members may fly if they have a current AMA and the member who invited them is present.
  - b. AMA card and club card or copy of same must be in possession of flyer.
2. Mufflers must be used on all combustion engines greater than .15 CU/in. displacement.
3. Cars will be parked at least twenty feet from the two white poles at the end of the field.
4. Every member present at the field should take the responsibility of keeping spectators to the rear of the pit area.
5. No alcoholic beverages are permitted on the field.
6. No aircraft may be left unmanned with the engine running whether tied down or not.
7. Taxing in the pit area is absolutely forbidden. Carry or hold onto your aircraft while going through the pit area.
8. No flying before 10:00 AM during the week. No flying before 11:00 AM on Sunday. Electrics can fly at anytime.
9. Failure to obey the rules can result in loss of flying privileges.
10. Engine "break-in" will be done at a designated area and not on the flight line.
11. The last person leaving the field has the responsibility of securing the field.
12. It is the duty of every Club member to not only obey but to enforce the field rules.

### FREQUENCY CONTROL

1. All transmitters must be frequency approved aircraft only transmitters, and display 1½ inch black on white numbers as recommended by the AMA.
2. Before a transmitter may be turned on, the pilot must place his/her pin with name and frequency on the control board, on the black block in the channel block corresponding to his/her transmitter channel. If the pin is not on the black block but in the channel box, it means waiting and the transmitter may not be turned on.
3. DO NOT turn your transmitter on unless you have followed the above procedures. DO NOT touch another pilot's pin without his/her permission. It is a good idea, before your first flight of the day to check up and down the flight line and give notice to anyone else that may be using the same frequency that you are going to be using it also.
  - a. Antenna should be collapsed when transmitter is not in use.
4. If you cause another plane to crash due to not following the above procedures, it is your responsibility to make restitution to the other pilot for the amount of damages. This amount should be worked out between you and the downed pilot. The club will not negotiate this, but expects it to be what the pilot asks, as long as it doesn't exceed costs for material and repair to equipment.
5. The frequency board will be used at all times.
6. Time limit for the use of the frequency pin is 15 minutes when others are waiting.

### FLIGHT SAFETY

1. Flying over the flight line is not permitted. The inside edge of the runway is as close as any plane flight is permitted to the pit area.
2. Landing and take-offs will be determined by the direction of the arrow on the flight board. Landing or take-offs against the direction of the arrow when other aircraft are in the air is a violation of the rules. All pilots in the air must be informed before the arrow may be changed.
3. Low passes over and down the runway is only permitted in the direction of the arrow.
4. All pilots will stand behind the two white poles located at the end of the field.
5. All new aircraft must be inspected by an instructor and if deemed unsafe, not flown until corrected. Other members present must be informed of a test flight.
6. Sound off loud and clear for emergencies and dead stick landings.
7. Landing aircraft have the right of way. Always look both ways before turning your aircraft out onto the runway.
8. Your first turnout after the takeoff must be always away from the flight line.

9. Only five (5) aircraft may be in the air at any one time.

10. Each pilot shall verify runway and airspace clearance and call out intention to takeoff prior to aircraft entry onto the runway. LOOK BOTH WAYS.

11. Each pilot shall announce to others on the flight line his or her intention to land.

#### SPECIAL

1. Gliders can be flown at all times. They must conform to all aircraft safety rules. Hi starts or launch lines may not be across or on the runway.

These rules along with the AMA safety rules, common sense, good manners and consideration of each other will give us the safest and most enjoyable flying possible.