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At The Meeting

The meeting was called to order at 8:10 p.m. with 33 members in attendance. The minutes of the April meeting were read and accepted as corrected. The treasurer reported the balance in the club's checking account; his report was accepted as presented. The vice president called the roll of new members. Terry Hill, Brian Flagg, and Jeff Sckaik all attended their first meeting. Kill Figley attended his second meeting. Charles Elwell attended his third meeting and was welcomed into the club.

OLD BUSINESS

Marty Brodack reminded everyone that the club's flea market will be on May 24th and asked for assistance with setting up tables. Steve Althouse announced that there would be a War Bird planning meeting after the business meeting, all those willing to volunteer were encourage to attend. Bob Spies reminded everyone that channel numbers are required on all transmitters. The president went over the club's field rules, after a discussion there was a consensus as to what changes should be considered. Steve Althouse said he would post the proposed changes on the club's web site and, make copies for distribution at the June meeting.

NEW BUSINESS

There was a motion made to allow flying to start at 10a.m. on Sunday, July 3rd (War Bird fly-in day). The motion passed. The president reported that the Landolfi's horses had escaped because the gate was left open. He stressed that the gate should be closed and locked at all times. Tom Voorhis said that the bill for the newsletter was for two months, and that 14 members receive it via e-mail. Bob Lanard advised those who had purchased fuel that delivery is scheduled for May 21st. With no further business Bob Lanard ran the 50/50 and raffle. Mike

McMichen won the 50/50 (\$12.00) and Bob Leonetti won a Sea Bee Kit. The meeting was adjourned at 8:43 p.m. Paul Gross

At The Field

I am going to pass along a tip that we retired folks have known for quite some time now but might not be so evident to you working people. Don't fly when the weather is bad. To make my point, I will pass on the following: first from Geoffrey Metzger.

Tom, Well my "Dazzler dazzled to a "second" hard landing making it firewood. I guess ARF's are good plane these days, but if ya don't inspect them really really close after a mishap, Watch Out!!! Today, Monday, the 2nd was a good day to fly. The wind was a little strong but right down the runway. Probably what saved my engine and radio from a crash instead of a rough landing. I was able to nurse her down but then she stalled right about 3 feet high and hit very hard. Now I have a real push on to finish my Balsa USA Eindecker 90.

And this from Bob Lanard. Andre Askew aka "The Woodsman" was attempting to fly his scratch built Mirage Jet ducted fan. The Mirage lifted off but appeared to be hanging in the air and not really flying fast enough. As it cleared the end of the runway and headed for the clear blue yonder that mysterious force field located in the woods to the rear of the pit area became active. Just as the force field pulled Andre's brand new Sea Bee ARF into the trees the previous Sunday, the force field began to pull the Mirage Jet. At first it looked as though Andre could overcome it but the Mirage kept flying deeper into the woods, surprisingly clearing and passing many trees. But then came the crack, however the engine kept running making it easy for Andre to head toward the sound and locate the plane. If you haven't already guessed, the plane was totaled. (My guess is that it had trouble

getting up to speed taking off into that forty mile an hour head wind.)

I think on the same day, Jerry Jones crashed his F4U Corsair. I am sorry I don't have any details for you sadistic people out there.

And now for some humor. With the weather greatly improved, a few of us went out on Monday and got a little flying in. Everything went well except for Bob Lloyd when he crashed this new V-Stick. He is not sure what happened, but the plane was acting funny, and went in on the road in back of the flight line, and the fuselage was broken in half. It is about now that you are thinking, I don't see any humor in that, but I was sitting alongside of Bob Lanard at the time, and he said, "Gee, I hope the wing is ok, I need one". (Maybe you had to be there.) It was a nice clean break, and I am sure Bob will have his plane back together in no time.

The following day, also a nice one, Ed Harding was trying to land his Stinger when it sort of lost flying speed, after bumping up into the air, and damaged one wing tip. I am sure Ed can repair that with out much trouble. (Look at the miracles he has performed on some of Ray McCloy's planes.) The only problem I can foresee is the extra two pounds the repair will add to the airplane. (One pound to the right wing for the repair, and another pound to the left wing for counter balance. ☺)

Now, here is one for the books. Monday evening, Pete Spillane went to the field to fly with Karl Kozuh, but had some trouble with the fuel tank in the plane. We have all had those problems, either the clunk is twisted around, the fuel line is split, or pinched, the screw holding the stopper is loose, Etc. But, does anyone ever remember when the fuel tank was missing? It seems that Pete had taken it out of the plane to check it, and had forgotten to put it back in. Now we have all forgotten a transmitter, wing, or starter, but never have I ever heard of anyone forgetting their fuel tank! ☺

This is Daryl Waltrip reporting from the West Jersey Air Field where the Pylon Racing has just completed. The three racers were Mark Martin (Paul Gross), Ken Schrader (Bob Lanard), and Tony Stewart (Steve Althouse). In the first segment, Mark and Ken were keeping neck and neck throughout the whole race while Tony had some thrust problems. Mark won the segment after Ken started to have problems. In the second segment after a pit stop, Tony was

able to but a wedge into the thrust problem and fixed his problems to win the second segment. On the third segment, the racers started and went down the front stretch. Going up the backstretch, Ken and Tony were neck and neck, inches apart. Mark was bringing up the rear. Getting ready going into the second turn, Ken was hit from behind by Tony. Upon losing speed, both planes hit each other with major damage. Both planes spun and hit the wall. Mark was able to get by all the debris to win. Upon reviewing the instant replay, both drivers felt that it was good hard racing and both said that they would be out for the next one. In talking to Mark about what happened, he stated the same and was going to put on his plane two skull and cross bones. A good time was had by all, and the spectators enjoyed the racing. One spectator was trying to get what was left for souvenirs. He said that he could make a plane out of it for next month. Next month's race will be on June 26th. Boogity, boogity, boogity till next month. Thanks to Steve Althouse for that eye witness report!

I am sure you are all familiar with the term "Sunday Driver". Well we now have our own equivalent called Sunday Fliers. The reason I say this is because nothing much goes on during the rest of the week, but Sundays are a blast.

The following are some of several Sunday's goings on. Jerry Jones was having trouble with one of his fan jets, not putting out enough thrust, so he did a field repair by replacing the fan unit with one of questionable integrity, (chipped blades), and the following flight resulted in one blown ducted fan motor. Can you say vibration? ☺ Jerry also had trouble taking off his P-51 when one of the retract wheels kept turning on him. Nothing against Jerry, cause who doesn't have this trouble with retracts? Ray McCloy was flying his own designed foam biplane, and that is usually good for a few chuckles. Paul Gross finally got one of his YS-140s to run for more than a minute, and so I told him that he should put it in a museum, as it is one of a kind.

Brian Newton had his Giant Lazer out and couldn't get the motor to start. Paul Gross went down to see if he could help, and noticed that Brian had modified the connecting wire going to the ignition pick up to only two wires, thereby rendering the ignition system inoperative. (Who needs all of those extra wires anyway?) The good thing is he now has two good ignition systems since he replaced the original

one because it didn't work on two wires either. Anthony Midori lost control of his trainer while trying to land, and hit a couple of T-Bone's planes. T-Bone wasn't very upset though because it saved him from having to crash them himself. Joe Mauriello crashed one of his fabulous helicopters, which in itself is very unusual. And all of that was on one Sunday alone, and I still have two more Sundays to report on.

Sunday number two! Nothing too much went on today, except for Ed Harding making a few spectacular landings, and Ray McCloy making a few spectacular flyings. Well that's not exactly true, since Brian Newton was also flying. He managed to crash his yellow plane that I think was a Sig Cavalier. (I only saw it after the crash.) Brian was putting on a flying demonstration for some of his young relatives when the disaster occurred. A few of us went to search the field of wheat, which was as high as an elephant's eye, (I know that's supposed to be corn, I saw Oklahoma too!) and this made seeing anything out there almost impossible. The boys did find the plane, but it took Paul and me fifteen minutes to find our way back to the flying field. I guess the boys won't have much interest in flying airplanes now. ☺

Jerry Jones got his turning wheel problem solved, and was flying his beautiful giant P-51, but is probably sorry it was able to take off, because it no sooner left the ground, when it did a wing over onto the road and made very small pieces out of the very large airplane. It may have been the battery, because when we got to the crash site, the battery was burning up. You may recall I had a similar experience. Bummer. Not to be deterred, Jerry flew his white F- pick a number. The plane was zipping around at a pretty good clip, but as it went from right to left across the field, the ailerons developed a twitch, and as it made its left turn, it really started twitching and crashed almost into the same spot as the P-51, with the same results. If I were Jerry, I would try to stay away from that particular spot. It's bad luck.

Sunday number three! Paul Gross started out the festivities by flying his ducted fanjet, and was looking good for a while, that is until the motor seized up. Paul managed to land with minor damage to the plane, but the motor was toast. The good thing was it was not Paul's motor, it was Ray's. Andre Askew was next to do the jet thing, and he had his usual two-foot high and ten feet long flight. You might say the plane is a little underpowered, but it looks good struggling

down the field and plunging into the weeds. Andre has had more than one flight like that, which is good in a way, because there is never any damage done to the plane. While we are on the subject of fan jets, Jerry Jones had two of them with him, but neither one of them got airborne. To say these planes were underpowered would be an understatement. At full power, they would barely taxi. It reminded me of an Ant pushing an Elephant on roller skates, and had about the same success. Once again, nothing broken there!

☺

Brian Newton was flying a really nice looking plane called a Razzel. This plane is covered with several bright colors of transparent film, so that the frame is visible underneath. Sometimes this is not a good thing, as will soon become evident. After making a few circuits of the field, Brian had some kind of radio malfunction, and the plane went down in the field. When we went to retrieve the plane, that beautiful transparent covering made it all too easy to see the crumpled and broken balsa wood underneath. I think that is why humans have opaque skin, we don't want to see all of the nasty stuff going on inside.

Ed Harding made a few of his patented landings with his Stinger, and on one of the particular noisy ones, one of the guys with his back to the field asked, "What was that", and someone else answered, "Nothing, just Ed landing!" ☺

That was all for this Sunday, but I think you can see a pattern developing here so come on out next Sunday so you can partake of all the fun first hand.



Miscellaneous

If you were lucky enough to attend the swap meet, you already know how great it was. There was not an empty table in the place, and lots of shoppers. There were bargains galore, and I am not exaggerating when I say this was our best swap meet yet. Marty Brodack deserves a large pat on the back for such a fine job. Someone suggested that we try to hold the swap meet on a weekend, but we could not accommodate any more people than we did on Tuesday. I for one am looking forward to next year's.

As some of you already know, our grounds keeper Bob Spies was in the hospital with pneumonia. I am glad to report that Bob is now home and on the rapid road to recovery. I was able to visit him in the hospital, and Paul Gross and I had a nice visit with him and his wife soon after he got home. Bob will be recovering for some time, so Paul and I will be filling in with the field cutting until Bob is back on his feet. Bob used to be very accommodating and cut the field in the morning, so as not to interfere with anyone's flying. You are not going to get that same kind of service from Paul and me, so bear with us if you see us cutting. If you want to fly, we will get out of the way. I also want to thank Rich Onorato who helped me last week. While Paul and I were at Bob's house, he showed us a PT- ? that he was working on from plans. Bob does nice work! In case you lost your phone list, Bob's number is 856-845-5232.

Bob Lanard made the yearly fuel delivery to the field as scheduled, so if you did not get your fuel, it will be in the storage container until someone decides that they need it more than you do. I would make an effort to pick it up. Thanks to Bob for all of the work involved in getting the fuel, and to Paul Gross for helping Bob in sorting it all out. Bob reports that the fuel prices will be going up next year, but so will everyone else's, so it is still a bargain.

Coming attractions

July 3rd will be our first War Birds over South Jersey, and you won't want to miss it. No one knows what to expect, but I am sure there will be a lot of planes there. I just hope we will have room for every body.

The regular meeting will be held at the Woodbury American Legion hall on June 14th, 2005 at 8pm. The Bull meeting will be held at the same venue and

time on June 28th of the same year. Hope to see you there.

You will find attached to this newsletter a copy of the club rules and regulations. Please look them over to see if you are in agreement with them or wish to recommend any changes. These rules will be discussed at our next meeting, and may be voted on to be approved.

And now for your singing pleasure,
 When the moon hits your eye, like a big pizza pie,
 that's amore.
 When an eel bites your hand, and that's not what you
 planned, that's a moray.
 When our habits are strange, and our customs de-
 ranged, that's our mores.
 When your horse munches straw, and the bales total
 four that's some more hay.
 When Othello's poor wife, becomes stabbed with a
 knife, that's a Moor, eh?
 When your sheep go to graze, in a damp marshy
 place, that's a moor, eh?
 When you ace your last tests, like you did all the rest,
 that's some more "A"s!
 A comedian ham, with the name Amsterdam, that's a
 Morey.
 When your chocolate graham is with marshmallows
 crammed, That s'more, eh.
 When you've had quite enough, of this dumb rhyming
 stuff, That's "No More! Eh?"

It occurred to me the other day, while I was helping my wife take in the groceries, that there is something we will soon all have and no one will ever use. It is the escape handle inside of your car's trunk lid. Who would bother to lock you in the trunk when they know all you have to do is turn the handle to get out.

Speaking of my wife, I would once again like to thank her for being sure that this newsletter is legible. Thanks Jeanne for your proof reading skills

Don't forget, if you have something that **you** would like to see in the newsletter, email me or jot it down so that it can be easily typed, and I will put it in. Telling me about it won't get you anywhere. I have a short memory.

That's it for this time, I hope you are all having a great spring, and will have time to come out to the field and do some flying. **Tom Voorhis**



Bob Lloyd & V-Stick



Bob Lloyd & Twister



Gus Tahenakos & Sig Rascal



Paul Gross & GT Aeromaster



Rich Onorato & F4U



Paul Gross's Fanjet in flight

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 or copy of same must be worn on person or displayed on field box.
2. Mufflers must be used on all combustion engines greater than .15 CU/in. displacement. Four stroke engines are exempted. Only commercially available mufflers of the expansion type may be used.
3. Cars will be parked at least twenty feet from the taxi strip.
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 unattended 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.

FREQUENCY CONTROL

1. All transmitters must be frequency approved aircraft only transmitters, and fly the red 72 MHz aircraft only flag and display 1 1/2 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 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.

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 at least one antenna length back from the taxi strip so that taxing aircraft will not pass directly under their antenna, the point of most intense radiation.
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 in the direction of the landing approach, 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 six (6) aircraft may be in the air at any one time.

SPECIAL

1. Helicopters may be flown from either end of the taxiway between the cross over strip and the end of the taxi strip. The pilot must stand at least one antenna length back from the taxi strip.
2. 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.

These additional rules will be discuss at the meeting on June 14th and added to the above rules if approved by the membership.

General

Failure to obey the rules can result in loss of flying privileges.

Do not "break-in" engines within hearing distance of the flight line.

The last person leaving the field has the responsibility of securing the field.

It is the duty of every Club member to not only obey but to enforce the field rules.

Frequency Control

The frequency board will be used at all times.

Time limit for the use of the frequency pin is 15 minutes when others are waiting.

Number 4 should read

All pilots will stand 25 feet from the high grass. This is marked with two poles at each end along with the frequency board in the middle.

Flight Safety

Each pilot shall verify runway and airspace clearance and call out intention to takeoff prior to aircraft entry onto the runway. LOOK BOTH WAYS. Each pilot shall announce to others on the flight line his or her intention to land.