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### At The Meeting

The meeting was called to order at 8:05 PM with 31 members in attendance. The minutes of the January meeting were read and accepted. The treasurer's report was accepted. The Vice-president made the roll call of prospective members. Geoffrey Metzger attended his third meeting and was welcomed by all into the club. André Clark attended his second meeting and Charles Elwell attended his first. OLD BUSINESS: The president asked Ray McCloy if the flea market advertisement had been sent to the AMA? Ray reported that the add was sent, and the flea market is scheduled for May 24. NEW BUSINESS. Tom Voorhis reported that he e-mailed the newsletter to the members he had addresses for. There were some unexplained problems with the transmission, but most of the recipients received the newsletter without error. About ten members volunteered to have the newsletter e-mailed to them permanently. Tom also suggested that we plan another work party after the weather warms up to repair the winter's damage to the road and field. Ray McCloy said he would handle the club's charter this year. He will assist in the process of having it transferred to Paul Gross. Cliff Clark inquired about the availability of club jackets. Bob Kline recalled that "Unique Embroidery" on Greentree Road in Turnersville could do any embroidery we want. The president reminded everyone that the WRAM Show is the weekend of February 26th. There was not any further business. Bob Lanard ran the 50/50 and raffle. Paul Gross won the 50/50 (\$21.00), André Askew won a 40-size pattern plane, and André Clark won a red trainer. The meeting was adjourned at 8:31 PM **Paul Gross**

### At The Field

Hurrah, some flying weather showed up. Paul Gross and I went to the field on Saturday, the 5<sup>th</sup>, and our Prez, Bob Bradshaw was already there. Paul and I flew our bluecor planes, and Bob lots of stuff. He had a yellow Piper Cub with a .60 engine and skis on it, but it took several tries before it would lift off of the ground. Bob also had a .061-powered foam fanjet, which flew really well. Of course, he didn't have to take it off from the snow, he just threw it. ☺

I couldn't make it to the field on Sunday, so I sent out an email request for information as to what was going on in my absence. The first person to respond was Jon Hawkins, with the following.

Hey Tom, my dad and I went to the field today to fly. We had skies on the plane, so we thought we might use them. When we arrived, someone was already there shoveling a small clearing because he wanted to help everyone out. The patch was on the far side of the field and it was about 12 feet wide, not making it an easy taking off or landing area, especially since there was the all too occasional cross wind. Well I got up, flew for a bit, and came in to land, and jeeze it was too close to skimming the snow. But I landed all right and someone else started to fly his electric bipe. That's a neat little thing! It was pushed around a lot from the cross wind though. He flew it pretty nice. We started to go up again, and I stalled it twice from hitting snow on the runway. I just sat it out, and watched the others. After awhile we left. But we had fun.

Thanks Jon for that input. As long as you had fun, that's all that counts. I am hoping I will get another email so I can find out who was flying, and who was shoveling. ☺

This next input comes from Steve Althouse. I went to the field today (mud bowl). I got a couple of

flights in with the Ultimate. Don't need much to take off and land with the Ultimate. Bob and Jon (father and son) were there. Jon got a flight in. Took off around the snow and when he came in, he touched down right after the snow. I think he gave up after trying to take off again. The wind was to our faces, which made it real difficult for the people that really needed some runway to take off and land. Bob (the President) was there also. He flew an electric plane. Started out with skis, then switched to wheels. Got a flight in. Then he flew his cub with skis. It went up and he was flying around for a while and then he had problems. He said that he kept giving it up elevator but it was not going up. After crashing, he said that a bolt was rusted on the elevator and broke. The plane will fly again.

From George Louie NEVER GOT PAST THE DIRT ROAD..!!!!!!! Forgot to bring my tank tread weapons carrier. Anyway went to the school parking lot and tried to fly my underpowered electric. Did not bend or break anything so that was a success story...

From Bob Bradshaw. Susan and I were at the field today along with a few others. Very muddy getting in, still snow on the runway, but there is a 10ft wide grass area along the other side, which you can use to take wheeled planes off. Flew cub again today, until I lost control of the elevator and went down in the field in the mud. Have some damage to fix. The bolts holding the control horn rusted out and snapped off in flight. Most likely due to salt water flying with the floats in the summer. Susan was flying her electric plane. I also flew the Mig and lost a hatch cover somewhere over the farmer,s field.

This from Susan Joo. BTW...Bob burned in the yellow piper with the skis...fixable damage I think but it was nasty. You shoulda been there!!! The weather was beautiful and the flying interesting. There was not enough snow for skis and only a narrow lane for wheels but it was doable. Light wind and a great day for my electric. When looking for parts I did sink a couple of times to my ankles (a great test for my waterproof boots)..... Did I mention we had to retrieve PARTS???

I have got to tell you, this was the best idea I have had in a long time. Get someone else to write the newsletter for me. It is very interesting though how different people put a different angle on events. I hope you enjoyed everyones input. I know I did.

And still more, this from Ray McCloy. Sun-

day, February, 13<sup>th</sup>. Tom, sorry you couldn't make it. (I had a viewing.) It was a pretty nice day, a little breezy. Couple of things for newsletter. Joe Mauriello was there showing off a little for a friend, and he was making low inverted passes with his 60 Ultra Stick and every pass, someone would yell, "Lower," and you guessed it on one pass he was perfect and managed to drag his vertical fin and end the flight. One fin to be re-glued. No other damage. Bob Lanyard was out with his viper with a short pipe. The old style K&B (Brand new in the box) was tacking 14,500, and the Viper moved along pretty good. Scott Maussner lost a wheel on landing his Texas Hurricane, and it tore the landing gear out when it came to rest. Mike McMichen was flying his Extra, and took me up with my Stinger on the Buddy Box. Did OK for a short flight. Made an excellent landing. New member Geofrey Metzger was out with a Dazzler, and flies very well. Ed Harding was zipping around with his foamy, and The Pres and Susan Joo were flying also. The field wasn't bad at all, and no one ever got stuck. Roger and Shirley were there; they sat in the van and gave out some dog treats to Jake and Taz, but didn't have anything to fly. Tuesday is supposed to be a good day, so be prepared. Ray. (Thanks Ray.)

In case you missed something in that last report, here is what Mike McMichen had to say. Hi Tom, you missed a great day at the field yesterday! I was out with my Sig Extra 300 getting in my February flight. Ed and Ray came out with Ray's Stinger. Ray set it up with a buddy box because of his eyesight and after I trimmed it out for him he flew a complete flight almost totally unassisted...I only had to take it once when he couldn't see it but he took off and landed no problem. Ed was having fun with his foamy. Bob Lanard was out with his Viper Pylon racer, wow that's fast. Bob Bradshaw and Susan were flying his pusher jets and her electric trainer. Joe Mauriello dazzled the crowd with his helicopter. He also dazzled the crowd with his inverted landing of his little ultra stick!! One of his friends had some bad luck with a helicopter but it looked repairable. Scott Mausner was tossing his Texas Hurricane around the sky in spectacular fashion when one of his wheels couldn't take the G loads and departed company with the airplane and upon landing the gear also departed the airplane leaving it unflyable for the day, at that point he took out his 3D foamy Extra and continued his spectacular flying on a much smaller scale. That's about it for the highlights. Sorry

you couldn't make it. Hope this helps with the newsletter. I'll say it helps, thanks for your input Mike.

This next bit of news I actually witnessed myself. If you remember, Tuesday, the 15<sup>th</sup>, was bright and sunny, mild, with very little wind. This seemed like a good time to check out my new electric powered Airborne Models Funworld EP. I checked out the plane to make sure everything was ready for its first flight, and the only thing I did wrong was to get this plane mixed up with another plane on the same transmitter. Luckily for me, the elevator was backwards, so the plane wouldn't get off of the ground. When I tried to lift off, all it did was nose over. No damage so far, and the nice thing about electrics is the motor doesn't stop when your propeller hits the ground. I started to bring the plane back to the pits, but when I gave it a burst of speed, to turn it, it jumped up a little and went hard into the weeds at the far side of the field, removing the landing gear. Needless to say, that little electric motor has some power!!!

That was it for that plane for the day, so I got out my Bluecor Biplane. This was more successful, until the top wing parted company with the rest of the plane. I was able to land on the wing that was left, and the other one just floated back to earth. When I got home, a little CA fixed everything.

Ed Harding had his big blue Sweet & Low with him, and he was practicing his landings. He wasn't doing too well from right to left, so he decided to land left to right. On his final approach, the key word here being *final*, he got too close to the weeds on the right side of the field and tried to use his rudder to make a correction to the left. Big mistake there, and the plane went to the right instead of the left. (Who uses their rudder anyway?) In trying to save the landing, he gave up elevator, and the plane missed the weeds, but not the trees behind the pit area. It looked like it might make it through, but caught the left horizontal stabilizer, which came off, and broke the propeller. It is probable just as well it didn't make it through the trees, for if it had gotten on the other side, there is no telling what would have happened. ☺

### Coming Attractions

The next regular meeting of the West Jersey RC club will be held on March 8<sup>th</sup>, 2005, at the American Legion Hall in Woodbury, at 08:00 pm. The bull meeting will be on March 22<sup>nd</sup>, same time, same venue.

### Miscellaneous

If you received your Model Aviation magazine this month, it is obvious that more and more people are becoming interested in electric flight, especially with the manufacturers flooding the market with newer and better airplanes every day. The newer Lithium Polymer batteries are becoming cheaper and cheaper, and it will be only a matter of time when the other types of batteries become obsolete, if they aren't already. If you are thinking about getting into electrics, go right to the best technology, and get LiPo batteries.

What seems to put most people off about these batteries is the expense of the charger, and the inherent danger associated with the batteries. The only time these batteries are dangerous, is when they are not charged properly. (People get really upset when they think that a battery might catch fire, but it doesn't bother them at all to ride around with a 20-gallon tank of gasoline under their seat.) As luck would have it, while I was surfing the Internet, I came across some information about some foolproof and inexpensive battery chargers.

If you have been looking at the Great Planes Triton charger, you know that it costs around \$129.00. For this money you get a charger, which will charge every kind of battery currently on the market, including your field battery, and charge them at up to 6 Amps. This charger will also discharge and cycle your batteries, although I don't know why you want to do that. ☺ (It would charge your car battery too, if you didn't mind waiting a little while.) This is a great charger and very easy to use, but if you are going to be only charging the LiPos you don't need all of the features of this charger. Also, if you have a brain dump, and try charging a LiPo on say the field battery position, you are going to ruin your battery, and maybe even worse.

Take heart, here are some of the chargers on the market that are safe and inexpensive. I will start with Great Planes Electrify Polycharger, at only \$25.00. This charger will charge 1,2, or 3 cell batteries, and will automatically figure out how many cells you are charging, so that you don't over charge the battery. It will charge up to 1 amp in three steps, which is set by a switch. The charger has reverse polarity and over current protection on both the input and output. It has one LED to show when it is working.

Next is the Aurora AC-3LP at \$42.00. This charger will also charge 1,2,or 3 cell batteries, and has auto cell count. The cell count is set using external jumpers, but if the charger detects a different cell count than is selected, it won't work. This charger will charge up to 2 Amps in several steps that are also set using jumper wires. This charger also has reverse polarity protection and 2 LEDs to let you know when it is charging and when it is done. One drawback to this charger is that it will cause interference with FM radios that are in close proximity to it. Strange but true!

Dymond Model sports (rc-Diamond .com) have a charger for \$59.00 called the MCMRLipocharger stock # 20110. The charge range in this charger is 1,2,3 or 4 cells, at a current charging range of from 250ma. to 1.5Amps in several ranges. This charger is programmed using 3 buttons, and LED lights to indicate your adjustments. A nice feature. There is a fan to keep things cool, and a buzzer, which sounds when charge is completed. This charger also has automatic cell count, reverse protection, and automatic cut off.

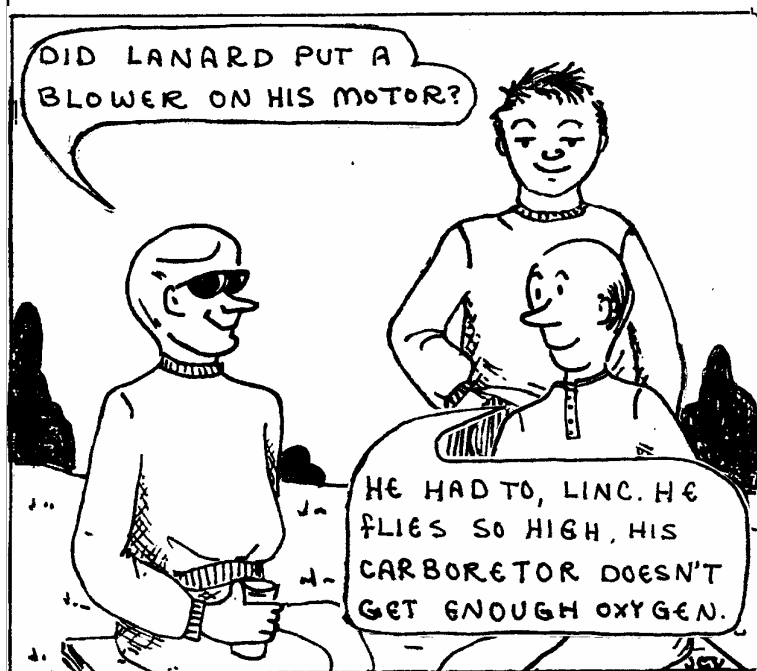
Next on the list is the Apache Smart Charger 2500 at \$50.00. This unit will charge 1,2,3,or 4 cells depending which jumpers you use, and will charge at 2.5 Amps in, several stages, which are also set using external jumpers. This charger has auto cell count in case you choose the wrong number. It also has two LEDs to let you know what is going on. Although this charger will charge up to 4 cells, and do it at up to 2.5 Amps, it has several features that in my opinion are not the best. One problem area is the fact that the two LEDs are on the bottom of the charger, so that to see them, you have to turn it over. Secondly, the input and output wires are soldered directly to the circuit board with no strain relief. Lastly, the jumper pins stick out of the side of the charger where they could be shorted or bent.

Last up, and my favorite, is the Thunder Power charger for \$49.50 at [www.aeromicro.com](http://www.aeromicro.com), or get Airport Hobbies to order one for you. This charger will charge 1,2,3,or 4 cells and has automatic cell count. The cell count can be set by way of switches, but if you set the wrong count it will automatically adjust to the correct cell count number. This charger will also charge at up to 2.5 Amps in several steps, starting at 300ma, which are set using switches. It is protected against reverse polarity on both the input and output cables and also has over current protection. There are several LEDs, which show the cell count,

the charge rate, and what is going on with the battery in general. This charger comes in a rugged aluminum case.

A couple things to think about when selecting a charger, is that they all need a 12Volt source for the input, either a battery, or a DC power supply. This also applies to the Triton. If you are sure that you will not want to charge any more than three cells, any one of these chargers will fit the bill, but if you think that you may want to get into bigger motors, you definitely will want a 4 cell charger. Most of my batteries are three cells, but I do have a couple that are four cells. For a couple extra dollars, my choice would be the Thunder Power. As I stated in the beginning, these chargers take the fear out of charging LiPo batteries.

On a final note, these chargers will not discharge or cycle your batteries. But as I said at the start, who does that anyway when you have your plane motor to do that for you. When the battery is near its low voltage, the BEC in the speed control will turn the motor off, and you just remove the battery and charge it. If after a couple of years you notice that the plane will only fly for eight minutes when it flew for ten minutes before, you know that the battery is either on its way out, or it needs its individual cells equalized. But that's another story. **Tom**



**Gus Tahenakos** would like to thank all those who offered their condolences during his recent lose.

