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### At The Meeting

April 12, 2005. The meeting was called to order at 8:05 p.m. with 36 members in attendance. The minutes of the March meeting were read and accepted. The Treasurer reported the balance of the club's checking account and the Vanguard account. The Vice President called the roll of new members. Michael Bower attended his first meeting.

**OLD BUSINESS** The President reminded everyone that the spring work party will be Saturday (April 16th) at 10 am, and that he had received the club's 2005 charter and insurance policy from the AMA. Bob Lanard said, "Mrs. Landalfi was very pleased when he presented her with the gift certificate to the Barnsboro Inn." Marty Bordack requested that anyone who would like to help with setting up the flea market should be at the Legion Hall at 4:45p.m., May 24th.

**NEW BUSINESS** The President read a letter from the FBI asking us to be on the lookout and report any suspicious person/persons (that includes everyone in our club, Ed.) and modeling activities. Steve Althouse and Andre Askew announced that they will host a meeting to finalize plans for the up and coming War Bird fly-in, the time and date to be announced later. Everyone interested with helping is invited to attend. The President asked for and was granted authority to purchase a "dump trailer" that can be used with lawn mowers. The cost will be somewhere around \$100.00. It was also decided that Ugly Stick racing will be limited to the 4th Sunday of every month, and the club begin its summer schedule of Thursday evening flying. There was a lengthy discussion by many present, that because of our changing environment, there is a need to review the club's rules. It was decided that the President would convene a committee, at a date to be announced, to review the

rules and present recommendations for improvements and changes to the membership for consideration. With no further business Bob Lanard ran the 50/50 and raffle. Mike Bower won the 50/50 (\$23.00). Andre Askew won the raffle and chose the K&B 82 ducted fan motor.

The meeting was adjourned at 9:50 p.m. **Paul Gross.**

### At The Field

I hate to sound repetitious, but let's face it; the weather does play a large part in this hobby. Tuesday and Wednesday were beautiful, and a few of us old guys were able to take advantage of some great flying weather. Bob Lloyd had his new plane a out, and after a few quick flights to get everything trimmed out right Bob was very happy with the way the plane flew. I love the color scheme on this plane. It won't show up very well in black and white, but it looks great in yellow and purple.

Tony Severino had his beautiful red and yellow AT-6 with him, and since he was a little nervous about its first flight, he asked me to take it up for him. He won't do that again. ☺ The plane took off just as nice as could be, but as I was making my first turn back toward the field, the motor decided it didn't want to run anymore. I was plenty high, so I quickly made a left turn and headed back to the field. The plane had plenty of speed, and so I turned into the wind on final touchdown. It looked like it was going to be a perfect landing, but just as it was one or two feet above the ground, it flipped over onto its side, and took off the wing.

The plane looked like it had made a terrible tip stall. The plane had very little damage, other than the wing bolts and a little wood on the wing saddle. When Tony got home, he noticed that the rudder servo had gone bad, and caused the rudder to pull all the way to the left and jammed. This would explain the strange

behavior of the plane, and so Tony, being the nice guy that he was, called me to tell me what he had found, and this got me off the hook. Thank you servo!!!!

On Wednesday, we did a lot of foam flying, and Ray was flying his little electric plane that he can see quite well. The big ones he has trouble with, the little ones he can see. Gus Takenakos had out an old high wing trainer type plane that he had repainted, and got some flying in with it. Gus asked me if I was going to take a picture of the plane, and I said no, I wouldn't embarrass him with a picture. The plane looked like he painted it with a toilet bowl sponge, which had been used and not rinsed off. It would have looked better if he had just wadded up some newspaper, and dipped that in the paint. ☺ There were some Turkey buzzards flying over, and they gave the plane a very wide berth. Now I wish I had taken a picture. ☺

Some other flying was done, without incident, by Ed Harding, Mike McMichen, Cliff Clark, Brian Newton, Tony Massimi, Steve Blazer, Scott Maussner, and Joe Mauriello, just to name a few, and visits by Frank Lopez, Bob Spies, Charlie Yetter, Harry Bailey, and George Louie. George was kind enough to pick up some electric stuff for us from the Toledo model airplane show. Now that's a buddy! And oh yes, Paul Gross and Bob Lanard were racing their Shoestrings!

Thank you Mother Nature! We are finally getting some decent flying weather. I was able to make it to the field a couple of times during the week, when the temperature was in the 70's, and the wind wasn't blowing 40 mph. Of course when the weather is good, everyone flies well, and there is not much to report on. Darn!

It is hard to believe, but the working stiffs finally got a break, and Sunday was a winner. There were twenty two vehicles with planes in them, and four vehicles with people just there to observe. Planes were flying around like a spring Mayfly hatch. There was some racing of V-Sticks, with a few near misses, and others just flying around with some more near misses. The only actual mishap occurred after I left, when soon to be member T-Bone planted his F- (choose a number between 13 and 18) into the farmers field. (See photo) I have planted a few planes there myself, and I am glad to see something is finally coming up. ☺ Thanks Steve Althouse for the photo.

The planned work party came off as scheduled, on Saturday, the 16<sup>th</sup>, and with the low turn out,

I guess it wasn't that well planned. I will try to do better next year. If you couldn't make it, you will probably have a chance to redeem yourself this fall. Thanks to some of our newer members we had enough help to do the work. As it turned out, Mr. Landolfi's sons were out working on the dirt pile, and Bob Spies asked them to level out the road, which they did. They also picked up all of the wood that someone had left at the field, and took it away. They did a great job on the road, and saved us a lot of work. This left the club members time to work on the field, and a few other things that needed attending to.

Bob Speis mentioned that he and Jack Wilson had cleaned out the mower deck of the new tractor, and changed the blades, so it is ready to go again this year. If you would like to help with the mowing, contact Bob and let him know. Bob does a lot of work on the field, and I hope that you appreciate it when you go to fly. We pushed the old mower, which looks pretty new too, now that Dave Morgan repainted it, out to my car to get it jumpered. Just then Dave showed up and showed us how to start it. ☺ Dave has the magic touch, and when he turned the key, it went right off.

The old tractor is a little different from the last one, which Bill Froeder found out the hard way, when I got off of it to help with something, and left the mower in gear. The mower lurched forward, and Bill just happened to be standing in front of it. (I swear, it was an accident.) I know I shouldn't laugh, but I can't help it when I think of Bill bent over on the hood and everyone else trying to stop the mower. Luckily, it was in first gear, which is right next to neutral, and the tractor was only going 1/2 mile per hour, but it was still funny. ☺ We all thought Bill looked good on the front of the tractor, and would make a great hood ornament, but he declined to take the job.

Bob Bradshaw showed up with all of his equipment, and was able to scrape the center of the runway to get some of the clumps out, and this should make for easier takeoffs for plane with tiny wheels. We also rolled it, so it is looking pretty smooth. The highlight of the whole affair was when Susan Joo showed up with donuts, pastries, (that's pastries, not pasties, (I had promised dancing girls)), bagels, cream cheese, and of course coffee. The girls told me later that they tried to make it, but couldn't find the field. Darn! ☺

The club owes a very special thanks to Bob

Spies, Gus Tahenakos, grand kids Zak and , Bob Bradshaw, Susan Joo, Pete Spillane, Bill Froeder, At-eve Althouse, Marty Brodack, Dave Morgan, and yours truly, for all of the hard work they did to make the field a better place to fly.

I didn't make it to the field Sunday, and I knew there was going to be a good turnout. Lucky for me, Mike McMichen did make it out, and filed this report.

Hi Tom, What a day you missed! Big turnout like last week, lots of new faces, and somebody left the gate open...a horse and 2 donkeys were set free and some of us had to try to play roundup but it didn't work. I think Bob Lanard told Landolfi, cause somebody came out on a quad and rounded them up like cowboys. Anyway here's the breakdown on the carnage: (from the flying not the horses. Ed.) On my third flight with my Sig Extra (the purple one) it went dead stick at a bad spot and I had to land with the wind and flipped it at the end of the runway, some landing gear and tail damage but fixable. Owen Douglas lost radio control of his .60 size Ultra Stick and it spun in. It was totaled. Kyle Fegley was flying his Duraplane inverted over the runway and pulled up! Ouch! Not totaled but bent and bruised (very durable!). Tony Massimi had trouble with his bipe (tail heavy I think) and stalled it after takeoff and put it in the field. Fixable. Barry Prather cartwheeled his bipe on takeoff, busted wing and fuse but fixable. Andre Askew got his Mirage ducted fanjet into the air but couldn't get good airspeed and it went down in the trees. Totaled. After a lot of coercing Brian Newton tried to fly his T-38 ducted fan, it got airborne just long enough to do a nice cartwheel down the runway. Wing and fuse damage but fixable. T-Bone didn't think his landing counted as a crash but when pieces fly off when it contacts the ground it counts! There was lots of good flying too! Mike.

And this from Dave Morgan. GREAT TUESDAY AT THE FIELD TOM, YOU MISSED IT. ANYWAY WHEN I GOT THERE BOB LLOYD WAS THERE, MARTY BRODAK, ED HARDING, MIKE MCMICHEN, AND MR PAUL GROSS SHOWED UP. EVERYONE WAS GETTING SOME FLYING IN. YOU DIDN'T HEAR THE NEXT REPORT FROM ME BUDDY, BOB LLOYD ASKED MIKE IF HE WOULD TAKE UP HIS DAZZLER FOR A CHECK OUT FLIGHT BECAUSE HE HADN'T FLOWN IT SINCE LAST YEAR, MIKE WAS MORE THAN WILLING TO HELP BOB OUT. MIKE DID HIS NORMAL PRE FLIGHT CHECK OUT EXCEPT HE DIDN'T STAND BEHIND THE PLANE WHEN DOING IT, AND WHEN THE

PLANE LIFTED OFF THE GROUND ABOUT 5 FEET SHE STARTED TURNING TO THE LEFT AND WHEN MIKE TRIED TO GIVE IT MORE RIGHT AILERON TO BRING IT BACK IT TURNED MORE TO THE LEFT, YOU KNOW HOW THE STORY GOES. GRAVITY SUCKS AND THE PLANE WENT IN. HE TOLD BOB THAT HE WAS REALLY SORRY AND GAVE HIM A PIECE OF A SUB SANDWICH TO SMOOTH THINGS OVER. (Bob likes to tell everyone that Mike bought him lunch. Ed.) SO, OUR V.P. NOW HAS A NEW NAME MIKE (AILERON) MCMICHEN. I THINK BOB IS BRINGING THE WRECKAGE TO THE BULL MEETING ON TUESDAY SO YOU CAN GET SOME PHOTOS. THERE IS A BRIGHT SIDE TO MIKES STORY; HE SAYS THIS ONLY HAPPENS TO HIM ABOUT EVERY THREE YEARS, SO WE ARE ALL SAFE NOW UNTIL 2008. ☺ THAT WRAPS IT UP FOR NOW; MAYBE THERE WILL BE MORE NEWS TOMORROW. BE TALKING TO YOU LATER DAVE. Thanks for that report Dave. And an update. WENT BY THE FIELD TODAY, THERE WERE 2 PEOPLE THERE. BARRY PRATHER AND TONY MASSIMI. THEY WERE BOTH BURNING UP THE SKY, I THINK TODAY WAS THE BEST DAY OUT OF THE 4 THIS WEEK. THE SLIGHT BREEZE WAS RIGHT DOWN THE RUNWAY AND NO CROSS WIND AT ALL OR WIND GUSTS. Thanks for that update Dave!

Paul Gross went to the field Sunday for the pylon racing, and reports that there were two people there to fly, he and Steve Althouse, with Gus Tahenakos watching. Paul thinks that he won the first race, even though he made a high-speed touch and goooooooooo, and a high-speed landing. Steve got better as the racing went on, (sort of a Bob Lanard in reverse.☺), and won the next race. Neither of them won the last race when they both made a high speed landing with Paul breaking his propeller, and Steve taking out his front landing gear. Bob Lanard came after they had left, which means that he will still have a plane to race next month.

Jerry Jones came out later in the day and was flying his ducted fanjet until the exhaust pipe fell off. Paul said that Jerry and Steve were looking in the wrong place for it, the light was better there, so he had to go out and find it for them.

Paul wanted me to mention how good his new electric plane flew, so there, I mentioned it. This is the plane that Paul bought at the Lebanon show, which was a kit, or should I say a box of sticks. Paul did a nice job of building and finishing it except where he put his thumb through the wing. He made the motor from an old CD Rom, which he rewound. This little motor has more than enough power for the plane, and so Paul is one happy camper!

### For Sale

Albert Cipolone has the following things for sale. A Skylark 40S ARF. A .40 size Enya motor, and a Futaba SG series AM radio system complete with receiver and servos. All of this equipment is brand new, and never been flown. If you are interested, give Albert a call at 856-456-4140, and make him an offer.

### Coming Attractions

This month will be our annual swap meet, which will be held on Tuesday, May 24<sup>th</sup>, with setup at 6:30 and buying at 7:00pm. Marty is asking that anyone who wants to help try to get to the Legion Hall around 5:30. To reserve a table, contact Marty Brodak at 856-667-2435. Lots of good stuff here.

Sunday, July 3<sup>rd</sup> will be our first War Birds over South Jersey, at our field starting at 10:00am. We are still discussing the details, but there will be a porta potty, and food. (Not necessarily together.) We are also considering the Blue Angels, and Leap Frogs. Let us know if you can help us in arranging these.

It may not be too late to get in on the fuel buy, so contact Bob Lanard about this. Delivery will be at the field.

Our regular meeting will be held at 8:00pm on Tuesday, May 10<sup>th</sup>, and the bull meeting will be on Tuesday, May 24<sup>th</sup>, also at 8:00pm.

The last Sunday of each month has been picked for Pylon racing. Other flying will also be allowed, since the races only take a few minutes to complete, and even less if some of the planes don't start, or the ones that do start crash before the finish.

☺

Thursdays have once again been dedicated to the evening fly. I have been informed by the President, that evening fly means the flying will start after 5pm, and it doesn't count if you leave the field before then. ☺ Hey, some of us old guys have to go home and take a nap!

### Field Rules

The club has asked me to reiterate some of the club rules, which may have been overlooked when you received them with you application, or may have been forgotten. This really ticks me off, because now I will not have room for the great article I wrote to fill in this space. Oh well, now you will have something to look forward to next month. ☺

1. All transmitters must be frequency approved aircraft only transmitters, and fly the red

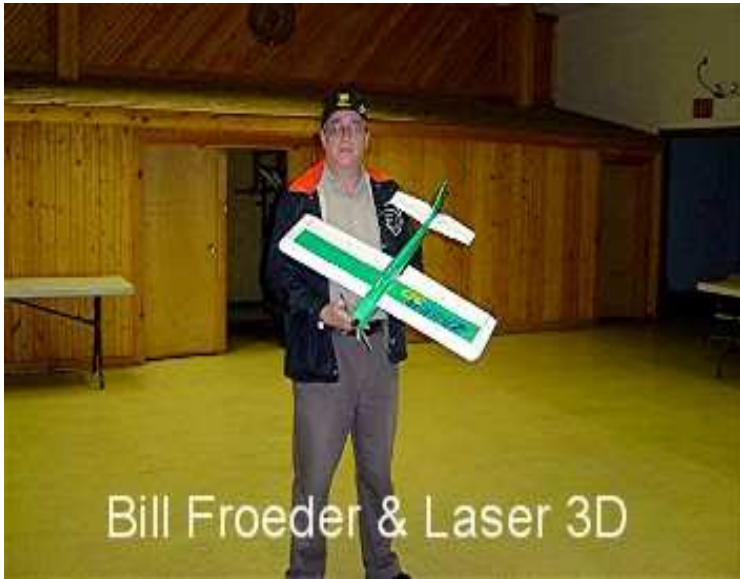
72MHz aircraft only flag and display the 1 ½ inch black on white channel numbers\

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 pilots pin without his/her permission. Check with the person on your channel before turning on your transmitter.
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.

### **Flight safety.**

1. Flying over the flight line is not permitted.
2. Landing and takeoffs will be determined by the direction of the arrow on the flight board. All pilots in the air must be informed before the arrow may be changed.
3. Low passes over and down the runway are 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 taxiing 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 take off must always be away from the flight line.

That's it for this month, I will cover some more field rules next month, if I have room. Until then, sox up boss! See you at the field. **Tom**



Bill Froeder & Laser 3D



Bob Lloyd & P-47



Tony Severino's & Edge 401



Ray McCloy



Spring is in the air!



Paul Gross & Electric Mercury