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At The Meeting

The meeting was called to order at 8:05 p.m. with 29 members in attendance. The minutes of the August meeting were read and accepted. The treasurer reported the balance of the club's checking account; his report was accepted as presented. The vice president called the roll of prospective members. Phil Tomeo and John Donahue attended their first meeting. Terry Hill attended his third meeting and was enthusiastically welcomed into the club. OLD BUSINESS Rich McIlvaine reported that the center of the runway had been treated with a herbicide. The grass and weeds in that area were just about gone, and that further improvements were being planned. The president reminded the members that the club's picnic will be Sept 18th, and the Christmas party will be Dec. 13th.

NEW BUSINESS Bob Lanard made a motion that the club has a Ducted Fan Fun Fly the first Sunday in November (Nov. 6th), and a Multi-engine Fun Fly on the first Sunday in December (Dec. 4th). The motion passed with the provision that the field not be closed to other types of aircraft. With no further business to attend to Bob Lanard ran the 50/50 and raffle. Steve Althouse won the 50/50 (\$15.00). George Louie and Mike McMichen won raffle prizes. George chose a kit and Mike received a Tower Tote Kit. The meeting adjourned at 8:35 p.m. Paul Gross

At The Bull Meeting

There was a good turnout for the bull meeting, with a couple of new airplanes. There was the usual good coffee and donuts, and a video provided by Paul Gross of some of the flying that has been going on down at the field. It is amazing how much laughter comes out of someone else's misfortune. © Try not to miss next month's meeting if you want to see the second half.

At The Field

3 September 1944:

Once again an epic air battle erupted over the pepper plantain on Landolfi Atoll. For hours the skies were darkened with swarms of American Corsairs from the carrier USS-McCloy, and Japanese Zeros based on the south end of the atoll. Both sides suffered massive losses. As the battle raged, the leaders of the opposing forces with their guns empty and low on fuel were forced to break off the fight and return to base.

Mjr. Grossamoto was able to land his Zero without damage. His plane was serviced and back in the air in record time, and he immediately returned to the raging battle. Cpt. Althouse was extremely low on fuel and was forced to land his Corsair at the American emergency field on the north end of the atoll.

Cpt Althouse was exhausted and overshot the landing approach, his Corsair skidded into the jungle suffering what seemed to be only slight damage, which was quickly repaired. With his guns loaded and tanks full Cpt Althouse wearily climbed back into his Corsair and roared down the runway. His heavily laden plane struggled into the air before it had gained sufficient flying speed. The Corsair stalled, turned left, and crashed into the jungle, suffering major damage.

Luckily Cpt. Althouse was not injured. The crash investigation found that the air speed indicator on Cpt Althouse Corsair read 30 mph faster than his actual speed. It was determined that it had been damaged when he landed and not sequentially repaired. The Board of Inquire found that Cpt Althouse was not responsible but was held negligent for not doing a complete "ground walk around" before he attempted to take off. He was sent back to Hawaii and enrolled in an aeronautical refresher course.

Mjr Grossamoto returned to the battle only to find the skies empty. He searched and searched the surround-

ing waters for the carrier "McCloy" without success. Upon returning to base he was ordered back to Japan to take part in the testing of a new Japanese experimental plane. The skies over Landolfi Atoll have been quiet since the battle. Both sides appear to be exhausted and in need of reinforcements. Only a lone Zero piloted by Cpt. Metzgernataka is seen making regular patrols.

Thanks once again to PG (aka deep throat) at the war department for that report.

You are all aware of the carnage of the Gulf Coast caused by Katrina, but are you aware of the carnage going on at the flying field? In case you missed it, here is a recap of some of the mishaps. The keyword here being some, as I wasn't lucky enough to see all of it.

Some of this may be out of chronological order, but does it really matter? To quote Shakespeare, "It matters not when, but to whom." ☺ I think a good place to start would be with our fundraiser Bob Lanard. Bob was trying to fly his big A-4 Skyhawk ducted fan, and after several attempts at takeoff, the plane did manage to get into the air, which wasn't a good thing, and tip stalled into the bean patch, causing total destruction.

Next up is Scott Maussner who was flying his great big aerobatic 1/4 or 1/3 scale Extra/Cap/Giles/whatever; they all look the same to me. You know, the one with the big gasoline engine on the front. Scott was doing some fancy maneuvers when the battery that runs the ignition on the motor, parted company with the rest of the plane. And guess what happened next, that's right, the motor stopped. The plane ended up in the pepper patch, without much damage, except to Scott's pride. It turns out that Scott had the battery held in with servo tape. That would probably be ok if he weren't doing high G maneuvers.

Here is something for you helicopter guys. Our super star helicopter pilot Joe Mauriello was doing some *inverted auto rotation*, whatever the hell that is, and when the motor wouldn't come up to speed as rapidly as it should, the heli *inverted auto rotated* right into the ground. According to Joe, there wasn't too much damage. In helicopter speak, that's probably into three figures! ☺

Joe tells me that he has a new electric plane called the Extreme Flight Yak55SP-E that really flies great. Now I have to take Joe's word for this, as I haven't seen the plane in question, but if it flies half

as good as the name sounds, it has to be a winner.

Just to keep you up to date on the YS saga, Paul Gross seems to have two of his three YS's running. Two out of three isn't bad, and if they keep running, that should qualify him for the record book. Good work Paul.

El Presidenti Bob Bradshaw was out on a Thursday evening with a P-51 but when he decided to go airborne with only half enough power, the plane tip stalled and crashed. I don't know the extent of the damage, so I am hoping it was minor. I am not sure why Bob had trouble with the P-51 taking off with too little power, as all of his planes take off with too little power.

Have anyone of you been to the field when Eli Bateman and his father Doug have been flying there electric planes? Eli flies a Alfa Focke-Wulf Fw 190, and Doug is flying a Alfa F-86 Saber ducted fan jet. These planes are very fast and very impressive as they zip by making almost no sound. As I said, these planes are very fast, but I think that because they are making so little noise, it adds to the illusion of speed making them seem even faster.

While we are on the subject of fast electric planes, Ray McCloy, with the help of Paul Gross has been flying an electric F4U Corsair, also an Alfa, and this plane flies like it is on rails, and very fast. I am hoping my GWS Corsair will fly as good.

On Saturday, Paul flew his new Lanier Corsair. (Corsairs seem to be the flavor of the week) This is a .40 size plane, and it looks good and flies the same. Paul is trying to figure out how to put retracts into it, because he doesn't like the landing gear hanging down while strafing the ground. I told him that the easiest solution to that was to remove the landing gear altogether, and I would hand launch it for him. I don't think he bought it though. ☺

The same day, Jerry Jones crashed one of his jets. I am not sure which one it was, he has so many, but with his present trend, there will be a lot fewer to keep track of. A crash or two is just all in a days work for Jerry. ☺

Karl Kozuh was also out with his new Ultra Sport and put in a few good flights with it. If you are interested in what these planes look like, check the picture page, and hopefully they will be there. If not this month, next month for sure. Karl did have a little trouble getting his engine to run right before he took off though. He would start the engine, put it in idle,

hold the plane nose up and the damn thing would stop just before he got to the count of 30. Usually at the count of 29. (I think Karl read this in a magazine one time.) Paul Gross has this problem solved. If the engine won't idle, you just keep it at full power, let the plane drag you out to the take off strip, and let go. Works for him!☺

Jack Kier had his friend with him to try out the friend's new P-51. I don't know the friend's name, but it doesn't matter, since I doubt he will be back after what happened. Jack had him up on the buddy box and things were going along pretty good until we heard that sickening sound that occurs when a new plane hits the ground at full speed. When asked what happened, Jack said that he couldn't regain control before it was too late. Correct me if I am wrong, but isn't that the job of the instructor to not let the plane get so out of control as to not be able to save it? Oops, I forgot, Jack isn't an instructor!

I don't have all of the information about this one, but once again Jerry Jones was trying to get one of his jets off of the ground when the wheel came off and went further and faster down the field than the plane. Just as well I think.

Mike McMichen has been flying his Extra 300 with a smoke system installed in it. It really looks neat to see the smoke trailing out of the exhaust pipe as the plane flies through the blue sky. (I had a plane that did that once, turns out it was on fire.) The only trouble with a smoke system is that the smoke oil gets used up pretty fast, and with not being able to get it at any of the local hobby shops, what's a fellow to do? Paul Gross suggested that he use transmission fluid in place of the smoke oil. Hmmmmmmm!

Anyway, Mike took his suggestion, or should that be Mike took his suggestion anyway, and it might have worked if the hose going to the muffler hadn't come loose, filling the fuselage with transmission fluid. Mike ended up having to take the plane to AAMCO to have the fuselage drained, and is now waiting for smoke oil to come in the mail.

On another Thursday, Mike McMichen and Ed Harding flew Ed's Tracer into the field roller after the engine quit. I could never understand why planes go completely out of control when the engine quits. Does the engine generate electricity to run the receiver or what? I thought the engine just drug the plane around the sky, but I guess not. The roller is now being put on the other side of the fence for protection! ☺

Bob Lanard's ducted fan (a different one) made it a couple of feet into the air before hitting the weeds at the end of the runway. This caused lots of damage according to witnesses. Something I noticed here, if it hit the weeds at the end of the runway and not the weeds on the side of the runway, this means that Bob was able to keep it going straight down the runway. Pretty successful, I would say.

Barry Prather and Tony Massimi have been making it out to the field a lot, and for the most part enjoying some good flying. I say for the most part, because Barry and Paul Gross were flying around together when Paul flew into Barry's Sportster with his Corsair, causing both planes to be totaled. Paul does that a lot! One good thing, Paul will not have to worry about how to get retracts into that plane now.

New member Gregg Clement has been coming to the field a lot and his flying was showing a lot of improvement, until he flew one of his planes into the trees at the right end of the field. Gregg is hoping that one of the hurricanes will come far enough North to knock the plane out of the top of the tree so that he can reach it with a 50-foot pole. (Gregg, I have a chain saw.)

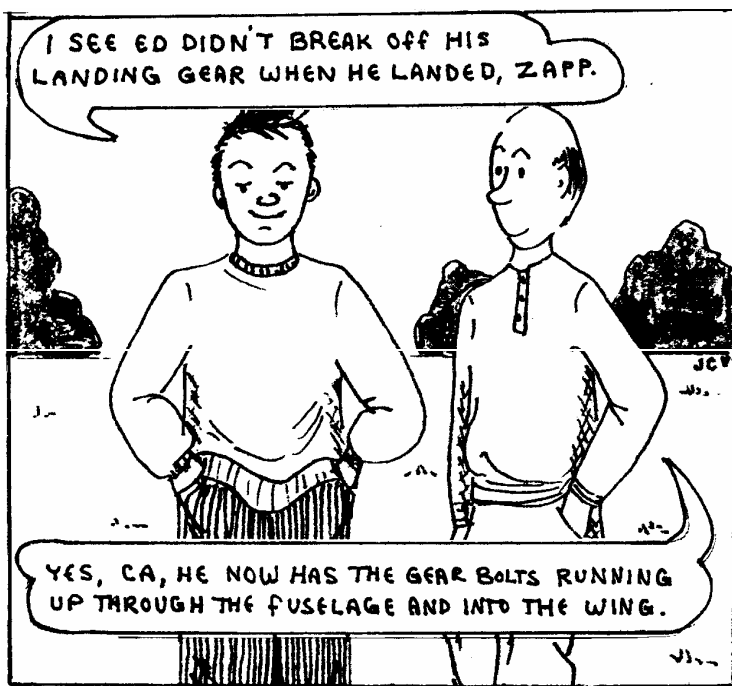
On Sunday, the 25th, Jerry Jones crashed his Ultrasport into the pepper patch with major damage. I am thinking Jerry will do anything to get his name into the newsletter, but it is starting to get expensive now. This plane moves along pretty fast, and the wing decided that it had had enough. The plane not only lost its wing, but the wing lost its retract landing gear. I told Jerry that he should have used more than two rubber bands to hold that wing on.

Steve Althouse put his Racing Stick almost into the same spot in the peppers, when the plane took a sudden downward dive. It turns out that when some of the covering came off of the elevator, Steve replaced it with some not so sticky tape. The tape came loose, causing a scoop like affair, which then caused the plane to make a sharp dive. I don't think this one will fly again.

Barry Prather was flying a new plane called Duralect, or something like that. This is a twin-engine plane, and it not only flew great, but sounded good too. Brian Newton had a Lazy Ace Bipe with him, and Paul said that it should be called a Lazy Bipe since it is so slow. It is in the back of my mind that Brian lost half of a wing on one of his planes, but I am not sure. If I can get the scoop, I will include it in next month's

newsletter.

Greg Clement brought a new .40 size Zero with him, and it not only looked great, but flew great also. Greg is still waiting for his other plane to blow out of the tree. Doug Bateman had a beautiful Extra 330 Free Style with him, beautiful that is until the peppers reached up and wreaked their havoc on it. That one even hurt me! I am sure there were other mishaps this month that I wasn't informed of, but that seems to be enough for now. **Katrina**, eat your heart out!!!



Coming Attractions

The next regular meeting of the West Jersey RC club will be held on October 11, 2005 at the Woodbury American Legion hall. Time is 08:00pm. Come out and win some money or an airplane. The bull meeting will be held October 25, 2005 at the same time and same place. Free coffee and donuts. Free movies. Don't miss it.

That's it for this month, as if that weren't enough. I hope to see you at the meetings, and at the field, this is the best flying weather we have had for a long time. Don't miss out on all of the fun.

Till next time, keep your wings tipped.

Tom Voorhis

Prop Nut

Size Chart

Engine Model	Prop nut size
ASP.31 ABC - .46 ABC	1/4 - 28
APS .61, .75 ABC, .91 ABC, .65 4S, .80 4S	5/16 - 24
Enya SS.25, SS.25BB, SS.30, SS.30BB, .35X, SS.40, SS.40BB, SS.45Ring, .46 4S, .414S	1/4 - 28
Enya .15, SS.15, .10, .21CX, .25X	6mm x 1.0
Enya .35, .40, .40X, .40CX, .49X, .45, .45CX, GP.45CX, .50CX, .60XFIII, GP.60XF-4, GP.60XF-4H, .60XLF, GP.60XLF-4, .60 4S, .80 4S, 90 4S, 120 4S	7mm x 1.0
Enya R120 4S, R120 4S GP	8mm x 1.0
Fox .19RC & CL, .25RC & CL, .35CL, .40RC & CL, .50RC BB, .45RC Schnuerle, .40 Quickie	1/4 - 28
Fox .60-.74 Eagle	5/16 - 24
Fitzpatric .61 ABC	1/4 - 28
HB .20 - .61 all models	1/4 - 28
HP .21 - .61 all models	1/4 - 28
HP VT.21 4S, VT.49 4S, .40 FRT Gld.Cp.2C, .61 FRT Gld.Cp.2C	6mm x 1.0
HP 1.20	5/16 x 24
Irvine .20 - .61 all models	1/4 - 28
K & B .20 - .65 all models	1/4 - 28



Andre Clark



Barry Prather



Jack Kier



Bill Froeder



Kyle Fegley



Greg Clement