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WJRC Page 1

At The Meeting

The meeting was called to order at 8:05 p.m. with 23 members in attendance. The minutes of the July 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 prospective members. Rich McIlvaine, Greg Clement, Kyle Fegley, Michael Bower, and Jeff Van Schaik all attended their third meeting and were enthusiastically welcomed into the club. Terry Hill attended his 2nd meeting.

OLD BUSINESS The president reminded the members that the club's picnic would be September 18th with a rain date of September 25th. After a discussion about the condition of the center of the runway and possible remedies, it was decided to have Kyle Fegley's brother (a professional landscaper) make the required repairs.

NEW BUSINESS The members present decided to hold the club's Christmas party on December 13th. With no further business Bob Lanard ran the 50/50. Ray McCloy was the winner of \$14.00 Respectfully submitted **Paul M. Gross.**

At the Bull Meeting

Bob Kline brought his electric helicopter and put on a flying demonstration for all in attendance, and also made his great coffee. I brought in an electric shock flier, and a DVD of the electric tournament of champions, which we watched. Paul Gross showed some of his own videos taken at our field. After the coffee and donuts were all gone, everyone went home.

At The Field

This input from Ray McCloy. Tom, as nutty as it sounds, I took a ride down to the field yesterday. Mainly because Bob Lanard was going to try to get the A-4 going. There wasn't much going on, Bob and Jon Hawkins were there and were flying a Corsair. They had engine problems, and one time Jon had a long walk into the pepper field but no damage. Bob had trouble when he started to fuel the A-4; he discovered a leak in his header tank. It was tough with the heat, so we sat in the shade for a little while, and then Bob bypassed the tank. This would have been OK, but it left a very long fuel line, and when the engine was started and adjusted, it couldn't hold the adjustment, so it was shelved for another day. Rick McIlvaine braved the heat also, and I think as I was leaving Joe Maurello and his helicopter friend were setting up. It was a scorcher. Ray

I finally made it to the field on Thursday. Weather wise, it was pretty nice, and there was a good turnout. There were a couple new planes at the field, see photos, and there weren't any serious crashes, at least while I was still there. Did I mentioned, in one of the previous newsletters, that Scott Maussner had ripped the wing off of his 1/3 scale Edge 540? Well, he did. He came to the field with a new one for its first flight, but got a lot of interference with the radio when the motor was running, so he smartly decided not to fly. Between that and a few bolts falling off, that was probably a good decision. ☺

Guest Bob Green from Accident, Maryland, (you read it right) was there with a 72" Quique Aircraft Co. Yak-54. Nice looking airplane! Rick McIlvaine had a nice Sr. Falcon with him, and put in a few flights. Rick has volunteered to help with the grass cutting, and we thank him for that. Eli Bateman had an electric powered FW-190 driven by a MP Jet 28-7-

30D, and the plane can really zip around. The new MP Jet outrunners seem to have some good power. After I left, Joe Mauriello came out with his Lazer Delta wing plane, and while making a low pass of the pepper field, the plane stopped for a hot snack. There was no damage to the plane that was visible. I guess he was trying to fly his as good as I fly mine, when the accident happened. Forget it Joe, it isn't going to happen. ☺

This from Mike McMichen. I was at the field early yesterday before anyone showed up so I decided to get some flying in. The farm labor was all camped out near the trees in the pit area on their lunch break so I took her up (the Big Extra). I was about halfway through the flight, tossing it around pretty well with the new smoke system going, when the motor quit (probably couldn't take the G's!) so I dove it towards the runway, down wind, it was coming in pretty fast (right to left) and just as I touched down I realized there was about six of the farm workers crossing the runway going back to the pepper field!!!...I yanked it back up, they ducked and ran, went up and over them, airspeed gone now, tried to nose it down then flair but it hit pretty hard on all three wheels. The tail wheel went thru the rudder and the mains got spread out...so I was done for the day! **Mike**

That same day, a bunch of us were at the field to spray the grass in the middle of the field. I think it was Bob Lanard, Paul Gross, Rick McIlvaine, Bob Leonetti, and me. I am not sure what they were spraying, but I was spraying fertilizer. ☺

This just in from the war department!
The following Japanese communication was intercepted by American forces on 19 August 1944. One of our remote outposts on Landolfi Atoll reported American ground patrol activity in the Pepper Plantation just to the north of our base. The only plane we had was a new Zero, which was not fully assembled. The canopy and cowling were not yet installed and the communication gear (radio) was still unreliable. Knowing of these shortcomings the brave pilot, Major Bobica Lanardamoto chose to investigate the American activity with this plane. Major. Lanardamoto's take off was picture perfect. Even though not being fully assembled, and with questionable communication equipment, the Zero was graceful in the air. As Major Lanardamoto was clearing the eastern boundary of our location a hail of small arms and light anti-aircraft fire erupted from the Pepper Plantation.

At an altitude of 200 feet Major Lanardamoto's Zero was ripped by a swarm of bullets. His plane went wildly out of control and was last seen diving into the jungle south of the field. Eyewitnesses reported hearing a horrendous crash, but no fire or smoke was seen.

A search and rescue party was immediately dispatched to the area. They searched the jungle and banks of the inland sea for many hours without finding any trace of the crash. Night was approaching, and they were considering giving up the search, when two local natives approached, and said that they had seen the plane crash into the inland sea. The search party used a small boat supplied by the natives to retrieve bits and pieces from the water. The engine and communication equipment had sunk to the bottom. No trace of Major. Lanardamoto was found. He will be listed as "missing in action, presumed lost". Please send our heart felt condolences to his family. End of transmission. *Thanks to our War Department correspondent Paul Gross for this report.*

I couldn't make it Sunday, but Paul Gross told me that nothing much happened, except that he couldn't get his YS motor running. Go figure! ☺

I did make it Monday, and since the weather had cooled off, there was a pretty good turnout. The Andre brothers, Askew and Clark, (As senator Claghorn would say, "That's a joke son".) were there and Andre Clark had a brand new T-34. After firing up the engine, the muffler came loose, so Andre didn't fly. Mike McMichen had the smoke system working on his Extra, and put on quite a show for the pickled pepper pickers who were picking pecks of peppers in the parched patch while perusing the performance. (Pathetic!) Come to think of it, they may have been watching to make sure Mike wasn't trying to hit them again!!!☺

Paul Gross was tinkering with his YS, of course, and got it so it would run at full speed, for a minute or two. This meant that when he wanted to launch his plane, he would get it running and it would then drag him out to the flight line, where he would then let go and the plane would take off. One thing good though, Paul is getting that dead stick landing thing down pat.

Now for a short success story. I finally convinced Bob Lanard that we would probably find his motor in the pond, if we could borrow Mr. Landolfi's boat, so on Tuesday, I brought along my crab net, and we set off on the quest. We went up to the Landolfi

house and told his son our sad tale. He not only loaned us the boat, but gave us an ATV to tow it with and a small rake to drag the bottom. The main problem was, we were not sure exactly where the plane went into the lake. We launched the boat, and started probing the bottom. It turned out that the bottom of the pond was covered with sticks, tires, and miscellaneous other debris. We dredged around for a while, and were about to give up when Paul said he wanted to try one particular spot. After feeling around for awhile Paul came up with the receiver, battery, and a couple of servos on his rake. We now knew we were on the right spot, and while Paul and Bob tried to hold the boat steady, I searched around with my net. I felt something that I could not hook onto, so I put my arm down into the water (which was more like a sewer) and felt the fuel tank. I pulled up the tank thinking the motor would come too, but the motor did not budge, and the tank came loose.

I again started fishing with my net (or should that be crabbing?) and finally was able to get the net over the firewall and pull the motor up. I had to stick the net down into the mud and loop it around the motor, as it would not grab hold of the firewall which was round. So there you have it, due to my insistence, Paul's persistence, (look what he can do with a YS ☺) and Mr. Landolfi's generosity, we were able to retrieve the whole plane.

One sad thing though, while we were sloshing around in the pond, we heard a loud crash, and later found out that Barry Prather had lost control of the biplane that he had gotten from **Bob Lanard**, and totaled it. Hmm, do you see a pattern developing here? ☺

I hear through the grape vine than on Thursday evening Bob Lanard (there's that name again) crashed his A-4 ducted fan when it only got 10 feet off of the ground before the engine quit. On the same evening, Bob Bradshaw's Kyosho Saber F-86 had the same trouble, crash that is, for I guess the same reason. It's hard for those things to obtain flying speed without the motor running, no matter how hard you toss them.

Paul Gross has been persistent in trying to get his YS engines to run, and has been loosing wheels and landing gear when the plane won't make it back to the field after a dead stick. This is not really news, since it happens so often, but I just want you to know that the YS saga continues. :-)



For Sale

An old member of the club is getting out of the hobby, and has a lot of radios, planes, and motors that he will sell for very reasonable prices. Too bad that he doesn't have email, so we could get a list, but if you are interested, call Horace Himbert at 215-342-5254.

Miscellaneous

I thought I had pretty much covered all of the interesting and important stuff about batteries, but I got a question from one of the members of the electric club I belong to that led me to believe there are others that might have this same question. The question was; can you use Lithium Polymer (LiPo) batteries to run brushed motors. The answer of course is yes and no. Let me explain.

An electric motor could not care less, nor does it know, what kind of chemistry or device is delivering the voltage that is causing it to turn. As long as it is the correct amount needed to do the job, the motor will run. A motor can't tell the difference between a dry cell, wet cell, NiCd, NiMh, car battery, power supply, solar cell, LiPo, or two wires stuck in a lemon. As long as there is enough voltage, the motor will turn. I am talking about DC motors here, but if you could get AC out of a lemon, an AC motor would love it.

So, if a brushed motor will run fine on a LiPo, and it will, what is the no answer all about? Most of

the smaller brushed motors that are used in electric airplanes are very happy with about 8 double AA, NiCd, or NiMh cells supplying the voltage. These 8 cells would give you a voltage of around 9.6volts. As most of us know now, LiPo cells have a voltage of 3.7volts per cell. If you hook two LiPo cell in series to increase the voltage, you would get 7.4volts. 7.4volts would run the motor, but not very fast, and would suffer.

The obvious solution here would be to hook three LiPo cells in series and get 11.1volts output. The motor would run real fast, but unfortunately, since the motors are made to use less than 9.6volts, they tend to burn out rather fast. This is especially true for the motors using only a strip of metal rubbing on the armature, rather than real brushes. If you insist on using LiPo batteries, and who wouldn't, since they are so light for the same capacity, you can purchase a voltage regular that will lower the voltage of your battery to the desired 9.6volts.

One last problem with using LiPo's on brushed motors is the speed control. Most speed controls for brushed motors have a set motor cut off voltage of around 3.8volts. This allows you to have enough voltage left in the battery to operate the receiver, and safely land your plane when the battery dies. As you may remember, a LiPo cell will be rendered totally useless if discharged below 2.6volts per cell. This means that if your motor discharges two or three celled LiPo batteries below 5.2volts, they will be ruined. Some of the newer brushed motor speed controls *can* be adjusted for use with LiPo cells, but be aware of the problem.

So, to reiterate the question, can LiPo batteries be used to operate brushed motors? Sure, as long as you are aware of their limitations.

Salem Pig Roast

Hi Tom;

Would you put the dates for the Salem Pig Roast in your news letter and bring yourself and some friends down for the activities. We have lots of good stuff planned... **Sept 11,2005...**

Syd Clement

Here is a poem that was printed in the Mercer County Radio Control Society newsletter the Propwash.
Author unknown.

The weather, it was dismal
For the Seventeen that day.
Rain drizzled on the rooftop;
Chill wind gusted 'round the way.
And less than half their number
Shivered, sodden in the shed.
The rest, who'd seen the forecast,
Wisely snuggled warm in bed.

Long hours of skillful building
Yield models built as planned,
But proof of flight demands that
They can both take off and land.
And in the weeks, the pressure
Builds within the pilot's mind:
The final test, the flight check,
Will be good to have behind.

So who could say the rainstorm
And the chill would not be brief,
Or crafted wings rise skyward
In quick moments of relief?
Yes, who could quell the fever
Of these flyers, young and old?
That fell to the Director:
"It's too windy, wet, and cold."



Bob Lloyd



Eli Bateman



Tom Voorhis



Rick McIlvaine



Scott Maussner & Edge 540



Bob Green From Accident MD & Yak-54