

President Steve Althouse
Vice President Rick McIlvaine
Secretary Paul Gross
Treasurer Bob Lanard
Web site - www.wjrc.org



Editor Tom Voorhis
tomvoorhis@comcast.net
856-783-2017
Date April 11, 1932
AMA Charter # 729

346 Tavistock Bvd. Haddonfield NJ 08033

WJRC Page 1

At The Meeting

MARCH 14, 2006 The meeting was called to order at 8:05 p.m. with 26 members present. The minutes of the February meeting were read and accepted. The treasurer reported the balance in the clubs checking account. The roll of prospective members was called. Tony Verchio attended his third meeting and was welcomed into the club. The president reported that he had been contacted by a representative of the Monmouth county club regarding an interclub slow pylon race, further discussions are planned.

OLD BUSINESS

Marty Brodack made a request for flea marked voltmeters. Gus Takenakos and Paul Gross volunteered. Bob Lanard requested that the dates for biplane and speed plane Sundays be changed to May 7th (biplane) and April 2nd (speed plane).

NEW BUSINESS

It was decided that the club would host a "War Bird" fly in on Sunday, July 2nd, and a field work party be scheduled for Saturday April 29th. Bob Lanard announced that the club would be joining with the Salem club in the annual S&W fuel purchase. A two-gallon minimum and payment in advance are required. The president stressed that members pay their dues on time, and that measures will have to be taken for late and nonpayment. With no further business Bob Lanard ran the 50/50 and raffle. Paul Gross won the 50/50 (\$11.00). Steve Althouse won a P47 ARF kit and Gregg Clements won a wing jig.

The meeting was adjourned at 8:30 p.m. **Paul Gross**

At The Bull Meeting

There was another good turnout at the last bull meeting. Ray McCloy brought his new .60 size electric Telemaster in for everyone to admire. And Greg Clement brought in his new 1.20 sized PT-17 Military Stearman. This is one great looking plane, and Greg is holding off for good weather before its maiden flight. A good plan. The only thing that may be a problem with this plane is the fact that by the time you get the wings and all of the rigging on, it is time to start taking it apart to go home.☺ Nonetheless, I can't wait to see this one fly.

There were several electric helicopters at the meeting with various levels of successful flights on them.☺ Electric helicopters are becoming very popular with club members, (I have two of them.) and I am trying to figure out why. For every minute of flying you do, there are 30 hours of repairs to be done. This certainly is not fun, so I have decided that it's not the fun, but the challenge to get one to fly.☺

Paul Gross also brought in the coffee, donuts, and some great videos.

At The Field

Well, it has been another one of those months, where I have had trouble getting to the field due either to bad weather conditions, or personal commitments. There has been some flying squeezed in by our members, but no one has reported what is going on, so I can only assume that nothing is going on.

One of the few days I was at the field, I got there just in time to see Doug Bateman retrieving his crashed electric Panther fanjet. It seems he had the wrong model dialed in on his computer radio, and therefore had a reversed elevator. (I hate when that happens!) The plane went straight in at full throttle, but because of the fiberglass construction, the damage was minimal. Doug will have it back together in no

time.

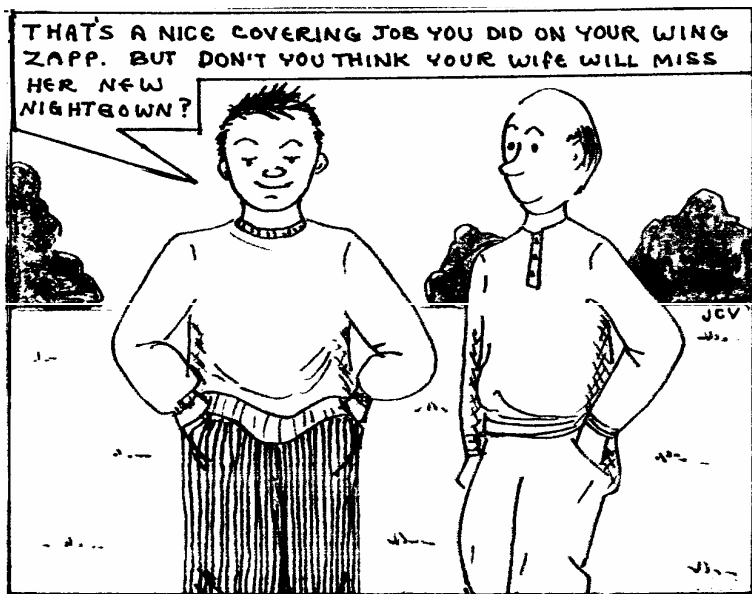
There was a good turnout at the field on the first day of daylight savings. It turned out to be speed day, but due to some misinformation I received from Paul Gross, I brought my Bi-Plane. I guess he didn't want me to show him up with my Delta, it is so much faster than anything he has. ☺

The only mishap I witnessed was when Barry Prather (at least I think it was Barry's plane, those boys from Philly take turns crashing each others air-planes) tried to take his Spitfire off, and it did some maneuvers that any Olympic tumbler would have been proud of. Every surface on the plane hit the ground except for the wheels. It was the first time I have ever seen an airplane flying backward on take off. Spectacular!!

It was nice to see Susan Joo at the field again after a long winter,s layoff. She was practicing her flying with help from her mentor Bob Bradshaw. I asked her if she was trying to show up the rest of the club members with her flying, and she said that she didn't fly that well. I then said that I wasn't talking about her actual flying, but her eyesight. No one else in the club could see a plane so far away! I was able to make my escape before she could hand the control box to Bob.

I was able to make it to Joe Mauriello's house one day this month so he could help me with some adjustments on my electric helicopter, which he did. If you need some helicopter parts, see Joe, he has a whole basement full of them. ☺

Sorry to say, that's all I have for a field report for this month. Don't forget, if you know of any happenings at the field, please let me know, so I can em-



Coming Attractions

The next regular meeting will be held at the Woodbury American Legion hall on April 11th, at 8pm. The bull meeting will be held at the same location on April 25th also at 8pm.

With Daylight Savings Time now in full swing, Thursday evenings will be dedicated to the club "evening fly" Try not to hang around the field too long after flying, so as not to interfere with the love makers who come to the field after dark. ☺

Fuel Sale

The following information is from Bob Lanard. The club fuel sale of S&W fuel is underway. Prices are as follows.

5%	\$8.10
7.5%	\$8.60
10%	\$9.10
12.5%	\$9.60
15%	\$10.10
20%	\$13.10
25%	\$14.10
30%	\$15.10
40%	\$17.10

Fuel is 20% lubricant content of synthetic and castor oils. The minimum order is 2 (two) gallons. Please attempt to have exact change when purchasing fuel. (Editors note, better start saving your dimes. ☺) Cash only. Fuel will tentatively be delivered the end of May at the club field. Fuel not picked up on this date will be secured in the storage container with the purchasers name on the jug. See Bob Lanard for fuel orders.

Dues Are Due

I would like to remind you that dues are way past due! If you are planning on remaining a member of the club, and we hope that you are, please pay your dues at the upcoming meeting. If you cannot make the meeting, you can mail your check to Bob Lanard at 95 West Broadway, Salem NJ 08079.

Since membership is down, we will not be able to afford sending you a newsletter after this month. I know you wouldn't want to miss out on this great newsletter ☺, so please submit your dues. And Thanks!

Advice for the novice model airplane pilot.

- 1 No matter what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.
- 2 A maiden flight ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.
- 3 Altitude is life insurance. No one has ever collided with the sky!
- 4 Always remember you fly an airplane with your head, not your hands.
- 5 If you push the stick forward, the ground gets closer to your plane. If you pull the stick back, the ground gets further away from your plane. (Unless you keep pulling the stick back, then it gets closer again.)
- 6 Hovering is for pilots who love to fly but have no place to go.
- 7 The only time you have too much fuel is when your plane is on fire.
- 8 Flying is the second greatest thrill known to man. Landing is the first!
- 9 Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great' landing. It's one after which you can use the airplane another time.
- 10 The probability of an airplane's survival is equal to the angle of arrival.
- 11 A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in mo-

tion.

- 12 Helicopters can't really fly - they're just so ugly that the earth immediately repels them.
- 13 If God meant man to fly model airplanes, he'd have given him more money.
- 14 Flying is not dangerous; crashing is dangerous.
- 15 Trust your fellow club member's flying, but keep your eye on his plane.
- 16 An out of trim airplane may disappoint a good pilot, but it won't surprise him.
- 17 Good judgment comes from experience and experience comes from bad judgment.
- 18 The nicer an airplane looks, the better it flies.
- 19 There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
- 20 It's best to keep the pointed end going forward as much as possible.
- 21 If an earthquake suddenly opened a fissure in a runway that caused a crash, the Newsletter editor will find a way to blame it on pilot error.
- 22 Any attempt to stretch a dead stick landing is sure to increase the headwind.
- 23 It's easy to make a small fortune in model aviation. You start with a large fortune.
- 24 A fool and his money are soon flying more airplane than he can handle.
- 25 Try to keep the number of your landings equal to the number of your takeoffs.
- 26 Takeoffs are optional. Landings are mandatory.
- 27 And this one for the Jet Man. You cannot propel your fanjet forward by patting yourself on the back.

Kinks and Hints

Here are a few tips from the Tower Hobbies super saver Newsletter. Some of these do make you wonder. ☺

Removing Sandpaper

When changing sandpaper on sanding bars, an easy way to remove the old paper cleanly and easily is to boil water in a kettle and let the steam heat the sandpaper. The sandpaper will easily peel off leaving no glue residue.

Save the Covering

Nest time you're working on a plane with wing servos, try this to prevent the covering from coming off. After you have applied covering to the hatch, flip it over and apply a few drops of CA glue around the hole for the servo. This will help the covering stick once the covering is removed around the hole.

Stripped Screw

If you have a Phillips screw that is starting to strip, dab the end of your screwdriver into a container of automotive valve lapping compound. (We all have this laying around. Ed.) This gritty paste gives the screwdriver tip added bite and prevents slipping. Available at most automotive parts stores.

Making Pushrods

The 1mm carbon pushrods used in foamies sometime shatter or break and require full replacement of the rod and two clevises. Solution: Cut a 20mm length of ball pen refill tube and fill with baking soda. Center the servo and feed both ends of the pushrod into the tube. Center the control surface and ensure that the rod is straight. Wick in thin CA into the tube. Hold till set. This works well for field repairs or if you cannot find the spares. (If you figure out what this means, would you please let me in on it! Ed.)

Trim Covering

When I have to cut trim covering and want it perfect, I use a sheet of tempered glass shelf from our old freezer. I also use a metal ruler and hobby knife to get perfectly straight lines the first time and the glass will also allow you to cut out shapes using a die or free hand. (If you want to try this, write to this guy. He may have a few old freezer shelves left, and a die or two. And, who of us couldn't use a free hand? Ed.)

Secure Screws

To insure that your servo mounting screws stay tight when mounted to the wood tray, first drill a hole 1/32" smaller than the diameter of the servo screw. Run the screw in and out of the hole you just drilled a few times to get the hole threaded. Then apply a few drops of thin CA in the hole. The glue will wick through the threads and into the surrounding wood and the screws will hold on nice and tight.

Clamping Down

When building or repairing, I use slip joint pliers with rubber bands to maintain clamping. The slip joint pliers can be widened if more grabbing is needed, and the rubber bands hold firm pressure as high as desired. Glue the parts together, and use the pliers as fingers with clamping pressure. Now walk away! Hands free! (I swear, I don't make this stuff up! Ed.)

Protect Your Plans

Protecting the full-size building plans has always been difficult. I began laminating my plans about a year ago and have found it invaluable. Laminating old plans also preserves them and prevents them from turning yellow. Iron-on laminate is available but I found that a copier store works just as well. (Do people still use plans? Ed.)

Candle Wax

Ever had a problem drilling a metal motor mount? The next time you do this, try using ordinary candle wax as a lubricant on your drill bit. Just rub the candle wax on the drill bit and drill away. No need to heat the wax. (And, you are ready when the lights go out. Ed.)

Multi-Sander

When I'm building a kit and it come time to sand the leading edges to a half moon shape I use a great planes Easy Touch Contour Multi-Sander. The trick to getting perfect curves is to hold the bar in place by clamping it upside down to the table top you're working on. This holds it in place, so you can run the surface back and forth in the chosen groove of the bar and have complete control of what you're trying to accomplish without the part flexing. You will find you have more accurate control this way.

That's it for another month! **Tom Voorhis**



Greg Clement



Ray McCloy