

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
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346 Tavistock Bvd. Haddonfield NJ 08033

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At The Meeting

The meeting was called to order at 8:10pm with 23 members present. The minutes of the June meeting were read and accepted. The treasurer reported the balance in the club's checking account. The vice-president called the roll of prospective members. Frank Buckley attended his second meeting, and Nick Beidle attended his third and was welcomed into the club. The chairman of the field committee reported that the turn out for the June work party was excellent, and an additional work party will need to be scheduled. He urged everyone to take all their trash with them when they leave the field.

OLD BUSINESS

The June War Bird fly-in was canceled due to rain and was rescheduled for August 27th. The president reported that the AMA would update their web site with the correct address of the club's flying field.

NEW BUSINESS

Bob Lanard made a motion that club members be prohibited from leaving equipment or paraphernalia of any type at the flying field without prior approval of the executive board or the general membership. The motion passed unanimously. The club's picnic was scheduled for September 17th with a rain date of September 24th.

With no further business Bob Lanard ran the 50/50. Andre Askew won (\$21.00). The meeting was adjourned at 8:50pm. **Paul M. Gross**

At The Bull Meeting

There was a light turnout for the meeting. I guess everyone was either on vacation, or they were afraid they were going to have to watch the end of the video we had at the last meeting.☺ Greg Clement brought in his new Great Planes Super Sky Bolt. Karl Kozuh brought in a nice tape of a Japanese Zero,

which had been restored, and if the tape is true, is the only flying Zero in the world. There was also coffee, donuts, and a lot of friendship.

At The Field

I didn't make it to the field Saturday, but I did hear from the perpetrator of the following. Pete Spillane gave Karl (with a k) Kozuh one of his airplanes, so that it wouldn't be collecting too much dust in the basement, and Karl decided to give it some airtime on Saturday. I am not sure what kind of a plane it was, because Pete's planes are a little hard to identify. ☺ Karl said that the plane seemed a little tail heavy and he was having trouble controlling it. One thing lead to another, and the plane went into the bean/hay/pepper field across from the runway. Unfortunately, Karl was the only person to see it go down. (Is this starting to sound like an Ed Daniels story?)

A search for the plane ensued with Karl and Gregg Clement looking, and our club photographer Frank Lopez directing operations from the pit area using the air sock pole as a direction indicator. How Frank knew in which direction the searchers were to go is somewhat of a mystery, since Frank didn't see the plane go down. Be that as it may, according to Joe Mauriello, who decided not to get involved, it didn't matter if Frank knew where the plane was anyway, since he was having a lot of trouble controlling the pole in the wind, and it was first indicating that Karl and Gregg should go to the right, and then it was indicating that they should go to the left.

About one and a half hours into the search, Frank's arms gave out and Karl and Gregg were on their own. (Probably just as good.) They searched for another couple of hours to no avail, and finally gave up the good fight. The next day, Karl went down to the field early to continue the search. Once there, he met Rick McIlvane who was dutifully cutting the

grass. Rick told Karl that he was very good at finding golf balls, and so would help with the search. Pete's planes do have some dimples in them, so I guess I can see the correlation here.

As it turned out, Rick put his talent to good use, when he walked almost directly to where the plane was hiding. Karl was both astounded, and relieved that Rick found the plane. Karl told me all of this because he wanted to thank both Gregg and Rick for helping in the search, to Frank for being such a good wigwag signaler, and to Pete for building such strong airplanes. Only the motor mount was broken.

I went to the field the day the plane was found, but much later, and there was a very good turnout. Half of the people there had brought a shade tent, and it looked like the Circus was in town. In a way, I guess it was. ☺

Steve Althouse had his neat little red and yellow see through electric airplane with him, among other planes, and had a slight mishap when the propeller came off of the shaft and caused the motor to come loose from the airplane. Very little damage was done to the plane fortunately. Rich Onorato was flying his giant Ultimate Bipe with great success, and Gregg Clement was flying his big Military Stearman, also with success. Marty Brodack had a new .90 sized Kaos that he bought at our flea market, and got in several good flights once he got the motor sorted out.

Paul Gross flew his Long EZ to the delight of the spectators, and he seems to have worked all of the bugs out of it. Of course it doesn't look much like a Long EZ since he has modified it so many times. ☺

Jerry Jones had a giant P-47 Thunderbolt with him, and what a great looking plane. Jerry had a little trouble on the first flight, when two of the motor bolts came loose, and so Jerry had to go to the hardware store for some replacements. Jerry got things back together and went up for another flight. He was only able to make one circle of the field when trouble developed. It seems that the bracket holding a wing bomb came loose, swung around blocking the movement of the aileron and making the plane almost un-flyable. Jerry coaxed the plane around to the field, but when it was obvious he was going to be short of the field, he gunned the engine and the plane tip stalled just short of the runway. The crash broke the aluminum tube supporting the wing, and the wing came off. Other than that, the damage was very minor, and Jerry will be able to fix it with little problem.

Bob Kline stopped by the field to see what was going on, and said that he would be flying again as soon as he gets one of his planes back in flying condition. I think this means charging the battery. ☺

Ray McCloy had a new Hobby Lobby electric plane with him, and Paul and I both gave it a try for Ray. The plane has a very light and large wing, and it was very hard to control in the wind we had. We did make a couple adjustments to the rudder so that there was more control, and even though it flew much better, it is a calm weather plane.

There were several other flyers enjoying the day, but since all they did was fly around with no mishaps, they get no news coverage. ☺ Joe Mauriello did get Steve Althous's T-Rex electric helicopter trimmed out for him, and was doing some 3D maneuvers with it. I feel lucky just to hover mine, and even that doesn't last very long.

One day when the weather cooled down to slightly above hell, I went to the field with Paul Gross. Dave Morgan came over just to see what was going on, if anything, and Jack Kier showed up with his brand new Extra 300S. We spent most of the time sitting in the shade solving the world's problems, but then Paul and I decided to fly our foam electric Corsairs. We were chasing each other around the sky, with me leading and Paul trying to catch up as usual, when a strange thing happened.

I was standing back away from the flight line to keep in the shade, with Paul closer to the field. Paul was complaining about the flies biting him, so I called him some kind of a girlie name, and that's when it happened. Jack started shouting "What's that over there?, what's that over there?". Now there had been a beautiful big red tailed hawk flying around overhead earlier, so I didn't pay much attention. Jack then said to me, "Your plane went down!" This really made me wonder what was going on, because my plane was still flying!

It was at this point that I decided I had better land, and find out what was going on. As soon as I landed, I heard Paul say rather sheepishly, "Oh, I was flying the wrong plane". I guess Jack thought that Paul would never make a dumb mistake like that, so the plane that went down had to be mine. ☺ Only Paul and Jack knew where the plane went down, and Paul wasn't that sure. Because he had been watching my plane, he didn't see it too clearly. ☺ You are probably wondering the same thing that I did, how could Paul

mistake my plane for his, when mine is so much prettier, and flies so much smoother and better.

Paul figures that when he looked down to swat a fly, he looked back to the wrong plane. What Jack's excuse was, I don't know. Jack and Paul went to look for the plane in all the wrong places, and came back after a while empty handed. I relaxed in the shade, and mulled over my victory. Pappy Boynton used to call the Japanese pilots sissy names so they would come up and he could shoot them down. If it's good enough for Pappy, it's good enough for me. ☺ Hey, I would have helped look, but I didn't see it go down remember?

You would think that was enough fun for one day, but it wasn't. Jack got his new plane all fueled and charged up, and decided to take it up for its maiden flight. Jack taxied out, gave it the gas, and off she went like a bat out of hell. Literally! The plane was flipping over from one side to the other faster than you could count, and hopping up and down all at the same time. Paul jumped up and ran out to the flight line to see if he could be of any assistance. (By this time Paul was used to flying the wrong plane, so this should be easy.) The plane somehow managed to miss the trees just past the dirt pile, and was headed toward the horse farm at a great rate.

Dave and I jumped up and ran out to see if we could see where it was going to go down, both of us yelling throttle back, throttle back, which Jack did. By the time Dave and I got out to where we could see the plane, Jack, with a lot of help from Paul, had gotten the plane turned around and it was heading back towards the field, although a lot slower than it had left.

The plane was still all over the sky, but with Paul giving instructions, Jack made it back to the field and made a pretty good landing with minor damage. When we started to look the plane over to see what was going on, this is what we found: both ailerons were up a few degrees, which was caused by Jack accidentally hitting the air brake switch. (You will have to ask Jack why he put airbrakes on a Extra 300, we don't know.) All of the control surfaces had as much throw as they could get, and this on low rates. Also, Jack had put 60% plus expediential on everything except the throttle. ☺ Let me tell you folks, expediential is not for the faint hearted.

We convinced Jack to take out the expediential and a lot of the throw on the control surfaces, and after regaining his composure, Jack took off again. The

plane was still squirrely, and since Jack's hands were still shaking from the first episode, he handed the transmitter to Paul who flew around a little before landing.

A couple days later Jack came back out with the plane, which is a beauty, and flew it around without mishap. Also, the following day Paul and I went looking for his Corsair and Paul found it right away.

On Sunday, The temperature was still hot, but there was a pretty good turnout. I guess people figured if they aren't going to fly when it's hot they aren't going to fly at all. That's when I learned from the group, that Joe Mauriello had crashed one of his many helicopters. From what I was told, Joe was flying his usual 3D type stuff, when the whole thing sort of exploded. Parts were, here there and everywhere, and it looked like a total loss. If I hear from Joe, I will let you know what happened.

Before I got to the field, the boys were doing some pylon racing, with their stick planes, and Phil Tomeo missed the turn at the left of the field, and crashed into the weeds totaling his racer. When I saw him, he didn't seem that upset. I guess Phil has decided that racing is not for him. ☺

On a brighter note, Greg Clement brought his brand new Super Skybolt out for its first flight. This is a Great Planes ARF, and not only is it beautifully done, it flies great too. Greg has shown a lot of improvement in his flying since he first started to come to the field, and now he can buy a nice plane without fear of destroying it.

Andre Askew brought a new Corsair .60 to the field, and everyone was hoping to see it fly. Andre still had some setting up to do on the plane before he could take off for the first time. I hung around as long as I could to see the maiden flight, but while Andre was filling the plane, pressure started building up inside the fuel tank, and I could be wrong here, but it looked like the sides of the plane were starting to bulge out. Corsair sides are already round, so I could be wrong about this. ☺ All I know is that when the filler hose blew off, there was a lot of fuel squirting around. I knew this was going to take some time to determine what was blocking the overflow, so I left. I am hoping to find out if it got off of the ground this coming Sunday, and I will make a report.

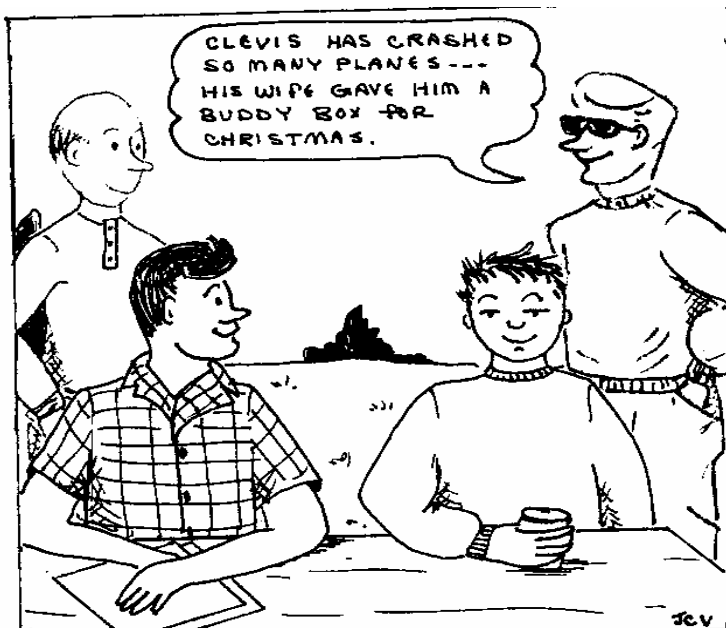
Ok, I went to the field again on Sunday, even though it was so hot, as I drove by one farmer's field his corn was popping right on the stalk. There was a

pretty good turnout, and I found out about a couple things that I had mentioned earlier. Joe Mauriello told me that his helicopter did in fact explode, when one of the control rods for one of the rotor blades came loose. There are still some parts out in the wheat field, but Joe just took what he needed out of the surplus supply he has in the hobby shop in his basement. He was a little ticked off about the whole thing however, because that was his new expensive helicopter. Aren't they all expensive?

Andre Askew told me that he found the blockage in his fuel line which was caused by the tank being pushed too close to the firewall. This was even before its first landing. Go figure.☺ Any way, he flew the plane Sunday, and the only damage he did was a bent retract landing gear which occurred while trying to return the Corsair to the Aircraft Carrier.

Jerry Jones had his fan jet F-15,16,17, whatever, to make his usual taxi runs. After starting the engine and beginning its first run down the field, he yelled, "I lost it, I lost it." Now I am surly no expert at this stuff, but doesn't the plane have to be in the air before you can loose it? I guess that was just wishful thinking on Jerry's part that the plane had actually gotten airborne. Or, maybe he thought no one was watching, and he could get credit for another miraculous save. He gave up on that idea however when someone else shouted that the plane was at the end of the runway with the motor still running.

Jerry went to retrieve the plane, but made no more taxi attempts that day. As Dave Morgan said, at least he saved wear and tear on his wheels.☺



Coming Attractions

The regular business meeting will be held on August 8th, 2006 at the Woodbury American Legion hall, at 08:00pm. The bull meeting will be held at the same location at the same time on August 22, 2006.

War Birds Over South Jersey

Don't forget the upcoming War Birds over South Jersey event we are hosting. If mother nature will cooperate this time, the festivities will take place on August 27th, at around 11:00 AM. Paul Gross is going to do the cooking again this year, so the food should be great. The club will need some help at the field, with transmitter control and so forth. Bring your planes, and bring your camera.

Club Picnic

The annual club picnic is scheduled for September 17th. There will be food, fun, and games. More about this next month.

That's it for this month, I hope you are all having a good summer, and are getting in some flying. Try and make the meetings, and the events, you will not regret it. Thanks once again to my wife Jeanne for proof reading this thing for me. **Tom Voorhis**

Model Airplane Term Puzzle (Circle the word)

