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Secretary Paul Gross
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At The Meeting

The meeting was called to order at 8:05pm with 29 members present. The minutes of the October meeting were read and accepted. The treasurer reported the balance of the club's checking account. The vice president called the roll of prospective members. Mike Cirigliano, Derik Gadson, and Jim Sayer attended their first meeting. Jason Danel, Tom Licala, and Chris Green attended their second meeting. Eric Becker and Frank Bodoni attended their third meeting and were welcomed into the club. The field committee chairman reported that the overall condition of the field was good, but the access road was in need of some improvements. The Scotts mower transmission needs to be replaced with an approximate cost of \$900.00. The field committee will make its recommendation at the December meeting

OLD BUSINESS

The president reported that ducted fan Sunday was less than successful, since there were only a few completed flights, he also reminded the members that speed plane Sunday will be December 3rd. The nominations for the 2007 club officers were reopened. There were no additional nominations. The nominations were closed. The officers for 2007 will be:

President . Steve Althouse, Vice-President Rick McIlvaine, Treasurer Bob Lanard, & Secretary Paul Gross
NEW BUSINESS

Bob Bradshaw made a motion that there be a "First Flight of the New Year Contest". The rules will be: 10am take off, fly one lap around the field, land, taxi off the field. The first plane that makes it into the pits will be declared the winner. Bob Lanard made a motion that the club present a \$50.00 dinner gift certificate to the Mr. Landolfi, as gesture of our appreciation. Both motions passed unanimously. Paul Gross asked for a donation of a larger TV for use at the bull

meetings.

With no further business Bob Lanard ran the 50/50 and raffle. Brian Beers won the 50/50 (\$19.00). Barry Prather won the raffle and chose the OS 48 4 stroke. Mike Cirigliano won a fuel pump. The meeting was adjourned at 8:45pm **Paul M. Gross**

At The Bull Meeting

There was a nice turnout for the bull meeting this month. I brought my MRC Hirobo dual rotor helicopter with me, and several people flew it. All were amazed at how easy it was to fly. I think there may be a few under the Christmas tree this year, especially when you consider that this type of heli can be purchased for \$150.00 or less. The price includes a 4 channel transmitter, LiPo battery, charger, and extra rotor blades. Believe me when I say anyone eight years or older can fly this heli.

Joe Mauriello had his T-Rex helicopter with him also, and put on a nice flying demonstration with it. Joe is a skilled heli pilot, and makes flying one look easy, but take my word for it, it isn't☺. Joe was at the field the other day with a .60 sized electric helicopter, and this heli does everything a glow powered one can do, except make smoke ☺.

Ray McCloy had one of his tiny electric airplanes with him, and several people were flying it around inside the hall. It is amazing how anything this small can be radio controlled. Everyone was impressed by this little plane, and how well it flew.

The absolute hit of the evening was when Brian (premium) Beer brought in the bare frame of his new **giant** sized Extra. The whole plane is finished except for the covering, and to say the workmanship on this plane is phantastic, is not giving it the benefit of the doubt. Brian did a really great job building this plane. The only thing I could see as a drawback to this plane was by the time Brian finished assembling it, it

was time to take apart to go home. ☺ Good work Brian.

Besides all of the above, there was coffee, donuts, and Paul Gross's great field videos. Don't miss the next bull meeting, or you will be missing out on all of the fun.

A big thanks goes out to new member Mike Cirigliano for his donation of a larger television set to the club. **Tom Voorhis**

At The Field

I don't think we can complain about the weather, it is more like spring than winter. A lot of members have been out taking advantage of the great flying conditions, and I suspect some have even taken a sick day to come to the field. Man cannot live by work alone; he needs to get in a little flying.

There have been a few incidents at the field that are noteworthy, and one that stands out is when Greg Clement went to the field early one day last week and found a car stuck on the runway. He called the police right away, and they came and towed the car away. The person driving the car is going to face a stiff fine for towing, and also for vandalizing. Greg and some of the other club members are going to court to make sure this person is make an example of. Hopefully, word will get around, and this mischief will stop!

Other things of interest are there seems to be a rash of crashes taking place. One such took place during the week when Paul Gross and I were flying our electrics. Paul's GP Corsair was trying to do a figure eight, and did a figure nine instead. The plane went straight in and totaled itself. We could not find out what went wrong, which is not good.

A couple of days later, while we were trying to help Jerry Jones retrieve his big P-51 out of the top to a pine tree in the woods, I decided to distance myself from the proceedings, and went to fly my GWS Corsair. I was flying around just as nice as usual, when for no reason, the plane nosed over and went straight in. The plane is almost back together, (great stuff that foam) but I still don't know what caused the problem.

A couple of days after that, I was flying my red and white Stearman, when the plane decided to do a loop all on its own, and it is then that I discovered that I had no elevator control. The plane went in with a lot of damage, and I am not sure if it is fixable. Once again I am not sure what caused the problem, but I suspect that it was a failure of the plastic clevis that

was on the elevator control horn.

I have been a little under the weather the last few weeks, so a lot of the following happenings I did not see. Therefore, the information may be a little sketchy. Jerry (jet man) Jones was flying one of his many ducted fan jets and things were going great until it came time to land. Jerry was coming in too hot, and upon touchdown, the plane cartwheeled down the runway. There was no damage done to the plane however. Lucky Jerry.

This was not a crash, but probably would have been, when Andre Askew tried to get his F-86 ducted fan airplane off the ground. From all reports, the plane only has about one half the power it needs to take off. I guess Andre is going to have to find some way to lighten the load, (on the airplane that is) or use a much higher nitro fuel☺.

Now back to the crashes. Even Rich Onarato can have problems. Rich was flying his beautiful Navy Hellcat, when something catastrophic went wrong. As Rich was coming in for a landing, he put the flaps down and the plane nosed down right into the ground. From all reports, the plane was totaled. There will be a picture of this plane in the newsletter, and you can see why this was a shame.

Sunday was SPEED day at the field. Speed day doesn't mean there were any drugs involved, although the way people were flying you may have thought so☺. I had to leave the field early, so I didn't see all of the goings on. I did however see the following. Paul Gross brought out his Patriot to get in some fast flying. After he got it all together, he noticed that the rudder was not behaving correctly. Sometimes it would be stuck to the right, and sometimes stuck to the left. Paul did a lot of finagling with the controls, but it didn't look right to me. I said to him, "You aren't going to fly like that are you?", but he was confident there would be no trouble. After taking off, the plane did a nice left turn whereupon it leaned over further to the left and went straight into the field. When we got to the debris field, the front of the plane was buried about 9 inches into the ground. Paul now has storage space for a new plane. As I had to leave early, I did miss some of the action. However, Paul Gross was kind enough to make this report.

News Flash - - - December 3rd, 2006, Special Speed Plane Sunday. The carnage began at about 13:00 hours. After having to make numerous adjustments to his special speed plane the "Widow Maker

Patriot" and not understanding why, Paul Gross was the first to fly a qualifying flight. As soon as the Patriot lifted gracefully into the clear blue sky Paul realized that things were not going to go as planned! The Patriot was seriously out of trim. Paul valiantly tried to gain control, but the battle was being lost. Even though the temperature was in the low 40's the crowd could see beads of sweat forming on Paul's forehead. Paul's fingers were a blur as he tried to gain control. The Patriot was up, down, right, and left all at the same time. The motor was running flawless as the Patriot aimed for middle of the wheat field. Down it came faster and faster. When the rescue squad arrived at the crash scene, they found the Patriot had re-kited its self and buried in the dirt. Paul was heard to say that he was not too fond of it but now he does not like it at all.

Next up was Brian - (I want to be a turbine pilot) - Newton. Brian fired up the Jet 50 on the nose of his yellow Magnum. The engine sprang to life, Brian checked the controls, tweaked the needle valve and was smiling as he walked confidently out to the flight line and lanced the Magnum into the awaiting sky. The crowd gasped as the Magnum almost did a belly-flop as it took to the air. It quickly gained speed as Brian was gaining control. It went faster and faster, at times it was just a yellow streak as Brian made passes down the runway. The Magnum could be heard whistling as it sliced through the sky, Brian was sure he would be the winner.

After Brian, Andre Askew decided to give it a try with his "brand new but short lived F-15". With the assistance of many onlookers and friends, Andre expertly assembled the immaculate F-15. Andre scratch built the F-15 from planes, he cut every piece to exact specifications, and only the finest glue and materials were used. It was a master piece of modeling skill! After a small problem with the starting battery the OS 91 sprung to life. With Jerry Jones assisting Andre taxied down and lined up with the center of the runway. The engine began to scream and the F-15 rolled faster, faster, and faster. Just as it looked like it could go no faster Andre lifted it into the waiting sky. The crowd was cheering as the F-15 went faster and faster. Andre was going to give Brian a run for the money. Just as it began to look real bad for Brian it happened. The left wing of Andre's f-15 decided it did not like going this fast and left the side of the plane. The F-15 with only a right wing began to spi-

ral. Andre struggled to regain control but it was not to be. The F-15 went straight into the wheat field. When Andre and rescue team found the crash someone said the F-15 made Paul's Patriot look repairable.

Not to be out done by anyone Jerry Jones decided to fly his almost new 'Interceptor" with the "Enforcer" stickers on its sides. As the shadows were being to grow Jerry got the OS 91 running. The plane raced down the runway, and it was out of control as soon as it lifted into the waiting sky. It was up, down, upside down, north, south, east, and west. Jerry was doing his best to regain control to no avail. The crowd gasped as the Interceptor disappeared behind the trees. Expecting the worst Jerry hurried to the scene. What he found was a complete surprise to everyone. The plane was on the ground with hardly any damage. Good for you Jerry! It was starting to get dark after Jerry's flight so an end was called to the destruction. Brian Newton was declared the official winner of Speed Plane Sunday. Great going Brian.

I should mention that there was a great turnout on Sunday for the speed fly, even though the weather was a little cold. We even had a woman visitor from a nearby community who said that she could hear the planes and wanted to see for herself what was going on. She mentioned that her husband and kids would be interested in the planes, so maybe we can get a new member. She must have enjoyed the show, because she even beeped her horn when she left.

Miscellaneous

Karl Kozuh passes along some more muffler information to us. It seems that Karl needed to have a broken muffler repaired, so he took it to Imperial Welding in Belmar, and the owner welded his muffler for him for only a few dollars. I think the phone number is 931-0443.

Coming Attractions

The next meeting will be our Christmas party meeting. This meeting will be at the Woodbury American Legion Hall starting one hour early at 07:00PM. Don't forget, that is one hour earlier than usual. I hope to see you there.

There will be no bull meeting in December. Darn! I was going to put an phone/address list in this months newsletter, but it will be in next month after we get a final count.

Hints And Kinks

Some of the following tips come from the Tower Hobbies newsletter, and some come from yours truly.

For an economical and nice looking coaming around cockpits, purchase windshield wiper tubing at any auto parts store. Slit the hose halfway lengthways, and then fit around the cockpit and glue.

Sometimes the metal spinner included with many ARF's needs to be balanced. By using a Dremel Tool or piece of sandpaper, the inside of the spinner cone is first "roughed up" a bit where weight needs to be added. Then, use the correct amount of JB Weld applied to this area to ring the spinner into balance.

To protect the leading edge of wings held on with rubber bands, cut a piece of plastic from a plastic oil bottle about 5" long and 4" wide from the round edge of the bottle. Cut a small v in the bottom edge of the plastic to allow it to bend to fit the dihedral of the wing. You can also use a small piece of this plastic on the trailing edge if needed.

A simple, but effective way to improve the efficiency of your glow plug starter is to regularly take a cotton swab, dip one end in alcohol and use it to scrub both the center contact and the inner cylinder of the starter where it attaches to the plug. The swab just fits and the alcohol dissolves the accumulated residue.

To make a formed balsa skin for the leading edge or fuselage, trim the sheet slightly oversized, dampen and place against the structure. Wrap the item with an Ace Bandage until it dries. The ace will supply even, gentle pressure resulting in a curved skin to match the structure. Do a close trim and glue it down. For smaller items, use wide elastic strips from the sewing department.

Usually nylon wing bolts come with round, slotted heads. They work, but your screwdriver can slip during installation and damage your wing. Take a 7/16" hex nut and run it all the way up under the round head on the screw. Now sand the nylon bolt to match the hex pattern on the nut. When the nut is removed, the nylon wing bolt will be transformed into a hex bolt than can be easily tightened with your 4-way glow

plug wrench. Or, you can do what I do and that is to buy the hex head nylon bolts from the hobby shop. These bolts not only have a hex head, but also a allen wrench hole in the center.

To clean your airplane after a day at the field, use my formula which is as follows.

5 cups of water (40oz.)

1 cup of denatured alcohol (8oz.)

1/2 cup of ammonia (4oz)

1 oz. of dish detergent.

If you would like to try something different, try using lemon Pledge spray wax. It cuts through all the castor lubricant and grease, and cleans and polishes the surface leaving the aircraft with a protective coating without any residue.

When opening a new roll of MonoKote or other covering, save the label that identifies the color. Attach it to the first scrap piece of covering and keep it in a file. Now you don't have to wonder what shade the covering was if you have to order more to make repairs.

Sometimes it's difficult to slide a fuel tank wrapped with foam rubber into a fuselage. The foam tends to snag on anything it comes in contact with. In order to make this task easier, place the foam-wrapped tank in a zip-lock bag. Remove the excess air for a snug fit. You'll find that the tank will be much easier to position in the plane. Also, the zip-lock seal will hold any fuel that may accidentally leak from the tank stopping it from soaking into the surrounding balsa.

If you are wondering how to firmly install a pilot figure into your airplanes cockpit, try this. Cut slots in the mounting platform and tightly loop nylon cable ties through the platform and over the pilot's shoulders. The ties look like a regular seat harness. If you don't like white, dip them in fabric dye, or buy black or gray ties.

Well, that's it for another month. I hope you don't let the cold weather keep you from flying. Don't forget we do some snow ski flying when the conditions are right. I hope you all have a great holiday, and find that new airplane, or motor you have been wishing for under your tree. **Tom Voorhis**

