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At The Meeting

The president called the meeting to order at 8:10 P.M. with 30 members present. The minutes of the December meeting were read and accepted. The treasurer reported the balances in the club's accounts. His report was accepted as presented. The vice-president called the roll of prospective members. Tony Verchio attended his first meeting. After 14 years as a member in good standing, Richard Andrews regretfully has resigned from the club. Bob Bradshaw thanked the membership for their support while he served as president. He received a resounding round of applause for his years of dedicated service.

OLD BUSINESS

Bob Lanard reported that the multi-engine flying Sunday, January 8th, was a big success with only one major mishap. Marty Brodack requested the advertisement for the club's flea market be sent to the AMA for publication in Model Aviation Magazine. Paul Gross said he would send the ad to the AMA by the end of the week. Barry Prather informed everyone that he needed the money for the club's jackets by the February meeting, and that 12 orders are needed to receive a discount. Rick McIlvaine reminded everyone that trash has to be removed from the field when we are finished flying.

NEW BUSINESS

Rich Onorato was appointed Safety Officer
Bob Bradshaw was appointed Field Marshal
Rick McIlvaine was appointed Grounds Committee chairman, with Phil Tomea and Paul Gross assisting. Tom Voorhis made a motion to have the club purchase coffee for the bull meeting. The motion was past without objection. Paul Gross volunteered for the task. Bob Lanard made a motion that the club reserve the first Sunday in March (March 5th.) as Bi-Plane

and Speed plane day. The motion was past without discussion. With no further business, Bob Lanard ran the 50/50 and raffle. Steve Althouse won the 50/50 \$19.00. Barry Prather won the raffle and chose a Super Sportster kit. The meeting was adjourned at 8:40 P.M. Paul M Gross

At The Bull Meeting

There was a pretty good turn out for the bull meeting this month. Rich Onorato brought a new Goldberg Ultimate biplane with him, and it of course looked as spectacular as only Rich can build them. Brian Beer brought a new .40 sized Cap ARF, also well made. There were several electric helicopters there, and a lot of helicopter flying. The guys flying made it look easy; I just wish it were.

Paul Gross brought his home videos he took at the field, and I think everyone likes watching these better than the purchased ones. They are good for a lot of laughs, and everyone gets to see how bad their flying really is. ☺ Paul also brought the coffee from Dunkin' Donuts, and that seemed to work out well, for which I was glad. Bob Kline's coffee was a hard act to follow.

At The Field

This from Dave Morgan. When I got there at 13:00 no one was there. There was no breeze at all. I was flying around with my New Year's Day Winning Gee Bee when Phil pulled up. We were the only ones there for a while enjoying the windless blue skies of a January day. Then Bob Lanard showed up, we all got in several flights. For the guys who don't fly when it's not above 45 degrees, you missed one heck of a beautiful day at the field today. That's it for now Tom; I will see you guys if you come out tomorrow.

Well we did go out the next day, and it was pretty uneventful. The wind was blowing kind of hard, but I managed to get in a couple flights with my

two F4U corsairs. Cox makes the littlest one, but I hesitate to call it my tiny Cox. Doug Bateman had flown his Electric ducted fan F-16 (I think) before we got there. Unfortunately, I didn't have my camera with me, so I didn't get a picture, yet.

One thing that happened a couple of weeks ago, and didn't make the newsletter (I would never want to leave anyone out.) was that Dan Copobianco found the trees at the right side of the field with his Sr. Falcon. I am not sure if Dan just misjudged a landing, or didn't see the trees, even though there are no leaves on the branches for them to hide behind. Oh, by the way, the Falcon is still perched up in the tree.

Sunday, the 8th was the dedicated twin-engine day, and what a day it was. The weather was reasonably warm, for this time of year, and there was not much wind. There was such a good turnout; you would have thought it was the first good day of spring. (Maybe it was. ☺) I didn't count the cars or the people, but there were plenty of both, with a lot of twin engine planes, single engine planes, and helicopters, both gas and electric.

Before the twin-engine festivities got started, Paul Gross put in a flying demonstration with his little electric helicopter, that would have made Joe Mauriello and Kyle Fegley proud. Unfortunately, Joe and Kyle didn't get to see Paul's heli fly, because it developed speed control problems, and made a very hard landing which damaged a couple of things.

There were a lot of planes up in the air at the same time, and everyone was getting in some good flying. With nothing much going wrong, I was wondering what I was going to write about. I did manage to do some serious damage to my balsa built up electric 3D plane. No sooner had it gotten airborne, when it took a nose dive and hit the ground hard. I have no idea what happened, and probably will never know, since the plane may not be repairable. If you are wondering, writing about my own mishaps doesn't give me the same pleasure as writing about someone else's.

About the only interesting thing was watching Eli Bateman launch his electric ducted fan jet, using a bungee powered ramp. The plane zips off like it was shot out of a sling shot, which I suppose it is. The only other thing worth writing about was watching Jerry "Jet Man" Jones taxiing his ducted fan F-00 whatever, up and down the field several times. The strange thing here is that when Jerry starts his taxiing, everyone stops to watch. Everyone knows it is not go-

ing to leave the ground, but if by some strange twist of fate, it did manage to get airborne, you wouldn't want to be the only one at the field who missed it.

All was not lost reportingwise however, when later in the day, Barry Prather decided to take his four engine B-17 up for its maiden flight. Barry tinkered around with his engines for several hours, making sure that each one was revving up at the same speed as all the rest. After completing that task, and refueling, it was time for the big event. Barry fired up all four, and taxied out to the center of the field. All eyes, and a few cameras, were on the big silver bird as it started its takeoff run. The four OS LA .46's were pumping out lots of power, and plane looked like it had more than enough power to take off, and it did.

A sigh of short lived relief went up from the crowd, when the plane lifted into the air. But, no sooner did it become airborne, when the two engines on the port wing, stopped running. The plane heeled over to the left, and hit the runway with a tremendous crunch. The good thing was Barry didn't have to go far to pick up the pieces. The bad thing was there were a lot of them. Barry took it all in stride, and said that he will fix it and soon be ready for another try. You won't want to miss this one.

The following didn't actually take place at our field, but I am sure you would want to hear about. A couple of days ago, Paul Gross, Ray McCloy and myself went to a soccer/softball field which is near to where Ray lives. We had intended on flying some electric stuff, mostly helicopters, and so didn't want to make the drive all the way to Sewell.

I was first up, with my helicopter, and my flight lasted about 30 seconds before the tail rotor gears gave up the good fight. (If you decide to get a helicopter, make sure to get one with a belt drive, and not a shaft drive. (Bad design.) Ray was up next, and would be able to do real good with the thing if he could see it better. Paul Gross took his turn, and after having replaced several parts on his Dragonfly he now has the thing flying very well. Paul was zipping around doing loops, pirouettes, etc. and had a couple very impressive flights. This is where it gets good.

Paul had used up one battery, and was working on his second, when he made the following statement, "This is how you are supposed to land." At that, he came zooming in at a high rate of speed, very close to where we were all standing. A little off to the right and behind us was a very tall and very large field

light-pole. Paul was heading straight for it, and I started yelling, "Pole, pole, pole", to no avail. The helicopter hit dead center near the top of the pole as fast as it possibly could, and dropped like a rock. Except for the electronics, about the only thing that wasn't broken was the canopy. As you would expect, I immediately said, "Oh, I get it, I should hit a pole before I land!" And Ray said, "Even I saw that!"

We were all able to have a good laugh, even Paul, but he is now looking for a new helicopter.

I was feeling a little under the weather Sunday, so even though it was a nice sunny day, I didn't make it to the field. However, Paul Gross did and files this report.

Not too much in the way of excitement. When I arrived Steve Althouse had just crashed and busted his big red and white extra in half because the motor stopped and he landed in the pepper patch. "Touch and go" Greg was putting on a real show displaying his improving skills. Joe had his new T-Rex and it was flying really nice. Joe was also helping Steve Althouse with his Dragonfly, and Steve was doing some hovering. Jerry Jones tried in vain to get his F-16 airborne, but the earth sucks, the F-16 ran up and down the runway and stayed firmly on the ground. I tried to get Brian Newton's Tartan twin to run on glow fuel with a Walbro carb but was somewhat unsuccessful. It would run but not at full power. Had to take it back home for another go-round. There was lots of other flying but no surprises. (Heck, that in itself is a surprise. Ed.) Thanks Paul for that report.

I think it was around the 24th that the weather took a turn for the better, and Paul, Ray, and I went to a nearby park to try Ray's new electric park flier, the Graupner Mosquito. This plane is sold by Hobby Lobby, and on their web site looks like a great little flier. This plane reminds one of the all balsa, hand launch gliders, which we all had as kids. The only difference is it has a built up fuselage, and a motor pod on top.

On our first try, Paul wanted to just glide it to check out the CG. I gave it a toss, and it started out ok, but then sort of tip stalled off to the right. It was decided to give it some power on the next attempt, and when the prop came up to speed, I gave it another throw. This time it acted the same except it now spun in to the left. There was some minor damage, and while we were checking the plane and its operation out I discovered that the Vee tail was backward from

what it should have been, as far as controls were concerned.

When using mixing for a Vee-tailed plane, what seems normal is wrong. Since there was a little damage, we went back to Ray's to have coffee, and argue about how the tail should be set up. It was two against one, me being the one, and as Ray pointed out, the two of them had 75 years of modeling experience, and I only had 30. ☺ If I am nothing, I am persistent, and after about a half hour I convinced them that I was correct, or at least they gave in to shut me up, and we changed the radio to make the control surfaces work in the correct manner.

It was too late in the day to try it out, so the next day we went down to the gas field to give it another go. I know they were not fully convinced that the controls were not backwards, but this time we gave it full power, what little power it had, and off it went. It only flew a very short way, when Paul shouted, "He's right." ☺ The plane only flew a short distance when the wind caught it and caused it to go in. We thought maybe the CG was too far back, but I thought it was more likely the wind causing the problem because there was no control downwind. Not enough power.

After a couple of tries and a couple of broken motor mounts, (bad design) I got out a larger 3 cell battery stuffed it in the nose, and we tried it again. This time, the motor had enough power, and the plane flew like a demon, fast! Everyone at the field wanted to know what we did to make it fly so much better, and I said, "Power!" This did make me wonder though, how do these companies make their planes fly so well for the videos, when it will not fly with the recommended equipment. The answer? They cheat.

If you are interested, to set up a Vee tail plane, just hold one of the tail surfaces vertical to the ground. Then, looking from behind, when you move the aileron stick to the right, the control surface should move to the right. Just as a rudder would move. If you hold the other tail surface vertical it will be the same as the first one. Therefore, if the tail is held with the tail horizontal to the ground, the right control surface will move down while the left one moves up, when the aileron stick is moved to the right.

The elevator stick should work the surfaces the same as a normal tail, both up and both down.

All was not well at the field however; Dave Morgan was flying his Large U-CAN-DO, when it

didn't. He lost all control of it over the pepper patch, and the plane went into the ground straight down at full speed. It went in so hard; it even damaged the big 4-stroke engine. I think Dave may have set a new record for number of pieces the plane ended up in, because after he and George Louie went to retrieve it, Dave had to go back out in the field with a large paper bag to recover the remains. The radio seemed to be working ok, and the battery was still good, so who knows what went wrong. One thing is sure; the plane



is not a fixer upper!

Miscellaneous

I would like to pass along this letter the club received from Dick Andrews, so that all of the members can read it. Dick has decided to hang up his transmitter, at least for now. His letter is as follows.

To the Membership Chairman,

I have enjoyed fourteen years as a member of the West Jersey Radio Control flying club and am proud of having earned my twelve years of flying wings, but now it's time for me to retire. I have made many new friends and renewed friendships with the past members of the South Jersey Gas Model Airplane Club from back in the late thirties. This club is unique in its friendliness to all, whether you're a new member or old, everyone is ready with a helping hand to make sure that you are successful in getting your flight off. They all feel the same distraught when

someone loses their plane in an accident. I will remain a member of AMA, at least through 2006. I have one desire, if it doesn't cost the club any money, to continue to receive the newsletter monthly via e-mail. This way I can keep up with the success and disasters of my flying friends.

Respectively, Richard Andrews. AMA 357578

Dick, you most certainly will be receiving the newsletter via e-mail, as long as I am the publisher, and when that fails you can just go to our web site.



Susan Joo & Easy Fly



Ray McCloy & Mosquito



OUCH



Dave Morgan & U-CANT-Do