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At The Meeting

The meeting was called to order at 8:05 pm with 20 members in attendance.

The minutes of the May meeting were read and accepted. The Treasurer reported the club's checking account balance and that the flea market made a net profit of \$589.00 The vice- president called the roll of prospective members. Frank Buckley attended his 1st meeting. Nick Beidle attended his 2nd meeting; Frank Winkler attended his 3rd meeting and was welcomed into the club. The field committee reported the field was in good condition.

OLD BUSINESS

Plans for the War Bird fly in were discussed and field-work parties were planned for Thursday evening June 22nd and Saturday morning June, 24th. The field committee chairman prepared a list of things to be accomplished in preparation for the fly in on Sunday June 25th.

NEW BUSINESS

There was no new business to attend to.

With no further business Bob Lanard ran the 50/50 and raffle. Steve Althouse won the 50/50 (\$15.00), Dave Morgan won the raffle and chose the OUYA ARF, Rick McIlvaine won a slot machine, (not the kind you put coins in at AC, but the kind that makes slots in you wing for hinges. Edit) and Karl Kozuh won a nice screwdriver set.

The meeting was adjourned at 8:25pm. **Paul Gross**

At The Bull Meeting

Although there was a pretty good turnout at the bull meeting, there were no new planes for our approval. Even Bob Lloyd didn't have one. There was however plenty of friendship, discussion, coffee, and donuts. Bob Lanard brought in a videotape that some one of the club members had given him. The tape was of a ducted fan meet sometime in the late nineteen hundreds. Around 1998 I suspect. It was interesting to see how the planes looked before sound and color. ☺ Just kidding, but it was a pretty old tape. It did help to prove one thing however, fanjets can fly, and I am sorry Jerry and Andre didn't see it. The meeting broke up a little earlier than usual, when some of the members fell asleep while watching the video. ☺ **Tom Voorhis**

Coming Attractions

The next regular business meeting will be held at the Woodbury American Legion Hall on July 11, 2006 at 8pm. The next bull meeting will be held at the same place at the same time on July 25th.

At The Field

To say I am disappointed is a gross understatement. I thought I would be able to write about the War Birds Over South Jersey event, but as you all know the club had to postpone it due to inclement weather. I wish we had run the event anyway; it would have made great material for the newsletter.

It might have gone something like this. There was a small turnout today due to a spectacular array of thunderstorms in the area. With lightning striking all around the field, it was a real challenge to get a good flight in. This however didn't stop the die-hard flyers from showing off their skills. Some of the pilots tried flying while standing under cover, but found it was very hard to remain calm while their camping shelters were crashing down on top of them from the strong winds. This resulted in some minor crashes.

You have all seen the pictures of the lightning bolt striking a large aluminum passenger jet with seemingly no adverse effect to the plane or passengers. It was soon discovered that this is not the case with monocote-covered models. When one of the planes was struck with lightning, just as it crossed in front of the pits, all that was left of the plane was the skeletal remains of the fuselage. The covering just disappeared in a bright flash of colorful flames.

Some of the more daring pilots broke out rubber boots, to try to deter any possibility of taking a strike, but when this didn't work, (Bill is expected to make a full recovery and be back flying soon) they decided to collapse their antennas so they would be less of an attractor, or target if you will.

This seemed like a great solution to the lightning problem at the moment, but as we all know, from one time or another, forgetting to pull your antenna out makes it very difficult to control the airplane when it gets a little distance away from the transmitter. It was soon discovered that this was not going to work after a couple of planes went into the farmer's field from lack of control.

This is hindsight of course, but I think a better idea would have been to use those rubber ducky antennas that you see guys have. You know, the short fat rubber coated things that look like a limp something or other.

One of the larger planes took a strike while it was sitting on the ground. This gave the term "fried my engine" a whole new meaning. And, did you know that alcohol based model airplane fuel burns with no

visible flame? It's a good thing the plane was not near the van it came in. I think the plane was a Corsair when it started out, but after the fire, it was a Zero!

Well I guess you get the idea why I was so disappointed that the event was called off, but hey, with any luck, I will have another chance next year.

Prior to the cancelled War Birds thing, there was some flying that *was* reported to me. It seems that a couple of Sundays ago, Jerry Jones managed to incapacitate two fanjets. Yes, that's right, two in one day. I am sure that is a record of some kind, but maybe not for Jerry. ☺ One was a F-16, and the other his new Razor. The report was that probably neither plane will fly again, and that is a real bummer.

On the same day, Andre Askew demolished his Patriot, also a fanjet. I don't know what the extent of damage to the plane was, but my guess is that the plane is now in that great land-fill in the sky. I know these guys are never going to give up with the fanjets, but maybe they should stick a propeller on the front of these planes. You can only see the propeller when the plane is on the ground, and if that bothers you, throw a rag over it. ☺

It seems that Scott Maussner lost his giant sized Edge or Extra or whatever when it went into the wheat field one day last week. I don't know what the damage was, and I only know about the crash, because Paul Gross told me he picked up a deer tick while helping Scott recover the plane. I don't know what caused the trouble with the plane, not the deer tick, but since Scott is a real good flyer, it had to be radio trouble. I am glad Scott and I are now on different frequencies, even though I wasn't there. ☺

Speaking of Paul Gross, he is still fighting with the YS he has in his big fat Gee Bee. The muffler keeps falling off in midflight, which causes the engine to run rough. To my way of thinking, a YS that is running, whether it is rough or not, is a good thing! Anyway, Paul thinks he has the solution to the problem. Leave the muffler off altogether. It seems like a good plan to me, but I am not sure how the neighbors would feel about it. Paul says he is working on a homemade muffler which will work. About the only other solution is for Paul to buy a YS muffler, but that isn't going to happen. ☺

In other news, new member Frank Winkler had his new Sea Master airplane out to the field, and got Rich Onorato to take it up for him. I didn't see it, but was told the plane flew quite well. Seems the only

problem with the plane was finding a mudpuddle large enough for the plane to take off from. ☺

Speaking of Rich, he had his nice large jet plane called a Flanker, or Russian F-27. What I want to know is, where do the Russians get off giving their planes F designations? We were calling our planes F something long before they did!!! And besides, don't we have enough F planes of our own to keep track of without them sticking their Fn numbers on their's too? I guess they think they are outdoing us because our Fs are still in the teens, and they are already into the twenties. I wrote the war department and told them we should name our next fighter a F-forty something. Let them try to match that!!!

What was I talking about? Oh yea, Rich Onorato's "Flanker". Rich had been having a little engine trouble, and after a couple of adjustments, things seemed to be all right. The plane was going from right to left to make a pass over the field, when the engine quit dead. Rich turned the plane left into the field to make a dead stick landing, but it was pretty obvious that the dirt pile at the end of the runway was going to be an obstacle. The plane looked like it was going to hit the dirt pile for sure, but at the last minute Rich was able to give it a little jog up and it skimmed the top so low, that the landing gear caught a weed growing up from the very top of the pile.

That little up jog of the plane caused it to loose air speed, and it didn't quite make the field, landing in the weeds just before the runway. The only damage was to the front landing gear, damn Russians never could make good landing gears, but that was all, and Rich has it ready to go again. Oh, and this plane has a propeller on the front. ☺

Sorry for the short report this month, but with the gas prices what they are, the weather what it is, and the termites what they are, I haven't been out much. That being as it may, let me say again, if you witness any goings on at the field, , please let me know about it. It doesn't have to be a crash, although that is what we prefer. ☺ You can email me, phone me, or send a carrier pigeon. Whatever, I could use a little help here.

One last thing. The club owes Rick McIlbaine a large debt of gratitude for the pristine condition he is keeping our field in. Great work Rick!!!



Miscellaneous

Thanks to ours illustrious president Steve Althouse, the West Jersey RC web site is looking better than ever. Steve has been working on it for quite a while, and there are a lot of new pictures of club members on the site. If you already haven't done so, check out the weather link. This site gives us not only the weather conditions to expect over two days, but the temperature and wind conditions as well. You will find this site more accurate than most.

You can get on the web site by using the web site address that is on the front of your newsletter, which is www.wjrc.org. If you don't have a computer, stop by my house for coffee, and I will be glad to show you how great it looks now.

Unless I can think of something else before I go to press, that's it for this month.

And remember, (To the tune of Pennies From Heaven.)

So when you hear it thunder don't stand under a tree. Let that lightning make something to write for me!

Tom Voorhis

Model Airplane Term Puzzle (Circle the word)

R R C G M N I A T N U O M M
M E F A A G I X K L H N U W
V P D P N L N P B C G E S I
T A M D E O W I N G G K P N
H P L R U G P U L N C E B G
R O O L V R A Y I I S Z L S
U N R X E L E L P R A U O O
S B Y I R Y L H E U E R R G
T A I L Z A T V G S L E T H
W L P S T O E D D A U L N W
U A I S O R N W E E R F O M
G N I T T U C T S M O D C R
K C Q A E R O B A T I C S D
Y E V E R T I C A L E V E L

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|------------------|--------------|---------------|----------------|
| 1. AEROBATICS | 2. AILERONS | 3. BALANCE | 4. CANOPY |
| 5. CONTROL | 6. CUTTING | 7. DRAG | 8. EDGE |
| 9. FREE (flight) | 10. FUSELAGE | 11. GLUE | 12. HORIZONTAL |
| 13. LAUNCH | 14. LEVEL | 15. MANEUVER | 16. MEASURING |
| 17. MOUNTAIN | 18. PAPER | 19. REVERSE | 20. ROLL |
| 21. RUDDER | 22. SINK | 23. STALLING | 24. TAIL |
| 25. THRUST | 26. YAW | 27. TRAILING | 28. VALLEY |
| 29. VERTICAL | 30. WINGS | 31. TOOTHPICK | |

Answers next month!

