

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 June 7, 2006  
AMA Charter # 729

346 Tavistock Bvd. Haddonfield NJ 08033

WJRC Page 1

### At The Meeting

The meeting was called to order at 8:10pm with 25 members in attendance.

The minutes of the April meeting were read and accepted as corrected. The treasurer reported the balance in the club's checking account and the Van Guard bond fund account. The vice-president called the roll of prospective members. Frank Winkler attended his second meeting and Nick Beidle attended his first meeting. The chairman of the field committee reported that many members turned out for the April work party and the field was left in excellent condition.

### OLD BUSINESS

Marty Brodack requested that the flea market volunteers arrive at the Legion hall at 5pm May 23 for table set up.

### NEW BUSINESS

Tom Voorhis reported he had a computer glitch, which erased his newsletter mailing list. He was able to reconstruct the list, but he needs the names and email addresses of the members who want the newsletter emailed to them. Steve Althouse reported he now has control over the club's web site and is in the process of reconstructing it. He also informed the club that Phil Leinhauser has offered to host the web site, cost free, if he is granted a free membership. The arrangement was unanimously agreed upon. Steve will also contact the AMA and have the field's zip code changed to: 08051 (Manuta, NJ). Once again, the flying field has been vandalized over the past several weeks. The police will be notified, and the club will investigate the feasibility of having video surveillance equipment installed in an effort to identify the people involved.

With no further business, Bob Lanard ran the 50/50 and raffle. Greg Clement won both the 50/50 (\$20.00)

and the raffle. He chose a CMP P-47 ARF for his raffle prize. The meeting was adjourned at 8:55pm. **Paul M. Gross**

### At the Bull Meeting/Swap Meet

What a meeting! Marty Brodack did it again. If you were unable to attend this year's swap meet, you missed out on some great fun. By the time I got there, around 7pm, there was no parking room on the Legion side of the road, and no tables left to put my stuff. That will teach me to get there earlier next year. There were lots of good buys, and lots of good sales. There was a steady stream of people leaving the hall with their treasures. Even if you didn't buy anything, and I don't know how that could happen, you could just enjoy the friendship of all of the modelers. Bob Lanard once again ran the 50/50, and so I am sure the club made some money on the event. If you were unable to attend, don't miss out next year, it was great fun.

### At The Field

The following is from Mike McMichen. Hi Tom, you missed a really nice day at the field yesterday. I brought out my "new" Edge 540 and after playing with the motor for the most part of the day finally got the maiden flight out of the way. It is a little under powered and slightly tail heavy and the landing wasn't too pretty but it flew nicely. My knees still haven't stopped shaking yet! It still needs some more engine tweaking and some weight reduction. Thanks to Ed Harding and Ray McCloy for the graphics. Mike Thanks Mike for that input.

This from Ray McCloy. Hi Tom, Sorry you couldn't make it Sunday. Maybe, I can fill you in a little bit on what was happening. I am going to go through some pictures that I took, and you can use them or throw them out which ever you want.

Biplanes that I can remember. Rich Onorato's new Great Planes giant scale Ultimate flew great, and looked spectacular, Paul Gross had his old reliable Aero Master, with his kraut markings all over it. I of course had my little Tiger Moth Electric, which Paul was kind enough to fly for me. Greg Clements had his terrific PT 17 Stearman and he pilots it beautifully. Tony Massimi had a biplane of some kind, I asked him what it was, he said, "I don't know but it sure is heavy". Well heavy or not he flew it good quite a few times. I was really pleased to see Ed Harding having a ball with my ex Super Skybolt. Mike McMichen trimmed it out for him, then he went three or four excellent flights on his own. That pretty well sums up the biplanes, but there was still a lot more activity. Mike McMichen flew his new Edge 540 with markings just like the Zevco factory original prototype. It did great. There were a couple of red-hot Patriots burning up the sky, I didn't get a chance to check, but I think it may have been Barry and Andrea. One of them dead stuck and couldn't make the downwind turn to get lined up for the landing. Hopefully it wasn't damaged, but I didn't; get to check it out. Probably the worst damaged airplane was Phil Tomea's. I didn't see what happened, but it looked like a normal approach, and then something happened and it made a loud crash. The damage was disgusting on a good-looking stick like that. The gear came off and went up through both sides of the wing. I am sure Phil can fix it, but it ruined a beautiful covering job. Ray. Thanks Ray for a great report.

This from Steve Althouse. Stop the presses. Just off the wire. Jerry Jones has actually flown. Not one plane but two new ones. His first flight was with a Sword. A pattern plane built so Jerry can fly it. The second plane was a Hangar 9 P-47. An 81-inch wingspan plane with everything on it but the kitchen sink. After flying it, Jerry was stated as saying "It flew itself". No wonder he was able to fly. (I had heard from another source that Jerry had flown his P-47, but I didn't believe it until now. Sorry I missed it. Ed.) Others at the field, were Steve Althouse, who was looking for the Pylon racers. Phil Tomea said that he has not seen that plane ever go so fast. So watch out Paul and Bob. Steve also

brought out a Giles 202, which has not flown yet but had servo problems. Took it home for another day. He also got some flights in on his heli.

Also there was Greg, "I won't miss a day of gas and going" Clements. He flew his Zero and his Matt Chapman Cap 580. I don't know if he was trying to practice for Pylon racing, but he hit the pole when landing with the Zero. There was some minor damage to the wing. He said that it would be out next week.

Also heard through the grapevine that no one showed up at the field on Friday night even though the moon was full. So no wacko's tearing up the field. The field was in great shape thanks to both Phil and Rick, the Rolling Brothers.

That is all for now. Signing off. The Roving Reporter. Thanks Steve

I also heard through the grapevine that Jack Kier had crashed one of his planes, totaling it. I didn't hear what caused the problem, but my guess would have to be that someone asked Jack how it would fly on high rates. ☺

The other day, Paul Gross was out with his nice looking ARF F4U Corsair, and somehow he got the aileron wire in the receiver jack where the retractable landing gear should have gone, and the retracts wire where the aileron should have gone. *Think about this for a second, and you will see what is coming.* Paul didn't notice anything wrong when he taxied out and took off, because you don't use the ailerons while on the ground, at least most people don't, so everything seemed normal.

Once the plane got into the air though, it was a different story. When Paul tried to raise the landing gear the plane flipped right over onto its back, and as soon as Paul tried to right the plane using the ailerons, the wheels retracted. And so it went, over on its back wheels down, or in this case sticking up, over on its stomach, wheels up etc. etc. Somehow Paul realized what had happened, and was able to bring the plane in for a reasonably safe landing. No, I don't know if the wheels were up or down. Too bad we didn't have that one on video.

Yesterday was race day, and there was a pretty good turnout at the field. Greg Clement had his new P-47 Thunderbolt with him and he got Rich Onorato to take it up for its maiden

flight. Rich was flying around pretty good, even though the engine seemed to be very lean. However, when Rich started his landing approach and the plane got about three feet above the runway, it nosed over, for some strange reason, and hit the ground pretty hard. This caused the plane to bounce in the air, where upon it heeled over and caught a wingtip. There was some damage to the landing gear, the wing, and the nose of the plane. I am sure Greg will have it back in fighting shape in no time.

On a lighter note, the first pylon race got off to a quick start with three planes being flown by Bob Lanard, Steve Althouse, and Paul Gross. Paul lead for about one lap, but the other two planes soon caught up and Paul was left in the prop wash, so to speak. It was a very close ten-lap race between Bob and Steve, with Steve taking the win by a nose.

Since Bob thought he would have caught Steve on the next lap, he decided that the next race should be twelve laps. This worked out for the best, when Paul couldn't get his engine to start until he changed from one old and bad plug to the other. This meant that Bob and Steve had to fly around using up precious fuel until Paul found a good plug. Once Paul was airborne, the three planes got together for the start and I gave them the ok to begin the race. Almost instantly, Paul tried to fly through Bob's right wing, causing Bob to loose the use of his right aileron. Paul's engine quit running, so he landed right away. Meanwhile, Bob was fighting to keep his plane in the air, and with the help of the rudder, he was able to land, to a round of applause, with no further damage to the plane. (I have been wondering why they put rudders on planes, now I know.) ☺ Anyway, that gave Steve another victory by default! There has been some speculation as to why Steve's plane is so fast, and why he carries two bottles of fuel. Hmmm.

The following is a newspaper article from the New Town Press, written by Jessie Klein.

### **It's a Bird, It's a Plane, No It's a Radio**

#### **Controlled Helicopter**

EAST GREENWICH – there is a very interesting sport being practiced in our area and while the cost of entry may be a little pricey, you can learn to fly, meet new friends and occasionally crash without getting

hurt except in your wallet. The West Jersey Radio Control Club has been taking flight on the border of East Greenwich and Sewell for the last six years. The WJRC, one of the oldest clubs of its kind in the country, has been operating on Booty Hill Road off Pine Mill Road since 2000. Once located in West Deptford, the group decided to relocate to a more remote location and was joined several years later by another group of fliers looking for a new home after vacating an airfield near the Bridgeport Raceway. The club currently boasts more than 75 active members who fly planes, jets, and helicopters. Members range in age from teens to octogenarians and come from all over the tri-state area mostly on the weekends. Sometimes you will find 30 or 40 pilots practicing their passion.

Ray McCloy of Haddonfield was a founding member of the club that started 52 years ago. Ray began flying planes when he was 11 years old. "When I could get a dime or a quarter I spent it on my planes." Since then he has build hundreds of planes and taught dozens of members how to fly. Due to diminished eyesight, McCloy no longer flies but he still builds planes for other enthusiasts, and tries to make it out to the airfield whenever possible to join the group.

McCloy remembers the days when the remote controlled planes had only one frequency available on which to operate and he witnessed some horrible crashes. "The bigger the plane the bigger the crash, and let me tell you I have seen some lulus in my day." Back in the 1950's when the club was founded "we were teaching ourselves and that cost airplanes". McCloy reports that some planes can fly over 200 mph, and now there are many different frequencies on which to operate the models, so crashes have become less frequent. It is quite a sight to see when you can fly four to five planes at a time.

Joe Mauriello of Mickelton and Kyle Fegley of Cherry Hill met five years ago at the field, and in that time they have become fast friends and according to McCloy, Joe has become "a terrific helicopter pilot". Mauriello and Fegley often meet up on the weekends to fly their high-end whirlybirds, and the sport has encouraged them to travel all over the country. It's expensive to get started, some entry-level crafts start at \$1,500, and "it's expensive when you crash" the pair laughed.

This B-17 was built by club member Barry Prather. (Picture omitted.) Members of the club often design

and build their own planes.

Jerry Jones of Delaware owns over 30 planes including 13 to 14 jets. He said that getting into helicopters for him was like starting all over in spite of 30 years of flying planes. He remembers one airplane crashing through the ceiling of the police station in Logan. Based on that little incident combined with the fact that bikers had begun using their airstrip to drag race, Police Chief Michael Smith of Logan asked them to find another location, and that is when the two groups met up at Booty Mill Road.

There you will find that the club has created an immaculately groomed field complete with a packed dirt airstrip. The group takes responsibility for all mowing and maintenance of the 100 by 800 square foot runway and surrounding area. To become a member, each pilot must be licensed by the Academy of Model Aeronautics, also known as the AMA, the world's largest sport aviation organization. They must also have been certified to fly by a WJRC safety instructor. Dues for the club are \$60 a year, and members are expected to remain active and up-to date, attending at least three of the monthly business meetings per year. The group headed by current President Steve Althouse has a highly informative website [www.wjrc.org](http://www.wjrc.org) where you can download their monthly newsletter complete with club news and pictures of members and their planes.

On June 25, the group will host the annual War Bird Military Plane Event where pilots from all over the area show up to fly replicas of World War I and II fighter planes as well as jets. Several pilots are ex-air force and some of the junior members who caught the bug for the sport went into aeronautical school. McCloy, a veteran World War Navy Gunner explains, "There is a lot of money flying around up there." You also learn a new appreciation of the word "UH-Oh" when planes come down in pieces. But the pilots get to engage in maneuvers that you would never see if it was a real plane." Both McCloy and Althouse attest to the camaraderie of the WJRC club, and even when there is an unexpected crash it doesn't create friction. "It's as tight a knit group as I have seen in my 54 years of membership" McCloy remarked. When you listen to McCloy you realize that flying these remote control masterpieces is not just a hobby it's a passion for an intricate sport that can last a lifetime.



### Coming Attractions

The regular business meeting will be held on June the 13th, 2006 at the American Legion hall in Woodbury at 8pm. The Bull meeting will be held on June the 27th at the same location and at the same time.

Have a good summer, and see you at the field.

**Tom Voorhis**

