

President Steve Althouse  
Vice President Rick McIlvaine  
Secretary Paul Gross  
Treasurer Bob Lanard  
Web site - [www.wjrc.org](http://www.wjrc.org)



Editor Tom Voorhis  
[tomvoorhis@comcast.net](mailto:tomvoorhis@comcast.net)  
856-783-2017  
Date May 07, 2006  
AMA Charter # 729

346 Tavistock Bvd. Haddonfield NJ 08033

WJRC Page 1

### At The Meeting

With 22 members in attendance the president call the meeting to order at 8:10 pm. The minutes of the March meeting were read and accepted. The treasurer's report was not available. The vice president called the roll of prospective members. Frank Winkler attended his first meeting, and Eli Bateman was welcomed into the club.

#### OLD BUSINESS

The chairman of the field committee (Rick McIlvaine) reported the field was in good condition. He reminded the members that the work party would be Saturday April 29th at 10am, rain date May 6th. The list of things to be done include.

1. Get rid of the old spools
2. Fill-in tire ruts in the pit area and access roads
3. Clean up weeds around storage trailer
4. Change blades on the Scott mower and level the cutting deck
5. Spray the poison ivy
6. General pick-up and grass cutting.
7. Bring tools: shovels, rakes, weed whackers, plastic bags, etc

Marty Brodack requested the flea market volunteers arrive at 4:30pm on May 23rd for table set-up. Due to safety concerns, it was decided the club would not pursue the Monmouth County Club's request for an inter-club figure eight pylon race. Dave Morgan stated that, "He had spoken with the police, and they will keep an eye on the field". Bob Lanard said, "There was a good turn out for fast plane Sunday and that biplane Sunday will be on May 7th".

#### NEW BUSINESS

The date for the Warbird fly-in was changed to June 25th. Tom Voorhis reported that he will stop sending newsletters to nonmembers, and that he will include a list of instructors in the newsletter. The AMA

requirements will be used as a guide. Bob Lanard requested there be a formal policy for bereavement flowers. It was decided the club would respond to the loss of a direct family member with a limit of \$50.00. With the advent of daylight savings time once again, Thursday evening was designated as flying night. With no further business Bob Lanard ran the 50/50 and raffle. Frank Winkler won the 50/50, Tom Monaco won 40-size stick, and Jerry Jones won a gallon of fuel.

The meeting was adjourned at 8:55 pm. **Paul Gross.**

### At The Field

I was thinking about flying my 1.40 sized Sukhoi on Easter Sunday. This is the first time the plane has flown for over a year and a half. You are probably wondering why I haven't flown it in so long, so I will tell you. Big planes are big pains! This is supposed to be a fun hobby where you grab a small model airplane throw it in the back of your car and head to the field for a little enjoyment. The key work here is model. Models are supposed to be small. When someone says model, other than the long legged kind, what do you think of? Something small.

I don't consider an airplane that has to have the furniture moved just so you can get it out of your house, small. A Minivan should be a large enough vehicle to put your airplane in without having to worry about knocking out your front windshield with the wing, if you have to make a sudden stop. I am sure that some of these planes I am seeing at the field lately require that the next door neighbor take one wingtip and the owner take the other, just to get the thing out of the front door.

Some of these planes have a bigger horizontal stabilizer than some .40 size planes have wings. And what about the engines? My riding lawn tractor has a smaller engine. The planes use up more gasoline than

the car did getting it to the field. And with gasoline at the price it is now, that is something to think about! Wait until the Environmental Protection Agency and Green Peace hears about this.

How could flying something like this be fun, when you know, sooner or later it is going to crash? Oh yea, they do crash, and when one of these babies goes down, it swings the balance of the national debt. Just the propeller alone cost more than a .40 sized ARF. Did I fly my Sukoi Easter Sunday? No, it was too much of a hassle. ☺

That's my view on big airplanes, and while I still have the floor, let's talk about helicopters. Can you say expensive? Sure, you can get the first helicopter for a reasonable price, but then it becomes a bottomless money pit. If you were to add up the cost of replacement parts, you would be amazed to find out that the cost of a helicopter made from replacement parts would be twenty times the original cost. This is where the sellers are making their money. The only reason they don't give them away in the first place, is that they don't want you to catch on, and start using the free helicopters for spare parts.

Once they get their hooks into you, they have a cash cow they will milk, until the wife threatens to take the kids and go home to her mother. Don't get the idea this is a good thing. Have you eaten your own cooking lately? Better put that idea right out of your mind.

If for some misguided reason you don't think you are going to need that many replacement parts, think again. To give you some idea how many replacement parts are being sold, if you check out the web sites dedicated to selling helicopters, you will notice that the parts that are most easily broken are **out of stock!** Think about it, so many are being broken, they can't keep them in stock, and if they are not in stock they can't be sold, and that is lost money!

The only thing worse than paying too much for parts, is not being able to get them at all. There is a member of this club that is so afraid that he may not be able find parts, he hoards them. When he sees a part become available, he buys them by the dozen. He does this just to make sure he will never have to go without. When he passes on, his wife will be able to open her own hobby shop, and be set for life!

Replacing broken parts is one thing, but some genius of a marketing expert came up with **upgrades**. If your helicopter doesn't have upgrades on it, you are

a disgrace to the helicopter society. So help me, there is an upgrade part for every original part on the machine. You could replace all of the parts from blades to skids with upgrades, and you could make a complete helicopter with what you replaced. If you saved the box from the original, you could sell the thing at a flea market as brand new, and no one would know the difference nor would they care. Why? Because if they bought it for a good price, they could use it for parts.

If you are thinking that original parts are expensive, you should price out some upgrades. They look like they are made out of anodized aluminum or carbon fiber, but believe me when I tell you they are made out of solid gold. How they keep these gold parts from not weighing more than aluminum I don't know. It must be some kind of alchemy. Do you remember reading about chemists trying to turn lead into gold? Well they gave up on that, and now turn gold into aluminum.

Joe Mauriello was telling me he flew his new electric powered YAK, and was very happy with the way it handled. This is a great looking little balsa and light ply airplane that looks like it's giant brothers. I guess I am going to have to see if I have any money left after ordering my helicopter parts. ☺

Scott Maussner has been to the field, now that the weather is better, and has been putting his giant Belch Fire III through its paces. Scott and I share the same frequency, but his plane takes up three times as much airspace as mine, so I think that I should be able to make three flights to every one of his. What do you think?

Every time I go to Ray McCloy's house, he has a new airplane. Ray is really into electrics, which I hope I am somewhat responsible, and he is really keeping upbeat about the hobby. With a lot of help from Paul Gross, Ray can still enjoy flying.

Mike Michen was telling me that he and Ed Harding were out with their blue foam electrics on the last day of the month, so that they could get in that month for their "fly every month all year" pin. They hadn't been able to get out before that due to work and weather restrictions. The only problem was the weather hadn't improved, and the wind was blowing at 20 plus knots. Mike said that when he threw his plane in the air, the wind blew it down wind like it was a giant leaf. The flight away took three seconds, and the flight back took three minutes. He was only able to get three complete circles before the battery

ran out. ☺

Dave Morgan has been bitten by the helicopter bug, (this can sometimes be fatal. Ed.) and now is the proud owner of an Align T-Rex. Dave already has a couple of upgrades even though he hasn't broken anything yet. (Ouch!) The reason Dave hasn't broken anything yet is because Joe Mauriello has been sick and couldn't set it up for him. They say that time cures everything, but when Joe gets well, the helicopter will get sick.

Peter Chien was in town visiting his parents, and he came out to the field with his good friend Joe Mauriello, to do some helicopter flying. He and Joe took turns showing the rest of us how it should be done. Peter Chien now lives in Las Vegas, and when I asked him what he was doing out there, he said something about answering the phone for the call girls. I am not sure what that means, but Peter seemed to be very happy!

Gus Tahenakos has been out to the field a couple of times since he got back from his visit to Alaska. Gus hasn't brought any planes out to fly yet because he is still waiting for his fingers to thaw out.

Greg Clement has been doing a lot of flying and is waiting for some calm weather and Rich Onorato to take his big Stearman for its maiden flight. Greg has taken to model airplane flying like a bulldog to a new bone. Greg doesn't mess around, he comes to the field to fly, and he is getting real good at it. The only trouble is, he is no fun at all anymore since he doesn't run into any trees or land in the farmer's field. Don't look for your name in the newsletter anymore Greg until you give me a nice crash to write about. ☺

Rich Onorato has also been coming out to the field a lot, but I keep missing him. This is just as well, since his flying always makes mine look bad. I did hear though that Rich had some trouble with one of the new planes that he is getting ready to do a magazine article on. I believe there was engine trouble, and some wing damage. If you want more details, talk to Rich about it. Since he never crashes, I am sure he will want to talk about it.

Bob Bradshaw was flying his little .15 size ducted fan F-86 jet while I was there, and although it really struggles to get off the ground, once it gets into the air it still struggles to stay aloft. I suggested using some 30% nitro fuel, but he said he was already up to 40%, and Susan Joo thought 100% might be better. ☺ Bob is still doing a lot better than Jet Man Jerry Jones.

☺

Ed Harding was out the other day flying his big Sig Extra, and doing pretty good with it. Ed finally has this landing thing figured out. What he does now is use a buddy box with Mike McMichen at the master controls doing all of the takeoffs and landings; while Ed does everything else inbetween. It is amazing what this approach can save on repair bills and time! ☺

Paul went flying his jet turbine the other day, without my assistance, and he had a flame out. The plane couldn't quite make it back to the field, but the only damage was to the front landing gear. Serves him right for flying without me. ☺

Now for some interesting news. All I saw was the pictures of mass destruction, so I don't know any of the gory details, but Bob Lanard was flying his TAI JI pattern type airplane when the battery decided that it was tired, and went to sleep. When the battery woke up, from the loud crashing noise, it was lying in a big pile of rubble. It just goes to show, that no matter how good a battery you have in your plane, it has to be charged once in a while. Sayonara TAI JI.

This from Dave Morgan: I forgot to e-mail you about Thursday's turn out. I took a ride to the field and Ed Harding and Mike McMichen were flying their 330's. Harry Bailly showed up and was flying his Lazy Ace bi-plane; Phil showed up and was flying his Thunder Tiger stick. That's about all I can tell you because I left at 16:00 pm buddy. (Editors note: I won't tell Bob Bradshaw that you left before 4oclock on the day of the evening fly, because it ticks him off when people leave early. ☺)

The scheduled field clean up went off on Saturday as planned. Thirteen of our eighty plus members showed up to help, which I guess is pretty good. It didn't look so good in the beginning, and Paul said to me, "Some cleanup, four old men, and a sick dog". Shortly thereafter, people started coming in, and we were able to get new blades put on the Scott tractor, the field repaired, and some of the road holes filled in. The club owes a debt of gratitude to the following people. Rick McIlvaine, Steve Althouse, Paul gross, Gus Tahenakos, Rich Onorato, Bill Froeder, Marty Brodak, Terry (T-Bone) Hill, Greg Clement, Phil Tomeo, Andre Askew, Frank Lopez, and yours truly. Thanks fellows for all of your good work to make the field a better place to fly.



### Coming Attractions

Don't forget that our annual SWAP MEET is going to be held on May 23, 2006 at the American Legion in Woodbury. Marty is going to need plenty of help running the affair, as well as setting up, so let's give Marty a hand. Marty asks that if you possibly can be at the Legion Hall at 4:30, this would be a big help. If you have any questions, call Marty at 856-667-2435.

Our regular meeting will be held on May 9<sup>th</sup> at the Legion Hall, at 8pm, and this month's Bull meeting will be the aforementioned SWAP MEET. Let's have a good turn out for both events, and enjoy some good fellowship.

### WJRC Instructor List

Tom Voorhis, Bob Lanard, Paul Gross, Mike McMichen, Rich Onorato, Gus Tahenakos, Karl Kozuh, and Bob Kline

### For Sale

1.40 Size Sukhoi, Newer model 1.40 Y S DZ 140 motor with pump. Receiver, Servos, Flight Battery, Fuel Tank, etc. Ready to fly. **Flown only once.** \$400.00. Call Tom Voorhis at 856-783-2017, or email at tomvoorhis@comcast.net.

### More At The Field

Bob Lanard proudly reports that on Sunday last, he flew his Star Fire Ducted Fan jet. This is quite unusual seeing as how it is a ducted fan and it actually flew. Right Jerry?

Andre Askew flew T-Bone's brand new .40 size Patriot, and immediately crashed it on takeoff. T-Bone is going to be a little more selective about whom he asks to fly his new planes for the first time, and who can blame him?

Jerry Jones had his giant scale Hanger 9 P-47 to the field for the first time, and was unable to get it flying due to some motor malfunction. Nothing new there. ☺

Brian Newton had his giant racer-looking plane (sort of looks like a Gee Bee.) to the field, and was able to take off and fly it. The only thing was, it soon lost its muffler, and then its spinner, which hit the prop. Brian was able to land the plane safely however.

Tuesday May 2<sup>nd</sup>, Ray McCloy had two new airplanes at the field, a very small pusher type Delta electric plane, which Ray designed, and a really nice Hobby Lobby electric Tiger Moth. Ray got Paul Gross to take the Delta up first, and every time they tried to launch it, the plane took a nosedive right into the ground. The plane is light, and they were launching into the wheat field for safety reasons, so there was no damage done. After a little investigation, they discovered that the prop was on backwards. After turning the prop around, making a few adjustments, and borrowing a *real* battery from me, the plane flew pretty good, even though Paul was at the controls. ☺

The Tiger Moth flew right off the get go, with only minor adjustments. It is a good thing, since Paul had assembled it for Ray.

That's it for another month, see you at the meeting and the Swap Meet.

**Tom Voorhis**



Ray McCloy



Harry Bailey



Greg Clement



Joe Mauriello & E Extra 300



Ray McCloy



Paul Gross