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Vice President Rick McIlvaine
Secretary Paul Gross
Treasurer Bob Lanard
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At The Meeting

The meeting was called to order at 8:10pm with 26 members in attendance.

The minutes of the September meeting were read and accepted. The treasurer reported the balance in the club's checking account. The vice-president called the roll of prospective members. Tom Licata attended his first meeting, Frank Bodoni and Jason Daniel attended their second meeting, and Frank Buckley attended his third meeting and was welcomed into the club. The field committee chairman reported the field was in good condition, and Phil Tomea is rolling it with his tractor. In the coming months, the field will be winterized with fertilizer, and Phil Tomea will get a price for stone to make road repairs.

OLD BUSINESS

The president reported that there was a big turn out for the club's picnic, and he thanked everyone involved with making it a success. He reminded the members of ducted fan Sunday on October 22nd, speed plane Sunday on December 3rd, and the Christmas Party on Tuesday, December 12th at 7:00p.m.

NEW BUSINESS

Bob Lanard urged members to keep the noise generated by our engines under control. He also reminded us that visitors should join the club after three visits to the field, unless there are unusual circumstances. The president urged everyone to pay his or her club dues on or before the February 2007 business meeting. Failure to do so could result in curtailment of field privileges.

Rich Onarato stated that clothespins with correct names and channel numbers on transmitters are not systematically used, and failure to do so is a violation of the club's safety rules. The president opened the nominations for the club's 2007 officers. Steve

Althouse was nominated for president, Rick McIlvaine, vice-president, Bob Lanard, treasurer, and Paul Gross, secretary. There were no other nominations and the nominations were closed.

With no further business Bob Lanard ran the 50/50 and raffle. Paul Gross won the 50/50 (\$21.00). Tom Licata won the raffle and chose a motor, Greg Clement won a Shock Flyer, and Bob Bradshaw won a very nice screwdriver set. The meeting was adjourned at 9:05pm.

Respectfully submitted, **Paul M. Gross**

At The Bull Meeting

There was a pretty good turn out for the bull meeting this month. I guess a lot of people came to see Ray's new ultra, ultra, ultra light micro airplane fly. They weren't disappointed either. Paul Gross gave the plane its maiden flight, and it was a little bit of touch and go there for a while until Paul got used to the controls, or should I say control. This plane has a rudder and a throttle, and that's it. (What do you want for \$300?) Once they trimmed it out, it did fly quite well. The Legion hall is not exactly a large room, but the plane was able to navigate it ok. Everyone was duly impressed, and several members flew the plane, including Ray. One wheel kept falling off, but the plane didn't seem to mind skidding along the tile floor on just the wire.

Joe Mauriello showed up with a micro helicopter. This is unusual for Joe, since all of his helicopters are of the giant size. This tiny little chopper is controlled by an infrared signal, so you can't fly with your back to the helicopter. Darn, I do that all of the time. This helicopter was equally as cute as Ray's plane, and everyone had fun flying it. Since this heli only costs \$39.00 at Radio Shack, and maybe less at ToysRUs, this would be a good gift for a youngster, or an oldster who wants to have some amusement dur-

ing the cold winter. It will fly in your living room with no difficulty at all. Joe seemed to be having as much fun with this tiny heli as he does with his big ones, and that is saying something when you figure that it cost 1,000 times less.☺

We watched some of Paul's videos, had a lot of laughs, drank some coffee, ate some donuts, and shot some bull. What else do you do at a bull meeting? **Tom Voorhis**

At The Field

There is a lot of interest in the turbine powered jet airplane that Paul Gross has, so I will bring you up to speed on the latest happenings. (Doug Bateman also has one, although we have never seen it, and Brian Newton is working on one.) The original engine on Paul's jet kind of wore out, so he decided to get another one. After searching the Internet he came across a guy in China called Jet Joe, selling a motor with two more pounds of thrust and at half price.

Sounds good doesn't it? I won't go into the gory details, but after returning the motor to China once for a new bearing, replacing the starter motor twice, (the starter motor runs the turbine up to starting speed.) and the control unit once, Paul was ready to fly. Paul ran the motor on the ground a few times just to check that everything was ok, and everything seemed fine. The plane took off and flew around for a couple of minutes, and then the motor developed a flame out. (A dead stick to the rest of us.)

Paul was able to land the plane in the wheat field with no damage other than picking up a few wheat stalks. Paul figured that the problem was that the motor had developed an air bubble in the fuel line, even though Paul has a home made bubble stopper in the lines. Paul started the engine up again and it ran like a champ on the ground. Hmmm, that's strange.

Paul filled the plane with fuel and said let's try it again. Once again the plane took off, although not as sure of itself this time as the first, and flew around for another two minutes before it flamed out once again. This time the plane was headed in a bad direction to make a landing, and Paul made too sharp a turn to get headed back to the field and I thought it was a goner for sure. The plane lost airspeed and was headed for the ground nose down at a fast rate. Paul was pulling back on the elevator, but nothing was happening. At the last second Paul thought to switch to high rates, he is good, and the plane responded just enough to pancake into the field, once again with no

damage.

Now we have a mystery as to why the engine quits flying in the air. It may have something to do with the air being pushed into the motor intake, while the plane is speeding along, so Paul is going to try using his leaf blower to simulate this action while the plane is still on the ground. The mystery continues, and the jury is still out on Jet Joe, but I will keep you posted.

There was some good stuff going on at the field today. To start off, Brian Newton had his new large Great Planes Gee Bee with him for its maiden flight. This is the same one that Paul has, with the body about a big around as a beer keg. Brian gassed up, checked all of the controls, and took off. The plane lifted nicely, seemed very stable, which surprised me, and flew around with no problems at all. The problem came when he tried to land. The plane lands quite fast, and we were concentrating on the landing so much, that no one had noticed that one of the wheels had come off. As you would suspect, everything was fine until the wheels or should I say wheel made contact with the ground. The plane flipped over onto its back, but without much damage, except to one of the wheel pants. Brian was very happy with the way it flew, and can't wait to get the wheel back on.

I guess this was Brian's day, because he also got to taxi his new turbo jet that Paul had been working on for him. Everything went as planned, and the plane looks like it will be ready to take off as soon as Brian can find a larger field. Brian was happy because the plane worked so well, and Paul was happy because he didn't have to fix anything. Brian also had a small electric Ultra Sport made by Horizon with him, and after a couple of adjustments, he also gave it a maiden flight. This is a great little flying plane, and also looks good in the sky. Brian had a great day with the maidens.

Bob Lanard came to the field with his fanjet powered Maverick. Bob just wanted to check out the engine, and do a little taxiing to get the feel of the plane before he takes it up for the first time. The plane seems to have plenty of power, and should get off of the ground with no difficulty.

Paul Gross was flying his electric helicopter around when all of a sudden it flipped over on its back and landed upside down on one of the weed/hedge lines at the side of the field. A couple of days later,

Paul had the heli out again with the greatest of optimism, which only Paul can have, that everything was now ok. He took off, and about 30 seconds into the flight, the heli turned upside down again and landed in the same bush. I don't know what the problem was; I was too busy laughing to find out!

Even Kiel Fegley has trouble with helicopters. Kiel was flying one of his big ones around with his usual skill, and after inverting the heli for some upside down maneuvers, he accidentally hit the throttle hold switch with his little finger, and the helicopter planted itself in the wheat field. For those of us who don't know much about helicopters, when the throttle hold switch is the correct position it allows you to use just the pitch curve with the throttle stick. I know, what's a pitch curve. ☺

Gregg Clement was out right after work one day during the week to check out his new Patty Wagstaff Extra (pick a number from 3 to 4 hundred). Greg was just going to practice starting the big gasoline engine, and do a little taxiing around to get the feel of things. When he finally got around to doing the taxiing part, I think Patty had a hot flash, because the plane left the ground for a couple of seconds, and then came crashing back down with a bad thump. Don't you just hate when you break one of those expensive propellers on a take off that didn't even happen? Besides the propeller, one side of the landing gear was bent, and its wheel pant was a little damaged. Gregg told me a couple of days later that the plane was all repaired and ready for the right conditions to do its maiden. I think the right conditions are when Mike McMichen is at the field, and Patty has taken her Prozac.

The following was kindly sent to me by Dave Morgan. Hey Tom, Went to the field on Saturday to get some flying in with my Stearman. I arrived @ 10: AM, Gas & Go Gregg and D.J. were already there (there's a surprise). Rick the greens keeper was cutting the field. Rich Onarato also showed up with his Pitts. Bill Froeder also came out for some flying; he brought out his Hanger 9 Twist and his Piper Cherokee. Bill said that he hadn't been out with glow plane since Feb (you couldn't tell from his flying) .The new guy Henry showed up and got in a few flights with the help of Rich O., Owen Douglas and ?????????? were at the field. It was a little windy but I have seen worse, everyone was getting in some

flights. The only mishap of the day was when Owen put in his Hangar 9 Stick; I didn't see it because I was fueling up my Stearman at the time. The only thing I heard was Gas & GO say Oh S_ _ _ it's going in. We recovered the wreckage, which was un-repairable. She went in to the woods at the end of the field like a lawn dart and sheared both wing halves off before impact. We never found the wing halves. Other than that, a good time was had by all. !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Dave. P.S. Gas & Go (Gregg) presented Rick, the Greens Keeper, McIlvaine with his own personal club chair. Congratulations to Rick. !!!

Ducted Fan Sunday. I would think that all of the ducts flew south for the winter, if I thought they could fly, so very few showed up for the event. With a couple of exceptions, those that did show stayed firmly on the ground. True, it wasn't the very best weather for the event with some gusty winds. The only planes that actually did fly were all electric.

Doug Bateman had two very nice planes, one was a Navy Panther jet, and the other was an Air force F-16. Both planes flew very well and really fast. Doug ran into a little trouble when the battery in the F-16 ran out of energy, and the plane just missed running into the dirt pile, at the end of the field, but hit the bush growing out of the top of it. Lucky for Doug, there was no damage to the plane.

The only other plane that flew was my A-10 Warthog. This is a GWS plane with two very underpowered-ducted fan motors. It can fly however, although not very fast, and is quite stable. Looks good in the air too, if I do say so myself. I may try to upgrade the motors to brushless over the winter.

This from Ray McCloy.
Hi Tom, I made a trip to the field yesterday with Ed Harding who was to fly his Stinger, the one which I had built the airframe, and Ed covered it identically to mine. When we got there Dave Morgan was hard at work, apparently for a couple of hours, repairing the runway that some scumbag had tried to destroy. The ground was hard enough that the jerk wasn't able to dig it up too much, however he did it in many places, and it was bad enough that it would have been hazard-

ous to any landing. Dave had raked all the ruts out as best he could and rolled it and dragged it with the heavy mat and he made it safe for landing. Thanks Dave. Well the Stinger was checked out, and a good range check, and the 3W60 sounded perfect so all was go. Mike taxied out, lined up into the wind, and took off. About 30 feet up the engine went silent, A landing in the rough bent up the landing gear too bad to fix at the field, but no other damage was apparent. A picture of Ed and plane is attached. Later in the day it was time for Ed to fly his Giles. All went well, but on landing, the fiberglass gear broke and resulted in the strangest crash damage I think I have ever seen. Picture also attached. Dave Morgan had great luck with his bargain priced electric Corsair, and his PT 17 Stearman, Mike McMichen had several good flights on his Edge 530 and Gus Tahenakos had several good flights on his Bahama blue Lazy Ace. Sorry I missed you and Paul. Thanks Ray for that update.

I was not able to get out on the two best days of the year, but I did make it out on Friday, which was nice and sunny, but a little cold and a little windy. Steve Althouse was also there with his brand new ¼ scale Edge 540. Steve wanted to try the plane for the first time, and Joe Mauriello also came out to lend his assistance. After tinkering around for a very long time, and after my usual helpful remarks such as, If you don't fly soon the sun will be down, and is this one of those new kits that you build at the field? Steve decided it was ready to go.

Paul Gross got his camera at the ready, and with Joe guiding him on, Steve taxied out onto the flight line and gave it some gas. The plane seemed to have plenty of power, but had a little oversteer and required a little taxi time for Steve to get used to the controls. After a couple of tries, Steve gave the plane some up elevator, and off she went. She rose into the air nice and steady, and with plenty of authority. Steve did a little trim of the controls, it looked like it needed some down trim to me, but I am not sure, and even ventured a roll or two. After a few circles of the field, it was time to land.

The plane came in nice and calm, but a little high for the speed it was going and I thought there was going to be a mishap. But, just as one

wing dipped over Steve gave it the throttle and made a good recovery. On the next attempt, Steve kept the throttle up until the plane was nearer the ground and she came in for a nice smooth landing. Steve is a very happy camper. If you would like to see the plane flying, come to the next bull meeting, and you can see it on the video Paul took.

Paul had his new Top Cat pusher with him, and took it up for the second or third time to make some low high speed passes. This is a fairly inexpensive ARF That looks good and flies well also. Paul took it up again to show Joe how it flew, and as the plane left the ground, Paul lost all control over it. The plane did a nice arc up over and down into the trees at the left and behind the runway. When we went to recover the wreckage, we found the plane in one place and the nose buried about six inches in the ground in another.

When Paul checked the radio system later, everything seemed to be ok. However, the battery switch was turned off when we recovered the plane. And by the way, when the battery is turned off, that annoying beeper that is supposed to help you to find a lost plane doesn't. Paul had put a wire out through the fuselage so that the plane could be turned off without taking the four screws and canopy off to turn the battery off. (There's a novel idea. ☺) Paul very seldom puts a battery switch on the outside of the plane preferring to remove a hatch, wing, or canopy to turn the plane off. Hmmm. This may be the last time he has a switch that is accessible from outside the plane however. The reason I say that is: I think the vibration on the wire turned the switch off, since the switch didn't seem to have a detent in the on position. As an afternote, we never found the wire. Anyway, Paul now has something to ask Santa for this Christmas.

Dummy Of The Year Award

I have been thinking the club should have a dummy of the year award. After all, we have awards for other things. If you fly once a month, you get a nice set of wings from Ray McCloy to pin on your hat. If you win the Raffle, you get a nice airplane, motor, or set of screwdrivers. If you win the 50/50, you get a monetary award. If you crash your airplane you get to read your name in the newsletter, so why not an award for dummy of the year.

The recipient of this award could sometimes be very hard to determine, since we all do dumb things like leaving our transmitter, wing, fuel, or other necessary items at home, and who doesn't forget to charge their batteries or leave their transmitter turned on and kill the battery in it? And then there is always those who fly using the wrong transmitter, using the wrong model in the right transmitter, having the ailerons reversed, and forgetting to put up your frequency pin. As you can see, it may be hard to pick a winner some years, but this year's winner stands head and shoulders above the rest.

Let me explain. A couple of days ago after coming home from the field and having dinner, I decided to charge one of my LiPo batteries. I plugged in a battery to my charger, flipped on the power supply, and went on about my business. My business, as it turned out was folding, sealing, addressing, and stamping the newsletter. I usually do this sitting at the dining room table in my wife's chair so that I can watch television while I am working.

As I was working, I suddenly heard a loud noise similar to that which you would hear when you put half a can of charcoal starter on the grill and throw a match into it. I have seen this done, that's how I know what it sounds like. The only other way I can describe it, is like a mild explosion. Where I was sitting, I had a pretty good view of the recreation room, where I do my modeling, and where the sound came from. When I turned to see what the noise was, I could look down the four stairs going from the kitchen to the recreation room, and I could see a giant ball of flame.

I should explain that my workbench is about ten feet from the stairwell, where I was looking, but I knew at once what had happened. Being an active fireman for over twenty-five years, no panic set in, and I ran down the stairs to see what I had to do to put out the fire. By this time, the fire was limited to the battery, which I had been charging, and only the battery and my workbench were on fire. I grabbed a nearby ashtray, (I will explain the ashtray in a minute.) and an also nearby propeller, and slid the burning battery into the ashtray. I then took the ashtray to the laundry sink and set it in the bottom where it would not catch anything else on fire. Then I

returned to the bench and made sure that fire was out. Oh, I almost forgot, the fire alarm was doing its job, which is a good thing!

To explain what had happened, let me start at the beginning where I started to charge the battery. I almost always put the battery that is being charged, on an ashtray, just in case something goes wrong. That was the first thing I did wrong, I just set it on the table. The second thing I did wrong was not to set the charger for a two-cell battery, which I was charging, and left it on the three-cell position. I am excusing myself for this mistake because while I was at the field, I was charging a two cell battery with my other charger, and somehow this carried over in my brain, and so I thought the charger was set properly. WRONG! You cannot charge these batteries past the recommended voltage, which is what happened here. I was trying to charge a 7.4-volt battery to 11.1 volts.

Now I have always been a skeptic as to how much damage these LiPo batteries could do, since I have seen demonstrations on the Internet, and it looked to me that if one used a little common sense, there would be no problem. Well guess what, I was wrong! I don't know what kind of chemical is in these cells, but it is just slightly more explosive than gasoline. I should mention that the cells took on a nice orange glow similar to a steel horseshoe, which has just been removed from the furnace prior to forging.

Luckily I had not left the battery unattended. If I had left the house with the battery charging, I may have come home to a smoldering foundation. By the way, my fire company has never lost a foundation yet! I still like LiPo batteries, and will continue to use them, but I am going to be a whole lot more careful with them.

Here is what I recommend while charging these batteries. Put them in some kind of fireproof vessel when you are charging them. You don't need an expensive battery bunker, but you should use a large pot with a lid, a casserole dish, or a ceramic storage jar, similar to what your wife keeps her baking flour in. I am sure there is the perfect vessel at the dollar store. Don't leave the batteries unattended while charging. Don't charge the battery while it is still in the plane, unless you don't like the plane, and don't ask me who is getting the "Dummy of the Year" award this year, I think you should have it figured out by now.

Miscellaneous

Karl (with a K) Kozuh called me to tell me about an experience he had with a muffler company. It seems that Karl had his muffler come loose while flying one of his airplanes not too long ago. (Who hasn't had that happen?) anyway, he had the muffler, but lost the gasket that was on the muffler. He called Slimline to get a replacement gasket, and the nice person at Slimline told Karl that he would send him a new gasket for free. No shipping charge or anything. It is nice to know that some companies still care about their customers.

Dues are now due. If you cannot attend the meeting, please send your check for \$60 to Bob Lanard, 95 West Broadway, Salem, NJ 08079. Include your AMA number, Address and phone number.

Up Coming events

The next regular meeting will be held on November the 14th at the Woodbury American Legion Hall at 8pm. Lots of good stuff going on, so don't miss it.

The next bull meeting will be held on November the 28th, also at the Woodbury American Legion Hall, and also at 8pm. You won't want to miss this meeting either. If you were at the last bull meeting, you remember how much fun we had with Ray McClyo's tiny airplane, well he has another one. This is even more fragile than the last one, and therefore should be even more fun. I am sure there will be some more helicopters there as well, and let us not forget Paul Gross's wonderful videos. See you there!

That's about it for this month, the weather has been very nice for this time of year, and I hope you can take advantage of it. Don't forget the upcoming speed plane Sunday, December 3rd. If the weather is good, this should be even more fun than the War Birds event. I hope to have a couple of friends out to the field with a couple of planes that will amaze you. Of course there will be regular plane flying, so bring your hard hat. Thanks to my wife Jeanne for doing such a great job with the proof reading. See you in the sky!

Tom Voorhis



"I won't be coming into the office today. I'll be out in the field doing research."



Ed Harding



Gregg Clement



Steve Althouse



Busted Bobcat



Paul Gross



Tom Voorhis



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