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At The Meeting

The meeting was called to order at 8:15pm with 18 members in attendance. The minutes of the July meeting were read and accepted. The treasurer reported the balance in the club's checking account. The treasurer's report was accepted as presented. The vice-president called the roll of prospective members. Eric Becker attended his first meeting. The field committee chairman reported that the field was in good condition. In preparation for the War Bird Fly In the club has scheduled a field work party for 10:00am Saturday August 26.

OLD BUSINESS

The president reminded the members present of the War Bird Fly In on August 27th and the club's picnic on September 17th (rain date September 24th).

NEW BUSINESS

Bob Lanard made a motion that October 22nd be set aside as "ducted fan" Sunday. The motion passed without objection. With no further business Bob Lanard ran the 50/50. Chuck Kline won (\$23.00).

The meeting was adjourned at 8:45pm. **Paul M.**

Gross

At The Bull Meeting

If you missed the bull meeting, you would have missed the dancing girls. There is always next month, so don't miss out. What you did miss was the coffee, donuts, me trying to fly my helicopter, and once Paul figured out how to use the video player, (that electronic stuff is complicated) some great model airplane crashes. **Tom Voorhis**

At The Field

It was only 92degrees out today, so I went to the field with Paul Gross and Ray McCloy to try out Paul's new turbine jet engine. This was a replacement for the engine in his Delta plane, which he flies at our field, and whose engine had given up the ghost. It didn't seem like it wanted to start up, until Paul discovered that he had the propane and jet fuel lines reversed. The instructions were unclear on this point and pretty much every other point that I could see. After that little adjustment the engine ran flawlessly for about six minutes. After a short cool down period, Paul was ready to rev her up to the maximum rpm.

After refueling, and going through the start up procedure, a problem started to show itself when the control unit started smoking. After some investigation, it was determined that the start up motor was damaged. Paul was mad at himself because he had read on the Internet where these motors were causing problems, and he went with it anyway. In the first place, you can't believe everything you read on the Internet, and suppose you never even saw anything about these motors? At the cost of these turbines, one would think that they would include a reliable rev up motor with them. As with a lot of things in this hobby, it is a crapshoot, and we have to learn to live with it. Because the wind was blowing at gale force, we decided to call it a day.

Wednesday the 9th was a beautiful day, and the turnout at the field was one of the largest this summer. Steve Balzer came out with a friend from his neighborhood, and his flying wing, which flew and went home undamaged. Marty (Flea Market) Brodack was there with his Big Stick airplane, which not only flew, but also was able to make several more landings (sometimes three or four at a time) than it did take-offs.

Gas and Go Gregg Clement was there with his sweet little dog, and his sweet looking collection of planes. Gregg has acquired more planes in a short time than even Paul Gross. Speaking of whom, Paul had a brand new .60 sized Spit Fire with him with a .90 sized YS in it. After tinkering with the YS for way over an hour, he finally got the motor so that it would run at full speed, and we were able to carry the plane out to the field under full power, and let her go. Once in the air, the plane looked and flew well, but Paul wasn't happy with the speed. Too slow! The landing was rather fast, the results were bent retracts. (Isn't that what retracts do?)

Ed Harding made it out also, and was flying his Aero Master around like he knew what he was doing, although we all knew better, and gave us all a couple of good scares with some late pullouts. Bob Lanard came in about the time I was leaving, so I am not sure what he was flying, or how he made out.

Barry Prather came out with his racing style P-51, and was very happy with the plane because it was going very fast, and as Barry said "Faster than it ever went." He wasn't that happy after Tony Massimi flew his .60 sized pattern type plane even faster than Barry's. Tony landed his plane down wind, with the result of it going into the weeds at the end of the field and breaking the wing bolts. Tony said that he has trouble landing in the direction the wind was coming from, and so landed down wind. I couldn't let that go by, and so mentioned that it looked like he had trouble landing in the other direction also. ☺ To show that Barry had no hard feelings because Tony's plane flew faster than his, he went to retrieve Tony's plane from the weeds. Thinking about it now, maybe that's when the wing came off. ☺

Ray McCloy came out with Paul, and brought an electric plane he designed himself. I took the plane up for its maiden flight, and after flying for a little while everyone at the field thought Ray could write a magazine article about the plane because of how well it flew. I made the mistake of handing the transmitter to Paul, whereupon he tore the wings off. It was then decided that maybe Ray couldn't write an article if the wings were going to break in half.

Rick, the greens keeper, McIlvaine was there but didn't fly. Mike McMichen also came out to enjoy the weather, but was too busy flying other people's planes to fly his own. Rich Onorato had one of his great looking planes with him, a P-40. I don't have to

tell you about how good Rich and his planes fly, so I won't. Gus Tahenakos showed up with his Bahama Blue Bi-Plane. (Yes I know plane is spelled wrong, but with so many Bs in a row, I just couldn't help myself. Or was it that color that has warped my brain?)

I almost forgot. I couldn't get the motor in my racing plane, which replaced the one with the broken crankshaft, to run right. It is a good thing too, since the servo tray had come loose inside the plane. Paul noticed that the elevator was way down, and the loose tray was the reason. Paul's wife might not agree with this, but he is good to have around.

Got an email from Mike McMichen telling me that new member Eric Becker had soloed. Not only did he solo in a very short time, but he did it in a 20mph wind. Eric owes his success to all of the people who were training him to fly. I guess he figured that he would have to solo quickly so that he wouldn't have to deal with all of these people. ☺

I made it out again on Sunday, and there was another good turnout with the usual gathering. A couple of people who don't get much news coverage were out: Karl (with a K) Kozuh was flying Pete Spillane's tail-less airplane called a Scimitar. I guess this makes Pete there in spirit. Pete is not having a real good time of it, so you might want to give him a call and wish him well.

I haven't mentioned Bob Leonetti in a while, and I should, because he is out quite often. Doug Owen was out, Doug doesn't get much news time because he doesn't crash anything. I explained this to him, but he won't cooperate. ☺ Are you paying attention Bob? Doug's partner in no crime was also out, Bob Werner. Although Bob usually flies around ok, I think he tried to sneak one by me when on one day that I wasn't there to see it, he crashed his big Stinger. I don't know about the damage, but since Bob is keeping quiet about it, I guess it was bad.

Joe Mauriello had a new helicopter with him for its maiden flight. Yes you read it right, another new one. Joe was putting the heli through its paces when one of the rotor blade connecting rods came loose, and the helicopter found the ground really fast. The damage wasn't too bad, but Joe was really upset until he realized that he could just take one of the other helies, he had crammed in the back of his truck, and fly that. Like they say, alls well that ends well.

The work party that was scheduled for 9:00am the day before the War Birds event got under way

right on time, except for a couple of guys who started about three hours early. There was about a five percent membership attendance, which is par I guess. Those who helped were Rick McIlvaine, Paul Gross, Kark Kozuh, Steve Althouse, Dave Morgan, Manny Martin, Gus Tahenakos, Greg Clement, Bob Leonetti, and yours truly. The field is looking better than ever, and I hope the work done to keep it that way is appreciated.

War Birds Over South Jersey. The weather forecast was not good, the weather was not that good, but the event went off as planned, and was good. There was a pretty good turn out, but I am sure there would have been a lot more had the sky not looked like it was going to open up at any minute. As it turned out, it only started to rain when things were pretty much at an end. Gourmet cook Paul Gross did the honors again this year, and there was plenty of hamburgers, chips, and kielbasa to go around. Paul also made arrangements for the Porta Potty in case things didn't turn out too good. ☺ Thanks Paul for a great lunch!

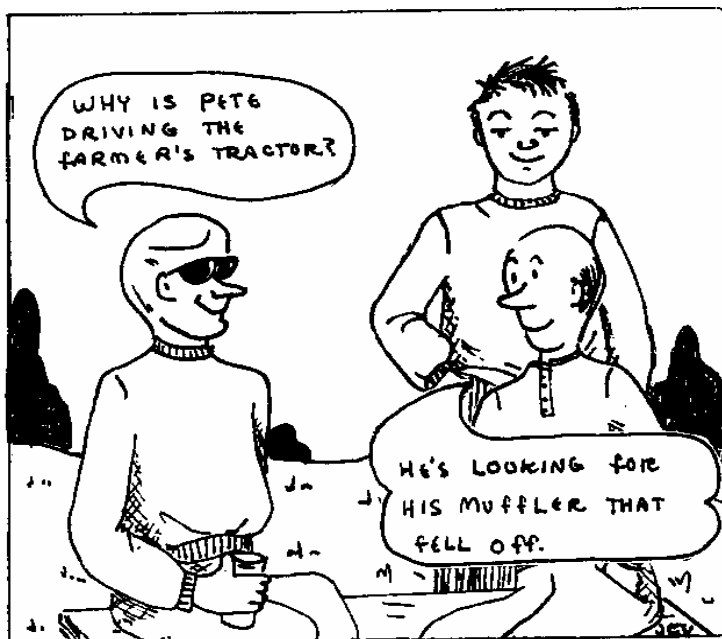
All in all there were about 20 fliers, and many spectators. Most of the fliers were from our club, but there were a couple from another club. It was good to see Dave Kershaw among the spectators. Dave says that he is feeling better and hopes to be able to fly again soon.

There were three 1.20 size Navy Stearman on the field, and Gregg Clement and Dave Morgan put in several flights of formation flying with theirs. Phil Tomeo brought out a beautiful C-160 Transall which he is working on. The plane is not quite done, so Phil didn't fly it. Brian Newton had a giant scale P-40 with British markings, that was gorgeous. Brian fired up the motor, and taxied around a little bit, but didn't fly. He says that he is going to fly it after he looks at it for another couple of weeks. ☺ Brian did fly his WWII German rocket plane, though and had a very good landing! There were a few other types of planes including a couple of Corsairs, and various and sundry different sized P-51s. Jerry Jones brought out a couple of his giant war planes, but because of the rain, I am not sure if he got to fly or not.

The absolute **highlight** of the day was when Barry Prather decided to fly his four engined B-17. Barry had a little trouble getting the engines up to speed on his first attempt, but with a lot of help from his friends and four new propellers, he was successful

on his second try. The plane seemed like it was struggling a little on takeoff, and the wings were wagging up and down. Everyone was holding their breath, but Barry kept it under control, and the plane was airborne. The plane was not what you would call exactly in trim, and Barry was getting a lot of help trying to get the plane stable. At one time, the plane rolled over on its back and went straight down toward the ground, and everyone expected that to be the end of it.

Some how Barry managed to pull up before the inevitable, and flew around to everyone's enjoyment. The plane looked very realistic in the air, and those four motors were humming right along making a great sound. After making quite a few circuits of the field, Barry brought the plane in for an approach. Once again, everyone was holding their collective breath. Barry leveled off, cut back on the power, and brought the plane in dead center of the runway. When the plane rolled to a stop, a loud round of applause went up from the crowd. It was spectacular, and Barry is one happy camper, and so he should be! All in all, I would say it was a great day, so don't miss



the next one!

Miscellaneous

Here is a story about some of our club members that is not directly connected to the field, or flying, but I am sure you will find interesting. It seems that while Andre Askew and Terry Hill (AKA T-Bone) were on the way home from the field, a couple of Sundays ago, they had the misfortune of going by

way of the Schuylkill expressway. Now we people in New Jersey know you don't use the Schuylkill on a Sunday, but when you live in Philadelphia, I guess you have no choice.

Unfortunately for them, while Andre was trying to negotiate the traffic, and if you will pardon the pun, they got T-Boned. Do you see the irony in that? This caused two things to happen, first the car rolled over, and second the police arrived on the scene. Fortunately for Andre and Terry, they weren't seriously injured, but they had to go to the hospital, and their car had to be towed.

Don't forget, they had just left the flying field, and the car was full of airplanes and equipment. The good thing was that Andre Clark was not too far behind them, and when he came upon the accident, he recognized the car. Andre stopped to lend assistance, and told the Police that he was a close friend of the victims, and would take the planes and equipment out of the car for safekeeping.

Now no one has ever accused the police of being understanding people, and so, they would not let Andre get any where near the car, much less retrieve anything from it. Now in all fairness to the police, we are talking Andre here. ☺ Andre, being the nice person he is, decided that he would go to the place where the car should have been towed, and retrieve the afore mentioned stuff there. Unfortunately, the car wasn't there so he went home.

A couple of days passed, and when the boys went to collect the gear, it wasn't there! Stolen! One of the guys, it may have been Jerry Jones, decided they should go to their local hobby shop, where they do a lot of business. And mention it to the owner, in case someone tried to sell the stuff. Sure enough, a few days later, Jerry got a call from the owner saying that someone had called him on the phone wanting to sell some stuff that sounded just like the things that had been stolen.

The hobby shop owner had made an excuse of some kind and told the guy that he would call him back. Jerry set up a convenient time for the delivery, and went to the shop to wait. Sure enough, at the appointed time, the thief showed up with all of Andre and T-Bone's things. I wouldn't mess with Jerry, aside from breaking his stones of course, and when Jerry confronted the guy, he said he didn't want any trouble and hastily left.

Jerry returned all of the things to the boys, after pretending to want to show them all the neat airplane things he had bought for next to nothing.

There are two sidebars to this story; one is that the thief turned out to be the tow truck driver. I guess towing doesn't pay that much. The other is that the tellers of this story kept calling Andre and Terry the "crash dummies". Now even I thought that was a little harsh, so I decided to leave it out of the story. ☺ I told you that you would think this story interesting!

Hints and Kinks

This idea comes from Karl (with a K) Kozuh. Karl wanted to trickle charge his flight battery, but when he went to hook up the battery he found his trickle charger was not working. Karl decided that if he gave his battery a full charge for only a few minutes, that would be the equivalent of a trickle charge. (Lets face it folks, your wall charger only gives you 50ma at full charge so this will not harm your battery in any way.) Karl dug out an old light timer, set it to come on every day for 15 minutes, (his battery capacity divided by 10) and now his battery is kept fully charged. I believe Karl is going to plug an outlet strip into the timer so that he can plug all of his wall wart chargers in and keep all of his batteries charged. The trickle charge manufacturers are going to hate this idea!

There seems to be a lot of concern about batteries catching fire during charging. So much so that some people have even resorted to paying a lot of money for a device called a battery bunker, which is no more than a ceramic pickle jar. Others are using old surplus ammo boxes, and an old pot would work just as well. Well here is a solution to the problem and it cost next to nothing.

Get two medium sized sealable plastic food bags, and fill them with sand. Put one bag on the bottom of the battery and one on the top while charging. If there is a fire, the plastic will melt releasing the sand, which will then smother the fire. **CHARGE!**

For Sale

Joe Mauriello has a 50cc Chip Hyde Double Vision Bi-Plane that he would like to sell. Joe is selling just the airframe, no motor, electronics, etc. Joe will let the plane go to a nice home for \$400. You can call him at 856-223-0467.

That's it for another month. There will be a lot of good flying weather coming up, so don't miss out.

